

AMERICAN RANDONNEUR

VOLUME 18 • ISSUE #3 FALL 2015





Bon Courage!!



*Best of Luck to All PBP Participants,
Especially those who have found their Will To Go:*

*David Montanaro – Kirkland, WA
Rob Tulloh – Austin, TX
Michael Bayer – Minden, NV
Benge Ambrogi, - Manchester, NH
Jack Holmgren – Oakland, CA
Greg Merritt - Berkeley, CA*



David Montanaros' PBP-Ready Viaje Ti, set up for success!

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American Randonneur Magazine

Fall 2015 • Volume 18, Issue #3

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COVER—Robert Sexton, Dan Beringhele, and
Frankie Mansfield riding along CA Highway 1
on SFR's King Ridge 400k brevet.

PHOTO BY: DEB FORD

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President's Message

As you read this, you have likely returned from PBP or some other summer randonneuring exploit. Here's hoping all of your rides went as planned and were successful. Chances are you're already thinking about next year's events. At RUSA Headquarters, we're also looking ahead and planning for the continued health and prosperity of our organization. We've held the line on rising costs for years and years, but the time has finally arrived for a dues increase. Effective Oct. 1, 2015, we will be raising our annual membership fee by \$5 per member. Individual members will pay \$25 for their 2016 membership; the cost of a household membership for two members will rise to \$40 per year, up from \$30.

This is the first dues increase since RUSA was formed in 1998. The decision to bump up the annual amount by \$5 was a relatively easy decision, thanks to financial forecasting by Susan Otcenas, RUSA's treasurer. Our expenses have grown for insurance, the newsletter and our awards program. We anticipate this modest increase will cover our rising

costs and ensure our organization's financial stability for the months and years ahead.

Thanks in advance for your understanding on this increase, and for your continued support of RUSA. As a reminder, here are a few of the benefits of membership:

- Dozens of ACP and RUSA sanctioned brevets
- Access to more than 2,700 permanent routes
- Insurance coverage for permanents, many of which are free to ride
- Our 185-page members' handbook
- A database of your annual and lifetime rides
- Awards for your various randonneuring achievements
- RUSA's quarterly newsletters and special editions
- Apparel and other items from RUSA's Store
- Most importantly, the camaraderie of thousands of like-minded long distance cyclists.

We believe RUSA is still a real bargain, and we hope you do, too. Remember, there's no charge for those bonus miles!

A word to the wise: if you join RUSA on or before September 30,

your membership will last just three months, or until the end of this year. However, if you sign up after October 1, your membership runs for the last three months of this year, plus all of 2016. Thanks to Don Hamilton for his continued service as the chair of our Membership Committee.

Speaking of the RUSA Store, we are excited to announce an upcoming sale. We are revamping and refining the items we offer to our members and will be concentrating on safety and reflective gear, awards and a few other key items. To facilitate these changes, we are holding our first-ever RUSA GARAGE SALE! Select items in the store have been marked down to help us move through the inventory. Now is your chance to pick up some fantastic RUSA branded items at great prices. When they are gone, they are gone, so cruise on over to the RUSA Store today to get your gear.

We'd like to offer a heartfelt thanks to Jennifer Wise, RUSA #1, for her hard work operating the store for so many years. If we have any rock stars in our sport, Jennifer is surely one of them.

—Mike Dayton
RUSA President

Once again, it's RUSA's election season. In this issue, you'll find statements by candidates who deserve your consideration for a seat on RUSA's board. Please take a few moments and cast your votes, either by paper ballot or online at www.RUSA.org. General members can vote for two board candidates. RBAs can vote for two candidates and vote for the RBA-Liaison. Best of luck to the candidates, and thanks to all for tossing their hats into the ring.

It's not too early to start planning next year's riding season.

May we suggest the Cracker Swamp 1200K as an option? The inaugural event, to be held in the fall of 2016, will be hosted by Central Florida RBA Paul Rozelle. Cracker Swamp is the name of a well-known cycling road along the St. John's River. The event will start and finish in Tavares, Florida and feature a cloverleaf-style course. Look for details in upcoming issues of American Randonneur. The next newsletter will also list rides offered around the country by our other RBAs.

From the Editor

Stories matter. We know ourselves by the stories we tell about our histories, our likes and dislikes, and our dreams and fears. The stories I tell about riding through the NJ Pine Barrens in the middle of the night or climbing the 12-mile hill to finish the flèche yet another time help me know myself as a randonneur. Our randonneuring stories not only capture our memories, they also entertain our friends and suggest new adventures to fellow travelers. Our stories create community and inspire camaraderie. Stories matter.

American Randonneur provides information about upcoming events, explains and presents organizational processes, and lists the accomplishments of members achieving a host of remarkable goals. The magazine has important functional and celebratory purposes, for sure. Maybe it's my training in literature, writing, and rhetoric, but the ride reports or stories that our friends share in these pages are the best part for me. And it's even better when I'm able to gather ride reports on a variety of events from across the country.

In this issue, you will find ride reports of two inaugural randonnées, the Florida Sunshine 1200K and the Red Rock 1000K in Utah. Of the Sunshine 1200K, Dave Thompson writes that it was "like a traveling party," with at least one rider apparently pleading to be allowed to do the ride again right after finishing. The long stretches along the coast, the wonderful volunteers, and the international contingent of riders, all made for a memorable event. Richard and Rebecca Stum's report of the Red Rock Randonnée tells a story of riders enduring physical and mental challenges to complete this event that took riders into Zion, Bryce Canyon and the Grand Canyon. While riders were visiting

some of the most beautiful natural scenery in the country, they also dealt with a plethora of flats, heat and headwinds...but they were tenacious and survived.

By contrast, the Peaches and Lakes 200K Georgia permanent described by Betty Jean Jordan (who competed in and finished RAAM 2015 with her 4-woman team) sounds like a lovely day on the bike, oh, and with stops for peach ice cream along the way. What's not to like? Jason Karp's account of his flèche experience as part of Team Type 2 Fun reinforces the idea that the flèche is challenging because the weather is unpredictable early in the season (or maybe it's true that it's always wet in the northwest?) and our fitness may still be lacking. The report on the Iowa 400K, as copy editor Nigel Greene says, "Makes me want to visit Iowa." Michele Brouger has completed this event four times, so she knows the route and terrain well. In his account of the Fennimore Frolic, Southwestern Wisconsin RBA Greg Smith also details geographical and historical points of interest along this route including the fact that Fennimore's claim to fame is a museum for the "Dinky," a local train now retired. Finally, Rob Welsh, Minnesota RBA, details experiments in his region with incorporating urban trails into brevet routes, and they still have a couple of "trail" rides this year if anyone is interested.

There are excellent slightly more reflective essays in this issue as well. John Ingold writes compellingly about the value of "patience and persistence" in making a return to randonneuring after suffering broken bones and torn muscles in a hit and run accident. Dr. Codfish reminds us of the fun of those easy miles "off the clock," and Chris Newman makes a plug for volunteering within our regional groups. Speaking



of volunteers, Jake Kassen, the New England RBA, talks about how the Boston and Vermont randonneuring offerings are expanding due to the dedicated work of their volunteers.

PBP 2015 is now past, and I hope that you had a wonderful experience if you attempted this grand randonnée this year. I look forward to publishing PBP stories in the Winter issue of AR, and perhaps the Spring issue as well, depending on the number of submissions.

May you enjoy fall rides with friends and return home safely with good memories and stories.

—Janice Chernekkoff
Editor, *American Randonneur*

Autumn

My Friend Kent Peterson once said, “Any distance is bicycling distance.” I think a reasonable corollary might be that any season is bicycling season.

I recall cranking out the miles in our cool and rainy spring. ‘Good training’ is about the best I can say for those rides. Then summer set in here with a vengeance in early June. Here that means ‘on-shore flow’: heavy wind coming in off the Pacific. It helped to moderate the riding temperatures but no coasting allowed, that invisible hand pushing on your forehead, forcing a different gear and slowing you to a dead stop if you quit pedaling. Still, riding in shorts and short sleeve jerseys early and late made for many carefree adventures. On my commute home from work I watched the Ospreys raise their chicks. They are fine with cars motoring by, but they don’t know what to make of a plodding bicyclist. The hens will stay on the nest with the chicks.

But the males usually fly off to a different telephone pole to watch and wait.



But now fall has come, the mornings are cooler and the days are shorter. The Ospreys have all flown south and the grass is brown and brittle, clattering in the chill wind. For most of us those “A-List” rides are in the past and we are generally all in as close to the best riding shape we will be in all year. Most of the randonneuring season has wound down, but that doesn’t mean it is time to hang the bike up in the

garage and transition to video games. For many, this time of year adds a renewed urgency to pack in the certified kilometers in hopes of qualifying for a special distance award.

Others see it as a time for some JRA riding (Just Riding Around). Getting on the bike and riding one town over for lunch can be oddly liberating after a year of completing applications, getting signatures, stamps, and ATM receipts to go along with a properly filled out brevet card. It can be a challenge to abandon the discipline required on brevets, but a little mindless time on the bike with no preset schedule can refresh the circuits and offer a nice transition to the challenges winter brings.

I hope you had great adventures this year and you are inspired to take on new challenges in the future. 🚲



Mother hen stays on the nest looking after the chicks (above). A male watching carefully from a telephone pole (left).

—PHOTOS PAUL JOHNSON

New RUSA Members

10660	Casey Swenson	Harrisburg	SD	10691	Jesse Gettert	Littleton	CO	10722	Arturo Valery	Pembroke Pines	FL
10661	Rudy Wann	Mission Viejo	CA	10692	"David Waters, Jr"	Umatilla	FL	10723	Jason Cowling	Clinton	OH
10662	Deirdre Arcsott	Vancouver	BC CAN	10693	Ricky Guzman	Pembroke Pines	FL	10724	Alex Brey	Portland	OR
10663	Robert LePage	Vancouver	BC CAN	10694	C. Levert	New Orleans	LA	10725	Erin Lindholm	Portland	OR
10664	Janece Mullett	Hampton	FL	10695	Dena Scibilia	Ringoes	NJ	10726	Scott Dinwiddie	Alexandria	VA
10665	Sankarasubramanian Meenakshisundaram	Plano	TX	10696	P. Scibilia	Ringoes	NJ	10727	Cara Leckwold	Anchorage	AK
10666	Luke Schmitz	Minneapolis	MN	10697	Erin Sosnoski	Southwick	MA	10728	Christian Wenaweser	New York	NY
10667	Jeffrey Payn	Troy	MI	10698	Edmund Sosnoski	Southwick	MA	10729	Nathan Simpson	San Diego	CA
10668	Mary Ann Huang	Troy	MI	10699	Nels Lawrence	Appleton	WI	10730	Kevin McClain	Raleigh	NC
10669	Spencer Bitz	League City	TX	10700	Steven Shepard	Corpus Christi	TX	10731	Melissa Smith	Fort Lauderdale	FL
10670	Michael Gratzner	Delray Beach	FL	10701	Nick Aghakhan	Long Grove	IL	10732	Jose Mercado	Orlando	FL
10671	Tommy Peek	Fort Lauderdale	FL	10702	John Kalill	Bloomington	IN	10733	Richard Freeman	Groveland	FL
10672	Peter Tobin	Charlestown	NH	10703	Tom Speedwell	Ferndale	MI	10734	Richard Freeman III	Groveland	FL
10673	Jeff Bertolet	Washington	DC	10704	J. Lanning	Lincoln	NE	10735	Louis McDonald	Kissimmee	FL
10674	Andrea Jepson	Oviedo	FL	10705	Ray Schraer	Charlotte	NC	10736	Sean Hickey	Ann Arbor	MI
10675	Eric Klinkowski	Franklin	IN	10706	Tim Krieg	Columbus	IN	10737	Richard McKee	Hillsborough	NJ
10676	Phillip Gentile	Pittsfield	MA	10707	Pamela Manske	Lincoln	NE	10738	Kenneth Moss	Bountiful	UT
10677	Rich Singer	Weston	FL	10708	Martin Adkins	Lincoln	NE	10739	Chris Dowden	Palm Beach Gardens	FL
10678	Bryan Dorian	Olympia	WA	10709	Jeremy Beheler	Anchorage	AK	10740	Henry Douglas	Guilford	CT
10679	Bow Tyler	Olympia	WA	10710	Patrick Broyer	Ann Arbor	MI	10741	Brian Colony	Wilsonville	OR
10680	David Robinson	Visalia	CA	10711	Claudia Cuervo	Tampa	FL	10742	Larry Collins	Gambrills	MD
10681	Matthew Burkes	Indianapolis	IN	10712	Brandon Mak	Princeton Junction	NJ	10743	Erica Richards	Tampa	FL
10682	Niranjan Prabhakar	Buffalo Grove	IL	10713	Randal Rubin	Ann Arbor	MI	10744	Courtney Tawressey	Denver	CO
10683	Tomas Kazokas	Stevensville	MI	10714	Mariah Reed	Fort Lauderdale	FL	10745	John McGoun	Oviedo	FL
10684	Kali Glosser	Homer	AK	10715	Eric Hansen	Anchorage	AK	10746	Stanton Koch	Seattle	WA
10685	Stephen Schloneger	Apopka	FL	10716	Stacy Martinez	Grandview	TX	10747	Steve Weng	Princeton	NJ
10686	Stephen Farr	Chicago	IL	10717	Froste Wistrom	San Francisco	CA	10748	B Fleuret	Portland	OR
10687	Jeffrey Sigman	Moraga	CA	10718	Cristian Arenas	Boca Raton	FL	10749	Ian Anderson	San Francisco	CA
10688	Ron Babington	Greenville	SC	10719	Mike Palmquist	Minneapolis	MN	10750	Stacy Berusch	Annapolis	MD
10689	Christina Woodman	Orlando	FL	10720	Rebecca Laborde	Tampa	FL	10751	Michael Theriault	San Francisco	CA
10690	Thomas Burdick	Chicago	IL	10721	David Wiley II	Lawrence	KS				



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Iowa Randonneurs 400K Ride Report

BY MICHELE BROUGHER, RUSA #5558



An enthusiastic group of riders at the start.

—PHOTO GREG COURTEY

The morning of this year's 400K had been forecast to be grey but, at the start, a blue sky dotted with clouds arched across the sky. The start at the Quality Inn is a personal favorite. It's one of a few hotels that embraces the randonneuring crowd. Randonneurs are a quirky bunch, and it's nice to be greeted by someone who appreciates that you are spending time exploring their state instead of thinking you are nuts to ride so far.

The start of the ride is due east and we pass under I-35, at an interchange that's a bit less busy than most highway intersections. From here, you can look over your shoulder to see the USDA Veterinary Labs or look to the right to see the large, metallic hulk of the Barilla

I recently found out that I might be the only one to have done every running of the Iowa Randonneurs 400K since these events shifted to central Iowa. This was my fourth time on this route and I have to say that every time I ride it, something subtle and new presents itself. It has become an annual outing, not to be missed, like an old friend that you look forward to seeing without really knowing it until you get there. This year, only six days after the finish of the Sunshine 1200K, might have been the first year I missed it but for two people emailing me about coming. Sometimes the universe calls out to you; or perhaps your friend misses you, too.

The forecast was sketchy but, in the upper Midwest, we are both stoic and proud of our ability to endure whatever Mother Nature dishes out. This is the heart of the Great Plains. Many also think that Iowa is flat. *Au contraire*: Iowa is not flat at all. Before my first

experience with the Iowa Randonneurs in 2012, I'd been mistakenly told to expect a flat, easy route. Instead, I was treated to rolling terrain, beautiful vistas and a kind of microscopic view of Americana that I have yet to see anywhere else in the country.



RBA leading the "main" pack in the early miles.

—PHOTO MICHELE BROUGHER



A frequent sight on an Iowa brevet.

—PHOTO MICHELE BROUGHER

The “main” pack enjoying smooth roads and light morning winds.

—PHOTO GREG COURTNEY

Pasta Factory. I’ve always thought such an Italian-sounding company in the middle of Iowa was a bit of a chuckle, but this area is rich with agriculture. In places along this route, the soil is so rich that it barely needs to be fertilized. The sun usually rises just to the left of my vision and this day is no different.

There are eleven people starting this adventure and, off the bat, two women disappear off the front to be swallowed by the road. Carrie and Kelsey are both young, talented racers and I confess a certain admiration for women who can ride like that. As I look back, Greg Courtney (the RBA), my friend Scott, and four others are behind me, with two others on their own pace further back. Seven of us would stick together for about half the ride—somewhat of a rarity. Perhaps Iowa brings out the camaraderie in us?

Iowa has its quiriness as well. The first town we pass through is Nevada—that’s NA-VAY-DA, not to be confused with that state out west. The town itself is like many in Iowa, the sort of place that harkens back to the

days when children played in the street and sold lemonade for 5 cents. Small, well-kept houses with trees and clusters of flowers line the street. At 6:30am, everyone still seems to be sleeping.

As we meander south now, there is no wind, a welcome gift from Mother Nature. This part of Iowa is full of fields, mainly corn, but the area was once one of the largest hemp producers in the US and, to this day, hemp plants line the ditches in places. The corn has been planted and, with rains from last week, the plants are tiny: only a few inches tall. The sun continues to defy the forecast and the temperature is just

in the low 60s: perfect cycling weather. As with most Iowa rides, it seems that there is much chatter amongst the seven of us: discussions of the upcoming Paris-Brest-Paris and the many rides we have done in preparation. The rollers are gentle and you barely notice the climbing until you cross Highway 210 to be treated to a sweeping downhill and a spectacular view of forests, fields and farms for miles in every direction.

The beauty of the route is its variety and soon we find ourselves in Polk City at the Kum & Go, one of the more prolific mini marts in Iowa. I hit the ice cream early; it’s just that kind

***The sun continues to defy the forecast
and the temperature is just in the
low 60s: perfect cycling weather.***



of ride. The seven of us continue on through fields and past farms. Large, well-kept red barns with traces of Scandinavian influence in their peaked crests or quilt patches on their sides dot the landscape. There is also lots of old farm equipment, some no longer in use, but preserved in gardens. Iowa has large wind farms and we see many of the three-spiked mills beginning to turn as a southeast wind cranks up. We cross Saylorville Lake, a huge reservoir as well as many small streams, swollen from the previous week's rains. The sun continues to shine but the clouds become dense and, as we turn west, darkness creeps in as well. The Raccoon River Valley Trail is a green tunnel on a now grey day. An array of flowers are blooming here, big purple spikes

against the green. The trail continues through the town of Adel and it becomes obvious that the bike trail was once the railroad, a lifeline of the town. We pass huge grain silos and the restored trail depot, now a law office planted with roses.

The group splits briefly as some of us try unsuccessfully to ward off impending rain by donning rain gear. The effort is fruitless and we pedal through a gentle rain, nothing to even slow us down, to the control at Redfield. The rain passes as quickly as it came though I know from experience that storms can come through here with ferocious intensity. After quick eats, we are all anxious to start the next fifty-mile section, the hilliest part of the route to Audubon.

Scott Stulken (RUSA 7498) on the Raccoon River Valley Trail.

—PHOTO MICHELE BROUGHNER

The western-most part of Iowa is known as the Loess Hills, a long, narrow band of steep hills formed in ancient times, when much of North America was covered with vast glaciers. Though we do not travel that far west, the nature of the road changes with large, steep rollers that endlessly crest like waves all the way from Guthrie Center to Audubon. A quick stop in Guthrie Center to put on sunscreen and top off bottles and we ride the rollers up and down for another 25 miles. Iowa drivers are endlessly polite and we assist by looking over the tops of hills and waving them past when the coast is clear.

At Audubon, the 200K mark, we all regroup and eat together. Although we also leave Audubon together, the group will soon split up. The hills always have the effect of separating people, but we've had fun together. We have eleven miles of backtracking and the wind is at its afternoon peak. Memorial Day flags are straight out and straining against a strong southerly breeze. The turn north to Coon Rapids and Scranton comes

***The absolute highlight of
this ride is the spectacular
High Trestle Trail Bridge at night.***

Night-time crossing of
High Trestle Trail Bridge.

—PHOTO GREG COURTNEY

none too soon and we are soon enjoying a tailwind up and down the big rollers. Here we separate further and soon I'm riding just with Scott, chatting about rides we have done. This is his second outing and a far better day than his previous which had been hot, windy and sticky.

At Scranton, we start riding with Greg, who organizes these rides and lays them out so well. It's a nice stretch and a distraction from some not-so-nice pavement but we roll into Ogden just after dark. A storm is indeed approaching and is forecast to arrive some time between 1am and 2am. We might just avoid it!

Outside Ogden, we start the night ride with a quick descent and ascent out of the Des Moines River Valley. Normally, the stars are glaring, but the clouds are in full force and we can see the glow of Des Moines far to the south reflecting orange against them instead.

The absolute highlight of this ride is the spectacular High Trestle Trail Bridge at night. At about 220 miles into the 400K, it requires effort to get there before midnight when the lights go out. This year, we make it with time to spare.



The High Trestle Trail Bridge is over the Des Moines River. During the day, the view is amazing but during the night it is positively psychedelic. Even at 11:30pm, there are still people walking and biking on it. Following the splendor of the bridge is the penultimate control, the Flat Tire Lounge. Right on the trail, the bar caters to the bicycling crowd with a large bike parking lot. The bar is hopping at just before midnight and they graciously sign and stamp cards. We might consider having a beer, but the threat of the weather cuts it to a half beer.

We finish the final miles on the trail at the tiny town of Slater and turn north once more for 10 miles to Ames with a nice tailwind on a beautiful road with a bike lane. It is about halfway there that we feel the first spatters. "If you have any energy, it would be good to move into time trial mode," says Scott and we hit the drops for a sprint

Endless rollers between
Guthrie Center and Audubon.

—PHOTO GREG COURTNEY

against Mother Nature, outrunning the rain as we cross into Ames. A madcap dash through quiet streets and across the campus of Iowa State University and we find ourselves back at the Quality Inn, 248 miles from the start and still dry!

Greg is there to congratulate us as are Dave and Randy who arrived half an hour before and have a six-pack to share in the lobby. Normally I hate beer, but this one was actually pretty good. I am always amazed to see the same night clerk right there to sign my card: every time for countless rides in 4 years. Like most sites in Iowa, she has the distinction of being timeless, a part of a wonderful scene and a wonderful ride.

As a post-script, when I came down to breakfast the next day, the last rider was coming in. He'd been caught in the storm for hours but was elated to have finished in time, one of two riders to complete their first 400K. Rather than be down about being alone in the rain, he talked at large about his experience and the challenges overcome in the ride through the night: a real randonneur if you ask me. Iowa has many. 🚲

Top Ten Lists Are Not Just For Late Night



Hopefully this issue of AR finds you with many wonderful memories of a successful randonneuring season. Perhaps you completed PBP or a domestic grand randonné or some other cherished goal. As you reflect on the successes of the season, you might also give some thought to all the work that goes into putting on the SR series and the volunteers who make this sport possible. Now that I know how much work is involved in putting together randonneur events, it is a bit embarrassing that it took me so long to become involved on the volunteer level. When Katie R., past NJ RBA extraordinaire was planning a move abroad and seeking a replacement, she put together a list of RBA duties so comprehensive and intimidating that upon finishing it, most readers found themselves curled in a corner in a fetal position.

So, instead of an exhaustive list, and in honor of David Letterman's retirement earlier this year, I've compiled the "Top Ten Reasons Why You Should Become a RUSA Volunteer"

Riders Bob, Gil and Christophe in front. Rider Bob and volunteers Chris and Steve behind the glass.

—PHOTO CHRISTOPHE

#10. All the cool kids do it.

Seriously, take a look at yourself as you get ready to head out on a ride or, even better, when you return. Do you see anything even remotely cool in that mirror? Even on your most delusional day, the answer is, of course not. When you volunteer, however, you can wear street clothes, you can grab a wrap when you're cold and shed a layer when you're warm and you won't have to schlep either object with you for the next 50 miles. And the coolness factor of signing brevet cards cannot be overstated!

#9. You will get to know your fellow randonneurs.

I don't know about you, but I tend to see the same folks on our local brevets—the ones who are in the slower half of the field. I may see faster riders at the start but with some really fast folks, that will be the only glimpse

I will have of them. This past season, I volunteered at each one of the brevets in the SR series and I was finally able to put faces to names. By the end of the season, I was even able to remember a few of them. It is a pretty great feeling to be able to greet a rider by name when they check in and I suspect it is gratifying to be recognized as well. An additional bonus is getting to see randonneurs without their helmets, which can be a revelation. I realized recently that I just assume any guy with short hair is bald since I never see their hair under that helmet. It's pretty surprising to see all those full heads of hair when the helmets come off. There is even one randonneur who sports a mohawk, but you will need to staff a start or finish controle to catch this guy without a helmet!

#8. You get to hang out in new places you would never actually visit in real life.

I know you are thinking, "But I obviously visit these controles when I am riding the brevet." True enough. But charging through a controle is not remotely the same as spending five hours in a Wawa parking lot in the middle of the night.

#7. You get to meet interesting people you would not meet in real life.

(Corollary to #8 above.) I'm not talking about meeting fellow randonneurs. I am instead offering you the opportunity to engage with folks who visit 24-hour convenience stores in the middle of the night, to spend time in a marginal hotel lobby with patrons filing in and out throughout the day or even hourly. You will be able to discuss randonneuring to your heart's content since every other person you encounter will ask you what you are doing, then regale you with his or her own cycling adventures, while puffing on a cigarette, holding a 40-oz soft drink and a package of Twinkies.

#6. You can get your family involved without their having to ride a bike.

That's right, you can bring along your spouse or partner and have them help serve food or sign brevet cards. Sharing your volunteer duties with a loved one has many hidden benefits. Your wife will have the opportunity to see that there are folks out there who are crazier than you. Your husband will be even more amazed by your athletic endeavors, and your kids will think you and all your strangely-clad friends are cycling gods. David E. brought three of his children to help him at his assigned controle on this past summer's NJ 600K. This brought smiles to the faces of all the riders and provided a night of adventure for the kids.

#5. You will be the recipient of many sincere expressions of gratitude from the riders in your care and appreciated for your selflessness, generosity and helpfulness.

Your presence will be appreciated much more than it usually is at home, which in itself is reason enough to volunteer.

During the inaugural Natchez Trace 1500K last fall, all the participants were treated to extraordinary ride support by an army of volunteers. On the final day, when our energy was flagging, several volunteers who I referred to as our angels, greeted those of us in lanterne rouge territory at the rest stops along the route. They would magically appear at these rest areas, which were not official controles, with trunks full of food and beverages. I suspect at that point, four days into volunteering, that they probably had had less sleep than we had, yet they were helpful, gracious and funny. The Natchez Trace route was fabulous, but the volunteers made it a spectacular event.

#4. You will have the opportunity to be invaluable; another moniker most likely never applied to you at home or work.

Riders bonk. Riders crash. Riders get lost or need help or are just plain exhausted. You can provide help in



all these situations. There are many stories of riders ready to call it quits at a controle where a rescue vehicle belonging to a volunteer looks mighty tempting. In the middle of the night, in the middle of a storm, when your knees are killing you, when your butt is on fire, you just want to QUIT. However, you are brought back to life by a cup of coffee and a kind volunteer offering a few positive words and sage advice. Most of us have been that rider at some point, but how many of us have been that volunteer?

#3. You get to do the pre-ride!!!

At first glance, perhaps this is not such a great reason to volunteer unless you think support along the route is for weanies! Participating in the pre-ride really allows you to test your randonneuring mettle, since you and your fellow riders will be checking out the course without the benefit of any support whatsoever! Your bragging rights will expand and your family will think you are even loonier than they thought possible. And the weather might be better than the day of the ride. Or worse, it could be much worse.

#2. You can laugh at your fellow randonneurs when they are sleep deprived and bordering on insanity.

I think we fail to appreciate how entertaining we can be when we stumble into a controle at 2:00 a.m.,

Volunteers Alan Gosart and Don Ward talking with rider Joe Kratovil during Natchez Trace 1500.

—PHOTO CHRIS NEWMAN

twenty-two hours and 400K through a 600K. To those of us riding, everything we must accomplish is a monumental struggle. Choosing when to eat, actually eating, showering, changing clothes, readying clothes for the next day, changing batteries, all seem impossible when your brain is working at thirty percent of capacity. To the volunteers, however, who at this point are also sleep deprived and a bit giddy, your stumbling and bumbling is borderline hilarious.

#1. The number one reason to volunteer is: it's the right thing to do.

RUSA is an organization run entirely by volunteers. From the RUSA Board to the lowly parking lot volunteer, every one involved in helping to run this sport, does it for love, not money. My volunteer activities so far have been confined to helping my local group and that is a fine place for you to start. I cannot begin to fathom how much time, energy and passion board members invest in their various positions, but they are truly uber volunteers and you might want to aspire to be like them, once you have a few years of basic volunteering under your Sam Browne belt. 🚲

Addicted to Flèche

BY JASON KARP, RBA, BOZEMAN, MT



The Team Type 2 Fun Fleche team.

—PHOTO BY COFFEE SHOP PATRON

Last year, when doing some randonneuring in Oregon, I casually mentioned to Lynne Fitzsimmons, RUSA Board member and route reviewer extraordinaire, that I would be interested in being part of a flèche team in 2015, if she was organizing one. I was delighted when she invited me to be part of Team Type 2 Fun. The flèche, that unique team event in the sport of randonneuring, was the one event that had eluded me. Every year, around Easter I have read great flèche ride reports and heard great stories from fellow randonneurs about the flèche. I was definitely looking forward to trying it myself.

Our team consisted of our captain Lynne Fitzsimmons from Portland, Keith Moore and Fatima Aviquivil from Seattle, Steve Bredthauer from Vancouver, Washington, and myself from Belgrade, Montana. We gathered at Jim and Patty's Coffee in Beaverton, Oregon, before our 10am start and got acquainted with each other. I met Fatima and Steve for the first time that morning, and, in fact, each member was meeting someone else on the team for the first time. We weren't strangers for long, however. As always in randonneuring, total strangers become old friends just by riding one event together.

Lynne designed a route that was exactly the minimum required distance of 360K, and it also *appeared* to have a relatively flat profile. Since I was definitely still in the base miles phase of training, after another long Montana winter, it seemed perfect. In the first few miles through the streets of Beaverton and Hillsboro, it was explained to me that there is Type 1 Fun, which we all know and love, and Type 2 Fun that involves a lot of pain and suffering, and which is really the essence of randonneuring.

The first 135K was a big loop through the Willamette Valley from Beaverton to Forest Grove, Newberg, Wilsonville, and back to Beaverton. Mostly uneventful, we were able to put some time in the bank. The only major excitement came with the two crossings of the Willamette River. The first was on a too-narrow bridge with a school bus, and the second was on the infamous Interstate-5 bridge near Wilsonville. However, we made it back to Beaverton and Lynne's house safely

where we were treated to all the pea soup and corn bread we could eat. This was so much better than the typical gas station cuisine randonneurs thrive on. Many thanks to Lynne and her husband Bob, who were incredibly gracious hosts.

With 83 miles under our belts and full bellies, we prepared to head north to Olympia. The graying sky and dropping temperatures were proof that the weather forecasters weren't wrong. We were going to get wet. It began to sprinkle as soon as we left Lynne and Bob's driveway.

We slogged our way to the top of Skyline Drive and got plenty warmed up again. At Skyline Tavern, at the top of the ridge, Keith Moore demonstrated a wonderful technique for obtaining a card signature without buying anything. He slapped a \$5 bill down on the bar and asked the bartender to sign our cards. Signatures were happily given and we were on our way down the twisty-turny Germantown descent just as darkness fell and steady rain started.

We rode through the storm-tossed night, leaving big bridges, bright lights, and the urban riding of Portland and Vancouver behind. The anticipated easy route suddenly became quite hard, as we faced many punchy little hills.

***We rode through the storm-tossed night,
leaving big bridges, bright lights,
and the urban riding of Portland
and Vancouver behind.***



Jason Karp Selfie at end of flèche.

—PHOTO JASON KARP

No climb was very long, but on many occasions my front tire seemed to lift off the pavement. This segment was also punctuated by a four-mile stretch on Interstate-5 in a downpour. The I-5 riding was easy in that it was flat. The truckers must have gotten word of our presence via CB because almost all moved way over. However, it was absolutely pouring. Bicycle tires are extremely flat-prone on freeway shoulders from all tire debris, broken glass, and other sharp objects and it would have been a really bad time for anyone to get a flat. So, we were relieved when the exit for Todd Road finally came into view and we could get off I-5.

We were all suffering. And thanks to an added stop in Vancouver, at my request, in order to recover a bit from the challenging conditions, we were falling way behind. Things really started to come apart when Keith and Lynne rolled into Shari's Diner in Kelso on flat front tires. We were about an hour and a half behind schedule at this point, but in desperate need of food and coffee... and more coffee. Lynne was also battling stomach and fatigue issues, so she implored us to leave her behind and press on. Of course, the rest of the team tried to encourage her to continue, but Lynne's mind was made up and the train station was only a mile and a half away. We changed her tire and reluctantly set off into the cold, wet night without her, but not until after consuming the delicious Shari's breakfast sampler and a couple gallons of coffee.

Ride with GPS promised that the remaining seventy or so miles only had about 200' of climbing. Lies! Out of Kelso we started going uphill and then uphill some more. We had about seven hours until the clock struck 10am, and we needed to average about 12 miles per hour, but every glance at my computer showed that we were traveling at less than 10. What I couldn't understand was that Olympia is at sea level, and yet we were still climbing, with the added challenge of a thick fog.

Day finally broke and the fog burned off, but we were still climbing. Cloudy, fatigued minds were trying to work out the complicated math for finishing within time, and in our muddled state we missed a turn and added a mile to the route. Thank goodness Keith was paying enough attention to the cue sheet to catch the error. Even so, we looked to be in okay shape when Keith's back tire went flat. With the help of a few extra hands, the tube was replaced quickly and we were back underway. Then we were introduced to Barry Road. A nasty steep little bummer of a road, where my front tire again lifted off the ground with each pedal stroke. At 5 mph we weren't getting anywhere fast.

Then something amazing happened. The road began to tilt downhill and then stayed flat. We picked up speed and soon found ourselves in Centralia and on our way to our planned 22-hour control in Grand Mound. We weren't going to make Grand Mound with two hours to go, but we were close enough to think we still had a chance of finishing in time.

We got to the McDonalds in Grand Mound fifteen minutes later than expected. We did not have time to sit down; we only had time to get our cards signed and get going again. We "screamed" along the flat roads to Olympia with a light tailwind at the

blistering speed of 15 or 16 miles per hour. With ten miles to go, we still had fifty minutes. It was do-able if there were no hills and the stop lights were few and green.

The route did stay flat, so the clock became less oppressive. As we cruised through Tumwater, we slowly realized we were actually going to make it. After a few lights and a bridge we were finally in Olympia. We joked that we had time to stop and get ice cream. The Governor's Hotel came into view and we rolled up to the front door. I even got a little emotional; it was a great save. Our cards were signed at 9:53am: seven whole minutes to spare!

Then the real fun began. As we sat in the lobby, sending texts and Facebook posts, other teams started to arrive, all tired and happy and excited to be done. With rough weather all over the region, all the teams had great war stories to tell. The lobby of the Governor's Hotel became the happiest place in all of Olympia.

The next morning, the Seattle Randonneurs hosted a buffet brunch for teams and their families, and each team got to stand up front and tell the story of their ride. The adventures were hilarious, inspiring, and awesome.

A huge thank you to Lynne for taking on the logistics of route finding, mapping, preparing the long and complicated cue sheet, feeding us, and doing all the little and unseen things a team captain has to do. I also appreciate her inviting me onto the team. Congratulations and thanks to my other teammates Fatima, Steve, and Keith for working so hard to get to the finish line on time. It was a memorable ride and the celebration at the end was fantastic. It was definitely one of the neater randonneuring experiences I've ever had. If you've never ridden a flèche, join a team, or start a team. It's a lot of Type 1 and Type 2 fun! 🚲

For more randonneuring stories from Montana and beyond check out Jason's blog: belgradebobcat.blogspot.com

Peaches and Lakes 200K Permanent

BY BETTY JEAN JORDAN, RUSA #9026

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Peach ice cream on the front porch of Dickey Farms.

—PHOTO DICKEY FARMS EMPLOYEE

morning. We arrived around 8:30am after our 7:00am ride start in Thomaston.

A lot of my Macon cycling friends have talked for years about how they ride to Musella for peach ice cream, but this was my first chance to do so. When we arrived, the soft-serve peach ice cream wasn't quite ready. They asked if we'd like frozen peach ice cream instead, which suited us fine. We sat in rocking chairs, enjoying the deliciousness of a beautiful, not-quite-summer morning...and the peach ice cream was yummy, too.

After a few minutes, they told us the soft-serve was ready and asked if we'd like to top off our ice cream. Yes, please! The soft-serve was even peachier tasting than the frozen ice cream. The guys and I had a brief discussion (a la

Expect adventure, indeed! Yesterday, five of us—Daniel, Ian, Neil, Robert (Newcomer), and I—embarked on this recently created permanent route. It's a ride we won't soon forget.

With RAAM taking up a good portion of this month, I was glad to be able to keep up my R-12 goal. I was even gladder when several of my rando buddies said they would like to join me on this permanent. Daniel, Ian, and Robert are frequent riding companions of mine, but it was a real treat when Neil said he would like to come along. Although Neil cautioned me that he would be slower than the rest of us, it was so great to see him back on the bike. He's had several broken bones in the past year and has fought back courageously. That would be quite a feat for anyone, but Neil is about 70 years old!

June is the perfect time to do the Peaches & Lakes 200K permanent because it's during peak peach season. The first control after the start was at Dickey Farms in Musella. They have peaches, peach products (most importantly, peach ice cream!), and other fresh produce. Daniel, who created the Peaches & Lakes route, originally wanted to run the course in the opposite direction, making the peach ice cream stop the last one of the day. However, Dickey Farms isn't open late enough in the day to make that work. Fortunately, they open at 8:00am on Sunday

Betty Jean cannot pass up photo ops at controls.

—PHOTO ROBERT NEWCOMER





Romeo's in Juliette.

—PHOTO BETTY JEAN JORDAN

Alton Brown on *Good Eats*) about the scientific principles that made this so.

Before we left, I had to make good on my life rule of never passing up a photo op where you stick your face in something...this time a Georgia Peach. I had Daniel take the picture. Last month during the Jimmy Carter 300K permanent, Robert had proven himself to be a less-than-optimal photographer at the control in Andersonville. I kidded Robert about the photo he took of me in the long gown, reminding him that the concept is to take the photo straight on, as if the person actually were the object in the photo op. In Robert's defense, when he arrived in Andersonville last month, he was pretty worn out. I don't think he knew up from down at that point.

Within a mile of leaving Dickey Farms, Ian's rear derailleur cable broke. A lot of randonneurs are MacGyver-like,

carrying all kinds of tools and pieces of equipment to address potential mechanicals. Daniel usually has a spare cable but didn't have one yesterday. Ian could have limped along for the rest of the ride with only the two gears afforded him by his front derailleur, but fixing the broken cable was much more preferable. We were entering

some of my regular riding territory, where many of my cycling friends live, and I tried to think of ones close to our route. I called one friend, who didn't answer. Daniel commented that it was about church time.

Therefore, I tried to think of cycling friends who are heathens. Ha ha!

Just then two angels rode up on their bicycles, my cycling friends John Eddlemon and Dan Groselle. They were on their way to get some peach ice cream. When we explained Ian's predicament, they offered to take us to a friend's house only a mile or so up the road. Their friend is a mechanic who works on competition jet skis and motocross bikes. They said he could fix anything. Sure enough, he was able to get Ian going. He repurposed a motocross brake cable, grinding down one end to make it fit into the derailleur cable housing. How ingenious is that?

We were thankful to be back on our way. I always love riding on new roads, but it was also fun to ride on so many familiar roads on this permanent. They

Betty Jean as a Georgia Peach.

—PHOTO ROBERT NEWCOMER



included parts of my Tuesday night group ride, my winter group training rides, and my bicycle commuting route.

Eventually, we reached Juliette, where we had thought we might eat at the famous Whistle Stop Café (from the movie *Fried Green Tomatoes*), but there's always a wait. I was mildly disappointed not to get any fried green tomatoes, but that made me anticipate even more the Green Tomato Casserole that I planned to cook that evening. Green tomatoes—they're not just for frying! (See recipe at end of story.)

Instead, we went to another restaurant, Romeo's in Juliette: we had some tasty paninis and quite a few pitchers of water. The afternoon was now quite warm—the warmest day we've had so far this year. We all were drinking lots of fluids as we continued our ride.

The next control was a convenience store at High Falls Lake. I got some Gatorade and was amused by the store's current sales promotion for the sports drink. Reading the ad, I thought, "Yeah, I need this."

Daniel is prone to cramping, and the heat exacerbated it. He had salt sideburns, and you could even see a light coating of salt on his jersey! He loads up with electrolytes, pickles,



—PHOTO BETTY JEAN JORDAN

mustard, V-8, and anything else with a high sodium content, but they don't completely eliminate his cramps. He's quite a trooper.

My front shifter went out about 90 miles into the ride. Fortunately, I was able to keep up with the others just fine even with only my small front chain ring. (I was grateful every time we came to a climb!) I have Di2 (electronic) shifters. Ian ribbed me about my newfangled technology because he's more old-school when it comes to bicycle parts. He said that he had been teetering on the brink of switching to Di2, but no way would he do so now. Particularly since I just had a thorough bicycle tune-up to prepare for RAAM, I assured him that it was

simply my carelessness in forgetting to charge my shifter battery. This did, in fact, turn out to be the case. Shimano recommends charging its Di2 shifters about every two months, but I don't always remember that I've been riding way more miles than the average cyclist. I'm reminded of my husband teasing me some years ago, "You know better than to take what you would do and extrapolate it to the normal population."

This 200K took me longer to do than any previously, but that's because we spent more time than usual at the controls. Daniel had said that this is a ride to be savored, and that we did. When we were actually riding, we rode fairly fast (ride time = 7:26 hours, average speed = 17.5 mph). Even with the extra bits of excitement, it was still a peachy ride. 🚲

Betty Jean Jordan completed RAAM 2015 with The Sorella Cycling Team in 7 days, 7 hours, and 21 minutes. She met her RAAM teammates through her randonneuring friend, Julie Gazmararian.



Green Tomato Casserole

YIELD: 8 SERVINGS

6 green tomatoes, sliced $\frac{1}{4}$ to $\frac{1}{3}$ inch thick

Salt and pepper

8 oz. sharp cheddar cheese, grated

Preheat oven to 375 degrees. Spray a 9" x 13" baking dish with cooking spray. Arrange half of tomato slices in a single layer in the dish. Sprinkle with salt and pepper. Top with half the cheese. Repeat layers. Bake, covered, for 45 minutes. Uncover and bake an additional 15 minutes, until the liquid reduces to a sauce and the cheese is lightly browned.

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RBA Questionnaire

BY JENNIFER WISE

Jake Kassen, Boston MA New England Regional Brevet Administrator

How did you get involved with randonneur cycling?

I provided follow-support in the FC508 and kept hearing about the friendly and supportive randonneuring community.

Later, I met several randonneurs at a party held by the former RBA and was intrigued by how casually they discussed the distances involved. These guys weren't racers, they were bike dorks. My kind of crowd.

What made you want to be a Randonneurs USA RBA?

I wanted to be an RBA to ride more. But ironically, I spend less time riding and more time organizing.

When did you start hosting RUSA events?

I've been the webmaster and a ride leader for the New England Randonneurs since the group's inception in 2009. I became the RBA in the winter of 2014. Boston has been hosting randonneuring events since 1983.

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

Our classic Boston spring 200K to southern New Hampshire gets eighty to one hundred plus riders. It's a great hilly loop and has three fully supported controls, which are helpful to new riders.

What is the most rewarding part of being an RBA?

I love how much territory we all cover on our bikes. It's a nice community to be part of.

What's the most difficult part of being an RBA?

The enormous time commitment. I joke that randonneurs are just cyclists who love paperwork.

What attracts riders to your region to do a brevet? (Weather? Terrain? Camaraderie?)

Riding in New England is awesome: we have rolling hills, twisty roads, working farms, small towns, and especially New England's rich history. Riders are rarely on the same road for more than a few miles, so it's never boring.

What does the future hold for randonneuring in your region?

Thanks to our dedicated volunteers (a tip of the helmet to Anthony M.) Vermont is now offering a 1000K. I see a 1200K in our future.

Who is the cyclist you most admire?

My partner, Emily O'Brien, who always has a positive attitude, is tremendously supportive of fellow riders, and is an impressive cyclist herself.

What is your favorite bike ride?

I particularly enjoy the new 600K. It's a dynamic route consisting of four states, rolling hills, flat river sections, rural farm towns, and historic industrial cities. Something for everyone.

What is your greatest randonneur cycling achievement?

Completing PBP 2007, despite excruciating pain and no sleep. The euphoria of finishing a brevet is enough to get me out to ride another.

What is your motto?

Take pride in being independent and resourceful because all that matters is that you finish. 🚲



Jake Kassen

— PHOTO SEATTLE INTERNATIONAL
RANDONNEURS



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Fennimore Frolic: Fall Riding in the Driftless Region

BY GREG SMITH, RBA, SOUTHWESTERN WISCONSIN, RUSA # 8170



One of the many old churches that dot the hilltops in the area.

—PHOTO GREG SMITH

I often say that riding in Wisconsin is seven months of wonderful, three months of tolerable and two months of miserable. Fall riding falls into the seven months of wonderful with the trees in their glory and cool, crisp days with generally clear blue skies. I know others share my love of this time of year, so I scheduled a ride to take advantage of all the season has to offer. I generally put a ride on the calendar for the week after the local “fall colors” festival so the leaves are at their peak.

This year, the route we’ll be riding is the 200K “Fennimore Frolic.” This is a relatively flat route for the region. The Driftless Area of Wisconsin marks the end of the glaciers’ path into the Midwest so it is very hilly with grades of 8% as the norm and gradients of 17% or more being fairly easy to find. My intent for this ride was a relatively mild ramble through the fall colors,

so the loop route only has a little over 4,000 feet of climbing though some of the climbs definitely test the legs!

We start off from the middle of Richland Center and benefit from small-town living by being out of town and on quiet two-lane roads in a couple of miles. As everyone knows, Wisconsin is “The Dairy State.” The farmers discovered that their milk stayed fresher on its way to market on paved roads so the result is a vast network of generally well-paved roads that run through quiet farm country. This is not so good for the “gravel grinders” out there, as the longest unpaved road I’ve come across in a fifty-mile radius is only about three miles long.

After leaving the “big city,” we take a southeasterly route along the Wisconsin State Riverway toward the first control at Boscobel, the self-proclaimed “wild turkey capital of the

world.” From there we continue along the Riverway through the diminutive town of Woodman, the “Last stop of the Dinky.” The Dinky was a narrow gauge train that operated between Woodman and the towns of Lancaster and Fennimore. Since Woodman was the end of the line for the Dinky, a turntable was built to allow the engine and firewood car to make its return trip.

From Woodman we continue through the Big Green River Valley toward Fennimore. The Green River is a popular destination during fishing season with people coming from all around the country to try their luck at fly fishing for trout. Fennimore is a little less than halfway through the ride and is an open control so it makes for a good opportunity to get something to eat and recharge a bit before continuing on. Fennimore’s claim to fame is that it is the “Last stop of the Dinky” in the sense of being its final resting place. A railroad museum in the town has a narrow gauge engine similar to the Dinky along with replica buildings and water towers. The museum also houses the Wilkinson Railroad collection that includes a depot, engine barn, water tower, gondola, 2 hopper cars, two engines and a caboose. The museum is worth a stop if you’ve got the time, but we’re “on the clock” and need to move on.

Leaving Fennimore, we make a fast descent into another river valley and head toward Chimney Rock. The



Fennimore fork of the Blue River runs through the valley and is another popular destination for fishermen. Near Chimney Rock (which is mostly obscured by trees) is a lovely old stone barn that is very well-preserved.

Remember that fast descent down into the valley? In Wisconsin that can only mean one thing: a long climb is coming. The climb takes us back up to the ridge tops and a wonderful panoramic view of the valley to the west and northward to Muscoda (pronounced “musk-co-day”), which is our next control. From Muscoda we head eastward along the Wisconsin River valley leading to what is probably the longest and steepest climb of the day at about 83 miles in. The climb is just under two miles long at 5–7%, so pick your gear and spin up.

We’re now headed toward the eastern-most portion of our ride at the village of Spring Green, and we’re riding alongside the Wisconsin River toward Frank Lloyd Wright’s Taliessen, which is worth a tour if you have the time. As an aside, Richland Center is also home to a building designed by Frank Lloyd Wright. Just look for the ugliest building in town and you’ve found it; it’s not one of his most successful efforts, in my opinion.

Spring Green is also an open control so there’s an opportunity for a food stop if you’re so inclined. The General Store serves a wonderful breakfast until noon on weekends, but it’s not likely you’ll get there in time for breakfast unless you’re really fast since it’s a little over 100 miles into the ride. A nice weekend ride for another time

Joe Jamison and John Thier tackle the climb up from the Blue River valley.

—PHOTO GREG SMITH

would be to ride directly from Richland Center to Spring Green for breakfast followed by a leisurely ride back. Since we’ll arrive too late for breakfast on the brevet, we’ll have to content ourselves with the soups and sandwiches the General Store serves for lunch. Another lunch alternative would be the Arcadia Bookstore, and of course there are the more ubiquitous fast food places.

Leaving Spring Green, we wind our way through mostly flat farm country through Gotham (inexplicably pronounced “Go-tham” by the locals), which used to be home of the famous “Bat Cave” tavern. We ride through the Pine River Valley past the unincorporated town of Twin Bluffs before returning to our starting point.

While not “spectacular” in the sense of Yosemite or Yellowstone, the Fennimore Frolic is a wonderful route in the fall with long stretches through lovely river valleys and enough climbing to make you feel like you got your money’s worth. The fall colors only add to what is an enjoyable ride anytime. 🚲



The Dinky at the Fennimore Railroad Museum.

—PHOTO GREG SMITH

Push Play... After the Accident

BY JOHN INGOLD, RUSA #3067

Sunny blue-sky day. Low traffic on a four-lane road. Bright riding clothes. Within three feet of the edge of the road. Another check in the rear view mirror: white car back about one hundred feet, one lane over. Two miles from home. Suddenly, impact from behind. Thrown from bike into ditch. Blackout.

Hit and run. Ten days before PBP 2007.

After regaining consciousness, I limped home sore and plenty roughed up. My first thought was, can I still get to PBP? My plane and hotel reservations were secured, and my training up to that point had me feeling organized and fit. Since I was upright, even though very sore, I decided to forgo a hospital visit and just get on the plane to France.

So, I went and DNF'd PBP at 600K. The pain and inflammation from the accident hindered good rest and adequate fueling. This was my first PBP bid, and it was an epic failure. Once back home, the doctors pointed out the fractured pelvis and torn muscles. The dentist identified several fractured teeth. Being a guy isn't easy.

Over the next two years, I did what I could to stay on the bike, but the rides I was able to complete were not fun. My left leg was a mess. I had lost muscle mass from dragging my leg around, had nerve damage from toe to hip, and lower back issues as well. I had started randonneuring in 2005. Was it over already? Are you kidding me?

Starting in 2009, work and travel commitments kept me off the bike for four years. All cycling, let alone randonneuring, seemed a thing of the

past. Thirty extra pounds packed on and I became a work-stress monkey. My general health did a downward spiral.

However, in 2013, after gaining some control of my work and travel schedule, I realized how much I missed cycling, especially randonneuring. I was a lapsed RUSA member in poor health. RUSA was still there, with plenty of opportunities to ride. I remembered some awesome riders with incredible stories, including riders with inspiring stories about recovering from a serious injury. These memories motivated me

to get control of my diet, then seek serious physical rehabilitation for my left leg, and eventually start polishing my bike seat again.

With the patient support of my wife Kate, I slogged through some local brevets and permanents. How can a leg forget how to turn the cranks in a smooth circle? Where's the power? Will I ever get it back? How is it possible to be so slow? Maybe I can get one of those little gas engines and strap it to my bike. Aargh!

Using a sub-brevet pace and a herky-jerky awkward pedaling style, I logged a bunch of miles alone because I did not want to slow a riding partner. Eventually, just being on a bike seat again started to feel familiar, and most of the pain subsided. Climbing with the use of one and one half legs was the hardest part. So, of course, in true guy fashion, I started riding a couple of familiar long climb routes with between 4,000 and 7,500 feet in elevation gain.

Two specific local RUSA permanent rides were my go-to routes on my cure-me or kill-me approach to deal

Courage is being
scared to death
but saddling up anyway.

JOHN WAYNE

with my climbing fear after the accident and to force whole-leg pedaling in smoother circles. One ride included a section rising from the high-altitude desert in Camp Verde to the ponderosa pine-fringed Mogollon Rim escarpment, a 35-mile, 3,500' climb.

Dramatic canyon vistas provided welcome distraction, as I tried to re-program an efficient spinning style, one pedal stroke at a time. My other ride climbs a measly 3,200 feet in 33 miles. Starting from the Little Colorado River town of Cameron, the ascent heads east through the Painted Desert into the Kaibab National Forest and Grand Canyon National Park's quieter East Entrance to the South Rim. Along the way, my thoughts focused on the 100-mile desert views, glimpses of the

impressive Little Colorado River Gorge, and eastern sections of The Ditch, as well as the promise of hanging ten over the South Rim's lip at the historic Desert View Watchtower.

During these "comeback" rides, I recalled fond memories of the best parts of randonneuring: a sunrise after an all-night ride, screaming mountain descents, smiling volunteers at checkpoints in the middle of nowhere, singing randonneurs trying to stay awake at O'dark-thirty, and bad truck-stop sushi. I approached recovery one pedal revolution at a time, adding more rides slowly, and seeking out the company of fellow randonneurs.

Fast forward: In the last two years I have completed a 1200K randonné (2013 Gold Rush), finished three

Super Randonneur series, completed two R-12's (2013 & 2014), DNF'd two other 1200K attempts, ridden in ten new states, met many more interesting riders and volunteers, and become the RBA of the new Northern Arizona RUSA region in 2015 (queue shameless promo: www.northernarizonarandonneurs.com).

I still have occasional rough days in the saddle, but I'm in the saddle, dammit! Yes, tenacity is a virtue in randonneuring. However, I truly believe that its gentler cousins patience and persistence go a long way on both ride and non-ride days, when coming back from an injury, accident or any time off the bike.

Keep turning 'em over. Safe riding. 🚲



American Randonneur — CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

Paid advertising: is available. Please contact Mike Dayton (president@rusa.org) for details.

Submission deadlines:

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

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

Urban Randonneuring — Minnesota Style

BY ROB WELSH, MINNESOTA RBA, RUSA #3737

Over the past five years Minnesota Randonneurs has been experimenting with randonneuring events primarily based or with a significant part of the route on urban roads and trails. Compared to traditional randonneuring (a tour in the country) where you look for quiet rural roads and try hard to stay out of towns and busy areas, urban randonneuring has almost the opposite criteria, aiming to take advantage of the cycling infrastructure within a major metroplex and turn it into a safe, interesting, enjoyable randonneuring event. This has some big challenges, but we have found that it can work very well as it provides another way for riders to enjoy riding longer distances and a different way to look at the city

they live in. It can also help to recruit new riders.

In Minnesota, and particularly in the Twin Cities of Minneapolis and St. Paul, bicycling infrastructure is very strong. These cities are usually ranked among the top one or two nationally. Occasionally we are included on a list of top international cities to bicycle in. In addition to many great bicycle trails weaving through the Twin Cities metroplex, there are several bike boulevards that carry bike traffic in and out of the city core, and many urban and suburban roads have bike lanes clearly painted and maintained. Overall, drivers are good at giving bicyclists respect and enough space, particularly on roads with bicycle lane markings

(you always need to pay attention when cars are around though).

For many years, Minnesota Randonneurs started all of our brevets in an outer suburb or smaller town away from the metroplex. We did our best to get riders off busy urban roads and into the country where we have a pretty good network of well-paved roads with low traffic. *Bucolic* would be a good word for the ideal randonneuring road we looked for. We heard occasional comments about how far our riders had come to get to a ride start, especially if they lived on the other side of the metropolitan area, but country roads were what we were all about. This is probably a pretty common approach for most randonneuring groups in the US.

A route that starts near your home is always appealing so it wasn't surprising that, as Minnesota Randonneurs continued to grow and more route designers stepped forward to create new courses, they started pushing for ride starts closer to the roads they knew best. Five years ago we came up with our first route that started in an inner suburb near a main bike trail arterial, with good roads and trails to get in and out of town relatively easily. We weren't sure how well it would work given our historical randonneuring country spirit, but we were pleasantly surprised at the turnout—nearly double what we expected. Many of these riders had not ridden a brevet before, but they could



Craig-Bob-Glenn-Denis-Julie-Randy-Hall.

—PHOTO ROB WELSH

easily drive a short distance or ride their bikes to the start. Riders did not mind riding on safe city streets and trails for 10 to 20 miles at the start and end of a 200K brevet. A 300K ride soon followed using basically the same concept. A year later, one of our most experienced city rider randonneurs developed the Trails 2 Trails 100K Populaire, which is completely within the western Twin Cities metro area. It utilized trails, roads and more trails that he has ridden for many years. Riders enjoyed cruising down interesting roads and trails they had never been on that wandered through quiet neighborhoods and bike trails. We now use this route twice a year: early in spring and near the end of the season. It has become a very popular event on our calendar.

Based on this success, two years ago we created the City Slickers 200K brevet, which consists of a loop of the Twin Cities metroplex on trails and roads through Minneapolis and St. Paul and several inner and outer suburbs. This has become one of our best events for both randonneurs and local club riders. Common plaudits we hear are how there are many new and interesting things to see along the way even for experienced city riders, and appreciation for more places to take breaks. In a few cases when a rider has had to abandon, returning home was much easier than if he or she had been many miles away on a quiet country road.

We have been pleased with the success of these rides and will continue to design routes that utilize the many trails and bike-friendly roads our community has to offer. We are still learning, though. A big issue arose last fall with our Tour de Twin Cities 600K brevet. It started in a near suburb and utilized popular bike trails to get in and out of town for both the Day 1 and Day 2 loops. Interconnected bike trails are great to get riders through metropolitan areas but turns and directions can be tricky for those not familiar with the trails. In particular, trying to follow an unfamiliar trail at night through a



variety of turns can be very confusing. Nearly half of the 28 riders on this 600k ride were from out-of-town or out-of-state so we received some good feedback on this point.

After some discussion, this year we decided to stay with the concept of starting the 600K within the metropolitan area since there are more services, better access to transportation, and interesting sites for out-of-towners, as well as shorter distances for many local riders to get to the ride start. However, we are modifying the route to ease navigation at night and we will post temporary signs at key trail intersections/transitions as needed. The signs will be put up a few hours before riders come through and taken down shortly after. We also realized that riders with GPS computers fared better with tricky trail navigation, especially at night. Not every randonneur has GPS, but navigating with the assistance of GPS is a growing trend, particularly among riders on longer brevets and with randonneurs that like to travel to new places to ride a brevet. We are learning from our experiences, as the following recommendations and observations make clear.

The following points highlight many of our learning experiences and are important to consider when designing urban randonneuring events:

- Average speeds are somewhat slower due to trail riding, more intersections, and traffic lights.

Jim Joy-Kit.

—PHOTO ROB WELSH



Heading for Fort Snelling.

—PHOTO ROB WELSH

- For safety, pacelines of more than a few riders are discouraged.
- Route design is much more complicated because there are more routing options available, as well as the usual challenge of balancing safety with interesting places to see along the way.
- Some flexibility is needed with the 'straightest route between two points' rules. This may be a topic for you and the RUSA Routes Committee or the Permanents Coordinator when you submit your route. We may state in the ride description or pre-ride talk that a shorter way exists to get to certain places, but the route laid out is the safest and most interesting path, and that is what should be used. This seems to be working pretty well. We try to avoid extra information controls if possible but sometimes the RUSA Route Committee may insist on it.
- Cue sheets are more complex, and riders need to pay more attention. Route designers need to consider how best to convey certain features of the course.

- Getting riders on and off trails, especially at night, can be difficult to explain within a cue sheet format so extra directions may be necessary. Posted temporary signs on the course can also help.
- GPS files help riders navigate tricky trails and confusing intersections.
- Night riding in a city takes some practice, especially if trails are involved.
- Riders in the city need to be very aware of traffic and consistently practice safe riding habits.

Benefits of Urban Randonneuring:

- Well-designed urban bike trails and roads are safe and enjoyable for randonneuring events.
- Urban and local rides increase attendance at our events.

- It is easier for local riders to get to a more central starting place in a large metropolitan area.
- Riders enjoy seeing new parts of the city they live in.
- Out-of-town riders enjoy getting to know a city from a cyclist's view. There are also more things to see per mile on an urban road compared to most rural routes.
- Weather can be less of a factor. Winds tend to dissipate with buildings and trees. Also, there are more places to find shelter if the weather really deteriorates.
- Riders have a different kind of randonneuring experience.
- Abandoning a ride is logistically much easier.

If you are interested in joining us for a taste of urban randonneuring,

Minnesota style, there are a couple of events on our calendar for this year. In 2016, we will have at least four or five urban brevets and populaires on the calendar. Check our website at www.MinnesotaRandonneurs.org for more details on all our events and to register for a ride.

On the 2015 Calendar:

- Sept 19-20, 600K, Tour de Twin Cities
- Oct 17, 100K, Trails 2 Trails

If you have any comments or questions on the article, you can reach me at TCBCBrevet@aol.com. You can also see what we are up to at any time by viewing our Facebook page: search for Minnesota Randonneurs. 🚲

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Like the original, it's available in polished, black anodized and red anodized finishes. But in addition, we now have it in silver anodized, which is better than polished for those who ride in winter on salted roads.

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A Midsummer Night's Randonnée: Red Rock 1000K Report

BY RICHARD AND REBECCA STUM

In Utah, we have a problem with randonneuring. We find it difficult to attract very many riders to events. This is despite having killer scenery and several national parks within our boundaries. I have always dreamed of having a 1200K grand randonnée in the national parks of southern Utah, so in 2013 I designed a 1200K permanent. Then the following year, I designed an abbreviated version, a 600K, and rode it, along with Utahan Jim Haley and Debra Banks of California. That 600K was rough, with almost 20,000

feet of climbing and wide variations in temperature. But it was rewarding and included two national parks: Zion and Bryce Canyon.

For 2015, I wanted to sponsor a 1000K, similar to our 600K, but that also included an out and back to the North Rim of the Grand Canyon. Never having created or sponsored a 1000K before, I felt it would be too much to take on a 1200K right out of the chute so decided to go with the lesser distance as this would be a primarily unsupported event. Throughout the

design process I tried to reduce the climbing. Some of the routes I tinkered with also included Capital Reef and Arches National Parks, which are further to the east, but they involved even more climbing and the route already was around 28,000 feet for the 1000K distance. So I had to give up on those national parks and just keep it within the three parks in southwest Utah.

After creating some 30 or 40 route plans with *Ride With GPS*, it appeared that setting up Kanab, Utah, as a homebase was the best plan as it could



Top of Pass on SR-20.
—PHOTO LONNIE WOLFF

be used for all the overnights except one. We sponsored three distances, a 400K, 600K, and 1000K, all of which started at 2:30 a.m. We had four riding the 400, one person riding the 600, and eight people riding the 1000 (not including three that did the 400K pre-ride). Of the eight riders registered for the 1000K, one was from Utah, four were from Missouri or Iowa, with the remaining riders being from Seattle. This trip was filled with all sorts of ups and downs. To borrow a few lines by the Bard of Avon from *A Midsummer Night's Dream*:

“Up and down, up and down
I will lead them up and down...”

“Over hill, over dale...
Over park, over pale...”

On Day One the route started in Kanab, UT, at the southern edge of the state, went up to Zion National Park, and then up and over to the small town of Panguitch in Central Utah. There we spent our first overnight. In the early morning hours some cyclists suffered multiple flats, something that is common in the desert southwest due to both goat heads and road debris. John Pearch suffered several early flats and was a bit discouraged but he pushed on. Mechanicals on long rides test mental endurance as much as the physical endurance of cyclists. Temperatures in the mid-80s on the climb up out of Zion National Park were also difficult for some who had to spend extra time at convenience stores cooling down. Vinny, who had recently DNF'd the Florida 1200K due to the combination of humidity and heat, decided to use a hydration pack in an

John Pearch at Fairland Point.
—PHOTO BY A RIDING PARTNER



Once again, a little perseverance and patience helped a rider to continue on.

effort to reduce his heat exhaustion problem. Others weren't bothered so much by the heat. In fact, I enjoyed it, especially after having suffered through several very cold and rainy brevets earlier in the season. In the late afternoon, we had predictable southwest winds that produced fast speeds as we proceeded north on the route. We arrived at our first overnight in three groups, some coming into Panguitch right at sunset or around 9 p.m., with others arriving later that night around 11:30pm.

The second morning nearly all of us left between 3:30 and 5:30am, making the climb up to Bryce Canyon National Park. In the late 1800s, Mormon settler Ebenezer Bryce, for whom the park was named, reportedly described Bryce Canyon as “a hell of a place to lose a cow.” The canyon's fantastical and whimsical hoodoo spires were believed by the Paiute Indians to be tribesmen frozen in stone by the trickster spirit,

Coyote. We were provided with the first challenge of the day with temperatures hovering between 34 and 37°. Most arrived right around sunrise for magnificent views of those hoodoos. From there, we proceeded north through the sagebrush and spartan scenery of central Utah, making a large loop and finally heading back down towards the home base of Kanab.

As we headed south to get back to the home base, we were greeted by the usual hot and dry southwest winds; this time though, they were headwinds. One rider was ready to call it quits and phoned Lonnie Wolf, our on-call SAG person, who lived some 40 miles away, for a ride out. Fortunately, Lonnie did not immediately answer the phone and by the time he returned the call, the rider was back on his feet and moving along with the group into the face of the stiff headwind. Once again, a little perseverance and patience helped a rider to continue on. Later, two cyclists



Ten minutes before ride start.

—PHOTO JOHN PEARCH

were riding together when one of them developed a flip-floppy stomach. She ordered the other to continue without her, which he did with reservations. Finally, as her stomach settled, she was able to return to her usual strong, fast pace.

Occasional showers in the late afternoon and evening also helped cool things down. Our final information checkpoint was at Coral Pink Sand Dunes State Park, named for the, uh, coral pink sand dunes. However, at that point it was too dark to see them. So much for route design! All 1000K riders arrived back in Kanab between 10pm and 2am and were greeted by a delicious pasta dinner provided by the hosting motel, the Parry Lodge.

The last day was out and back to the North Rim of the Grand Canyon National Park. It was only 160 miles but had approximately 8,500' in elevation gain. I was about to call it quits due to having suffered from saddle sores the previous day, but Spencer Klaassen, in his ever encouraging voice said, "Hey, it's only 160 miles to glory!" Despite this downer, I decided to slap on an extra pair of shorts and load up with ibuprofen and tough out the last day. The forecast called for a 60% chance of rain. It was raining in

virtually the entire state of Utah, and flash flood warnings were also in effect everywhere, but all eight of us headed out around 6 to 7am for the last leg of the ride. This day started in the low desert of Kanab, elevation 4,950', and proceeded to a long, gradual climb up to the base of the plateau where a series of steep switchbacks brought us up to the small town called Jacob Lake, at almost 8,000'. One rider had four flats in a row as she was climbing this long section alone in the pouring rain. Along came three heroes who helped her as she was ready to throw in the towel. From the top of this 3,000' climb, we had lots of big mountain rollers, including the highest point of the ride at 8,920', mixed in with switchbacks, as we worked our way south towards the rim.

We also experienced rain off and on throughout the day. Some, arriving earlier at the rim than anticipated, had no view of it at all because of the socked-in conditions, but for later-arriving cyclists the clouds cleared for a magnificent view of this incredible natural wonder. Finally, we all made it back to Jacob Lake and then, while making the quick descent to the valley floor, we were treated with a natural fireworks display of lightning...off in the distance, thank heavens. The final cut-off time for this brevet was 05:30 the next morning, but everyone arrived back "home" before midnight, leaving plenty of time to spare.

Our course led us up hills and down into valleys, and then up yet again: 28,000 vertical feet. We rode through three national parks filled with incredible scenery and experienced variable weather. There were some frustrating physical difficulties as well as mental trials to endure, but all 8 of us finished the 1000K ride. Altogether, 17 riders completed the three distances offered.

Heartfelt thanks go to our fabulous volunteers: Lonnie Wolff, Deb Bowling and Hal Roseman. 🚲

Riders arriving at the first overnight in Panguitch Utah. From the left, Richard Stum, Joe Edwards and Kerin Huber.

—PHOTO LONNIE WOLFF



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The Inaugural Sunshine 1200K, May 14–17, 2015

BY DAVE THOMPSON



Riders with Medals.

— PHOTO DAVE THOMPSON

participants kept talking about their experiences. I'm sure that it was Lisa saying, "CAN WE DO IT AGAIN?"

But there are definitely some prizes to be awarded ...

• **Lisa Portelli, Susan Gryder, Don Gramling** and the rest of the Florida crowd, for the incredible amount of Facebook traffic and for all the hits on the Trackleaders system. **Jason Pierce, Jenny Oh** and the Californians came in a close second!

• The Canadian crowd, front, middle and back-of-the-pack: **Stephen Kenny and Paul Anderson**, out to prove that there's no need to do any riding in the dark; **Bob Kassel and Jean Longtin**: yes, you can do a 1200K on zero carbs; **Carey Chappelle and Chris Cossonnet**: you CAN wear merino wool jerseys in any temperatures; **Marti Du Plessis and Ken Bonner**: one with a cracked frame held together with Gorilla Tape and the other with a cracked crankset that did need replacing mid-ride; and let's not forget **Chester Fleck**: do I really have to have my saddle attached to my seatpost?

• **The Texans**, having a blast in the Florida Sunshine, once the wheels and bicycles were in the same State.

• **Micky Inagaki**, the ultimate prize for determination: imitating an infamous pro rider, rehydrating with an IV during the ride and then getting a wheel replaced!

• **Alain Cuillerier**, rolling in first in his Velomobile, aka Submarine.

Introduction

In the Spring of 2014 we were talking about the possibility of holding a 1200K close to home, featuring the Florida Keys. Once we found the Key West Express ferry from Fort Myers Beach, it was game on! We received RUSA board approval, set up an "interested list," nailed down minor details like logo, jersey design etc., lined up some key volunteers, and started work on major details like route, accommodation and logistics. We opened registration on December 1, 2014.

Interest was huge! We quickly sold out, even though we were prepared to handle more riders than originally anticipated if need be.

Seven of us did a pre-ride two weeks before the main event and before dawn on May 14, fifty-one riders rolled out of Key West.

The Riders

We had an international crowd, with representation from Canada,

Japan, Australia and the U.K. The U.S. contingent was from the contiguous 48 states, plus Alaska and Puerto Rico. The northerners were definitely wanting to warm up after a cold winter!

The event was like a traveling party, starting with the ferry ride to Key West, the pre-ride get-together and registration that evening. During the ride, small groups enjoyed each other's company, the Florida sunshine and the scenery. I had as much fun supporting the ride as I had had doing the pre-ride two weeks earlier.

The enthusiasm was infectious because of the number of 1200K Newbies (14), the Trackleaders' system that had friends and family following the ride and interacting with riders on Facebook, and, of course, the volunteers. Excitement about this ride started long before the riders ever got to Fort Myers Beach for the ferry to Key West. Two months beforehand, Lisa wrote, "CAN WE DO IT NOW?" Even post-ride in Fort Myers Beach, and later on Facebook,



Group of Riders on the Key West Express.

—PHOTO DAVE THOMPSON

Some riders wrote longer ride reports and posted them online:

From Jim Logan's ride report on his blog (pittsburghrandonneurs.blogspot.ca):

- Cycling from Key West is something I'll always remember.
- I did get the most time off the bike at sleep controls I've ever had on a 1200K. Dave, you were right about that.

• I enjoyed ghosting through some of the nights and early mornings. In daylight I often struggle to find the right cadence. At night, my legs go on autopilot, and they do what they do.

• I enjoyed riding by the nightclubs in Miami on the beach. After years of riding in remote areas, I enjoyed riding where a lot of vibrant life is going on.

• While we did bike through several congested areas (Miami), the abundance of bike infrastructure everywhere was pleasant to leverage. So many roads were essentially car free - Florida off-season is great.

From Jenny Oh's ride report posted on her blog (www.plattyjo.com):

"Ok, Jenny. Go ahead and lead us in for your first 1200k finish!"

While I didn't admit this to the guys at the time (so I'm doing it now), I choked up a little bit when he said that—what a sweet gesture. I thought about how much fun it was to ride with such great friends for 760 miles, despite the agonizing heat and wind.

• The North Carolina Crowd, **Ian Hands** being, of course, the most colorful.

Some riders used the Sunshine 1200K to earn their first RUSA cup. Here are some Facebook comments:

• **Michele Brouher:** okay, I admit it. I got a cup, too, but I forgot to order it. Does anyone think that all these cups make us look like Vikings in Valhalla?

• **Don Gramling:** order your cup. Drink from your cup. Celebrate from your cup. We are all Vikings.

• **Jim Logan:** new cup sighting in Pittsburgh. Thanks RUSA volunteers!

• **Jenny Oh:** the rando fairy godmother delivered this to me today. Thanks to the Sunshine 1200K!

• **Mike Wali:** so riding a 1200 with 5K of climbing does not help with a 600 and 21K of climbing a few weeks later. But recovery is sweet when this arrives in the mail on recovery Monday. Thanks W. David Thompson and all the wonderful volunteers who made the ride such a success.

There were more Facebook comments than we could possibly print here. However, two Ironman competitors were doing their first 1200K, David Meredith and Jose Ferrero, and both had a blast.

• **David Meredith:** somebody asked me what I liked best about the Sunshine 1200K. I was surprised by my

own answer. It was the people that I met and the friends that I made!

Of course, memories of the Sunshine 1200K will live on:

• **Dan Driscoll:** for me it was a great experience. I like the early-in-the-year 1200K. I love Florida, and I loved the SUNSHINE in the Sun Shine State. I loved the views of the water, the ocean, the boats, and Spanish Moss. And downtown Miami was a trip.

• **Jerry Phelps:** Still finding sand in and on my bike.

Perhaps it was too early in the season for thorough bicycle maintenance? Perhaps it was the anticipation of it being a flat ride? We will never know, but riders had quite a few mechanical issues. However, no one DNF'd due to a mechanical; the volunteers made sure of that.

The prize, however, for time off the bike has to go to **Geof Simons**, the flat king!

The event was like a traveling party, starting with the ferry ride to Key West, the pre-ride get-together and registration that evening.



There were so many good memories: when the server in Key West called Jason a lady because of his long hair, to that one time we had a tailwind on Day 3, to Roland singing his improvisatory songs based on our current conditions: “Hello, headwind my old friend...You’ve come to mess with us again.” (Sound of Silence, Simon & Garfunkel.) And now, our triumphantly sweaty trio was done at the time of 86:52 and had arrived safely back at our Ft. Myers Beach hotel. Our Bay Area buddy John greeted us at the finish, as did Dave and Dick, who took our photos and organized a mini awards ceremony for our group (plus Wayne and Melanie) in the lobby.

So now we could relax, drink beer, eat pizza, shower—and oh, run back to Cape Cod Seafood Company for one last meal. Full of lobster rolls, we returned just in time to see the final riders come in—including Werner, who conquered his demons and finished with an hour to spare. Two noble randos, Geof and Tim, had taken him under their wing and helped shepherd him back to the hotel. It was a touching moment, especially when his wife and kids ran out to give him big hugs. That’s when you realize how we’ve been sucked into a completely weird and crazy sport that defies explanation—until you

reflect on the lasting friendships and wild adventures and how overcoming hardships makes it all worthwhile.

Adieu until August...and my first Paris-Brest-Paris!

Trackleaders

The Trackleaders’ system was a huge hit. Everyone had a SPOT Trace device affixed to their bicycle so that we organizers could track and support the riders, and friends and family could follow the event in something more like real-time than is possible with simple updating at Controls.

In one case, a rider reported back to us after the ride that his family was laughing at him when he was off course. Of course, if he’d had his cell phone turned on, perhaps he would have had the helping hand that another pair got when their family texted them that they were off course. Navigate? Me? Who says that I have to navigate?

Another funny moment was when we were trying to get in touch with a rider with a dead cell phone and could see that he had stopped at a 7-Eleven.

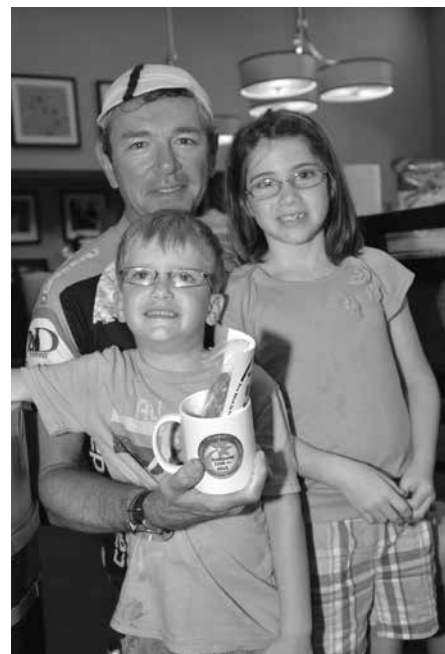
Jose and Vickie with Dick...mobile support.

—PHOTO DAVE THOMPSON

We called, and the clerk handed the phone to him.

The service will keep the information online and you can “replay” the ride, which is also interesting—<http://trackleaders.com/sunshine1200k15>

Dan Driscoll—Loved the tracker. it is fun to look back and see who got off course, who got the most sleep and



Sally and Joe with Jerry Phelps.

—PHOTO DAVE THOMPSON

who rode the fastest when they were moving. Very cool. I can see how long we took at McDonald's for breakfast, and how often we stopped, all on the graphs at the bottom and the chart on the side. Trying to figure out the time off the bike? Good stuff. Thanks again for all the extras.

The Volunteers

Volunteers are always critical to the success of a ride like this.

- **Dick Felton:** riding shotgun with me, not to mention pre-ride activities like stuffing rider packets.
- **Alain Abbate and Ed Bennett:** transporting bicycles and drop bags.
- **John Preston and Alex Hernandez:** at the not-so-secret Control.
- **Chris Benkley, Shab Memar-bashi and Lynne Daniels:** at Jupiter.
- **Tim Bol, Dan Wallace and Mary-Lu Williams:** in Daytona Beach.

- **Art Fuocco and Rorie Anderson:** in Lake Wales.

- **Larry Grabiak:** in Fort Myers Beach.

- **Marion Kusters:** at the top of Sugarloaf.

- **Terry Shuya** in Paisley and the Van Fleet: trailhead.

- **Andy Brenner:** with the ice cream on route 31.

- I have to also mention **Mark Campbell** who designed our Sunshine 1200K logo and **Ruth D'Aiuto** helping throughout with Swag and review.

- **Paul Rozelle**, along with his kids Sally and Joe, were there to check brevet cards at the finish and hand out medals, mugs and obligatory oval FL1200K stickers.

- Last, but not least, of course, my wife **Sandy** who put up with all this!

Riders also expressed much appreciation for the volunteers:

- **Chris Cossonnet:** what a great ride that was. Thanks to all the organizers for putting it together.

- **Jim Logan:** having volunteers at the sleep control and show up on the course where we needed them. At the top of Sugarloaf and before the swamp on Day 3. Late in the last hot section on Day 4. Approaching Miami on Day 1. Homemade cookies and jambalaya. Dave and Dick showing up everywhere.

- **Roland Bevan:** it was a great experience, and I really enjoyed riding almost the entire ride with Jason & Jenny, plus many recurring appearances by other great and enthusiastic riders. Many thanks to Dick & Dave and all the Florida Randonneurs (South & Central) for your wonderful support!

What's Next ?

Stay tuned. We will do this ride again. It could be Spring. It could be Fall. But it won't be in 2016. 🚲

Building a bicycle frame starts long before the torch is lit.

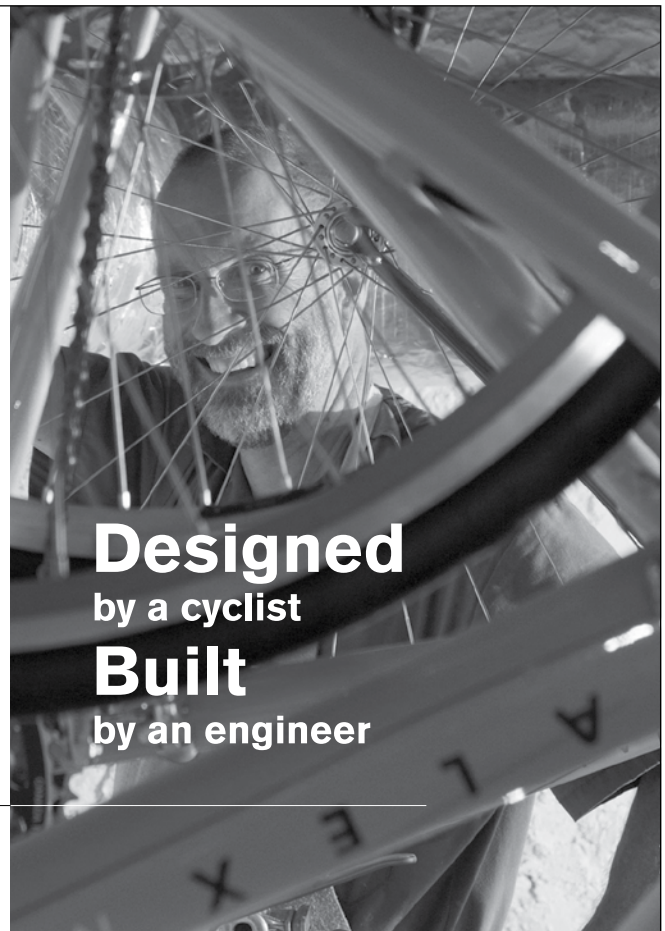
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

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

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

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

To begin the process, visit my web site, then email or call me. I look forward to hearing your thoughts.



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Coming Events in 2015

Southern Transcontinental... FULL

September 12th to October 10th
San Diego, CA to Savannah, GA
27 days 2,800 miles 105 miles per day
We will see a variety of sites and cultures across California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Mississippi, Alabama, and Georgia. This tour has a good balance of serious cycling and sightseeing along the way.

New Tours for 2016

Arizona Desert Camps and Tours February and March based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Come join us!

Week #1 February 20-27
Tour of the Historic Hotels
50-65 miles per day between classic Arizona hotels.
2 nights in historic Bisbee, Arizona.

Week #2 February 27-March 5
First Century Week
Four nights based in Sierra Vista 60-100 miles per day .
This week has a slightly different route with one night in Nogales to offer new route options.

Week #3 March 5-12
Chiricahua Challenge
75-90 miles per day to the Chiricahua Mountains with two nights in Bisbee, Arizona.

Week #4 March 12-19
Second Century Week
Five nights based in Sierra Vista 60-100 miles per day. Due to popular demand we are scheduling an additional week of riding similar to First Century Week.

Week #5 (8 days) March 19-27
Mountain Tour Mt. Graham
80-100 miles per day from Tucson to New Mexico and back.
This is a popular training week for serious riders.

Cycling Historic Route 66

Western States April 9-29
Santa Monica, CA to Amarillo, TX
18 days (17 riding days) 65-90 miles per day
This tour will explore and celebrate America's Main Street on its 90th anniversary. We will visit many classic motels and cafes that have served cross country travelers since 1926. Bicycles with 32 mm tires are required for many gravel and rough road sections. A side trip to the Grand Canyon on the old steam train is included during one rest day in Williams, Arizona. This trip is limited to 15 riders!

New Northern Route

July 16 to August 18
Everett, WA to Boston, MA
3,601 miles 116 miles per day 31 riding days
This new route begins in Everett, Washington and goes northeast along the San Juan Islands before crossing over the Cascade Highway toward Grand Coulee Dam. The middle part of the route will pass through the mountains of Montana to Mount Rushmore and the Badlands of South Dakota. This has proven a popular route with daily distances ranging from 90 to 140 miles. A new change to the route will be the final 1,000 miles across Michigan, Ontario, Canada, past Niagara Falls, through New York, Vermont and ending in Boston, Massachusetts. We will ride many scenic roads and we are excited about visiting a different part of the country.

New Eastern Mountains Route

September 5-23
Portland, ME to Stone Mountain, GA
1,668 miles 17 days
This route will start in Maine and head southwest through the White and Green Mountains of New Hampshire and Vermont. Then New York, Pennsylvania, the Appalachian Mountains, Virginia and the Blue Ridge Parkway before ending in Georgia . This new route direction gives a different view to one of our favorite regions. There are over 500 miles of new roads while keeping the popular five days along the Blue Ridge Parkway.

Check the PAC Tour website in late August for dates, prices and registration information.

PAC Tour, helping make good riders better since 1981 www.pactour.com



EPIC RIDES REQUIRE
REAL ENDURANCE FUEL

643 MILES TO NEW ORLEANS ... IN FIVE DAYS

"2015 was to be my year to meet challenges, to face the things I thought I couldn't do," says Nicolette Nordan. At the top of her list: riding 640 miles with her sister from St. Augustine, Florida, to New Orleans, Louisiana, to honor her late father, an avid cyclist. Powering through extreme heat, Nordan and her sister completed their epic journey in just five days. "It was the farthest either of us had ever cycled, and Hammer Nutrition fueled me the entire way." Stoked on Perpetuem Solids, Endurolytes, Anti-Fatigue Caps, Hammer Bars, and Hammer Gels, Nordan pushed the pace through city traffic and up steep rural hills, all the way to legendary French Quarters landmark, Jackson Square.

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Fueled by Hammer, Nicolette Nordan cycled 640 miles, over hilly terrain in extreme heat, to arrive in Jackson Square, New Orleans, five days later.
PHOTOS: JOHN ABER



NEW Randonneur Starter Kit

Enjoy smooth digestion, sustained energy, and reduced muscle soreness even on the longest rides. This exclusive new kit includes everything you need to fuel, replenish electrolytes, and recover right. Order yours today, and save.

\$24.95

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* Offer expires 12/1/15. While supplies last. Limited to stock on hand. Flavors vary.

RUSA Board Member Candidates

It is time again for our annual elections. These RUSA members have been nominated for positions on the RUSA Board. The general board members serve three-year terms, while the RBA Liaison, nominated by the RBAs, serves a one-year term. (Remember, only RBAs can vote for the RBA Liaison position.) Read the candidate statements to learn more about each nominee, then use the Election Form on page 40 to cast your votes. RUSA depends on our volunteers to provide its leadership and operations, and in turn these candidates depend on your vote. If you'd like to vote online, go to RUSA's Website at www.rusa.org.



Debra Banks, RUSA #4405

While out riding a 100K, an email arrived explaining that I'd been nominated to run for the RUSA board. Surprised, I re-read the email 3x, just to be sure.

I've been a member of RUSA since 2007, when I was challenged by a fellow randonneuse to ride PBP. I survived

that wet adventure and since then I've ridden lots and have realized that randonneuring is in my cycling DNA. As a direct result of randonneuring, I started a bicycle company, which has been a welcoming challenge and learning experience.

I have shared 10's of 1000's of K's with randos from all over the nation. Gracious, excellent cyclists, truly good-hearted people who stop with you in the pouring rain or sing to keep you awake in the middle of the night. It's the people that make our sport what it is.

There's strength and expertise within our ranks, and the RUSA Board can and should tap it to realize RUSA as an international leader for our sport, both for our community of riders and to push the sport forward. I'd like to add my energy and apply my skillset as a member of the RUSA board to both support our great community and move our organizing body forward.

Lately I've been volunteering, due to a car v bike crash last January. My recovery has been turbo-boostered by our rando-community and I would be honored to give back to this community; it has given me so much.

Roland Bevan, RUSA #5090

This past May I rode the Sunshine 1200k, hosted by the Central Florida Randonneurs and the South Florida Randonneurs. I had a great time during the ride, but what

struck me was the period before the ride began, as randonneurs from around the country (and around the world) converged, greeted old friends and made new ones while swapping tips, assembling bikes, and telling tall tales. For some it was their

first Grand Randonnée, while others had trouble remembering how many they had done, but all were welcome and encouraged.



This "friendly camaraderie" (as described on the RUSA website) is a huge part of what attracted me to randonneuring and what keeps me coming back year after year to ride new brevets, design new permanents, and volunteer to support and

encourage others who are tackling their first long ride or the latest mixed-terrain challenge.

It would be an honor to serve on the board and help steer our organization into the future, looking at ways we can improve including making use of new technology where appropriate without throwing out what has worked so well in the past.

I would appreciate your voting for me and promise to listen to any and all new ideas.

Dan Diehn, RUSA #3812

I am extremely honored to be nominated for the RUSA Board of Directors. Since completing my first brevet in 2007, I've been hooked. I am a member of the Minnesota Randonneurs and the Great Lakes Randonneurs. I've been a Super Randonneur the past eight years, have ridden brevets in many other RUSA regions, and have completed six 1200K events, including PBP. Additionally, I have organized numerous events and developed routes for the Minnesota Randonneurs.

I believe in preserving and promoting the “big tent” philosophy of randonneuring. As a Board member, I would strive to continue the strong growth of randonneuring and would support innovations which do not undermine the defining traditions of our sport. I would also like to continue the strong growth of randonneuring in areas outside of the traditional strongholds.

My favorite randonneuring memories are the late night stories and laughs shared on quiet country roads. The camaraderie and shared sense of accomplishment are truly rewarding. I enjoy travelling to different RUSA regions and sharing experiences with riders from across the country. Each region has its own identity, procedures and outlook on randonneuring. I believe RUSA can benefit from these diverse experiences.



In my professional life, I have owned and managed a general law practice since 1996. For several years, I have served on the Board of Directors of two local non-profit organizations. These experiences have given me insight into constructive ways of addressing issues and resolving disputes.

John Lee Ellis, RUSA #153

RUSA does not stand still. That is something I have most enjoyed about RUSA, as a rider and an organizer. There are always new awards and goals, new programs, and new routes to challenge us. My series in Colorado offers the full range of events from Populaires to 1200k's—the Last Chance and High Country—for the developing rider, the accomplished randonneur, and folks just looking for something new. There are winter routes on the Plains, summer routes in the Rockies, each with its own character. I also offer assorted Perms for a variety of tastes.



We are a widespread community. I know that I can find an interesting randonné, whether perm or brevet, in many corners of the country, and meet new riders, too. I also know that when I go to ride a 1200k or other major event, I will be meeting dear friends whom I may only see on those events.

None of this happens by itself: it's the volunteers who make it all work. I have been the RBA in Colorado since RUSA's founding. We have wonderful, enthusiastic riders, and it's especially nice to welcome friends from other regions to ride with us. I was RUSA RBA Liaison for several years—a great job to have given our RBAs—and currently contribute to several RUSA committees.

My involvement and history with RUSA has been a great satisfaction. I would be honored to work at the Board level to help our opportunities expand and improve.

Nigel Greene, RUSA #6245

On a rainy day in April 2010 I rode my first randonneuring event, a 200K brevet. It turned out to be a fine example of what this sport offers. On that day, other riders encouraged me, ride volunteers checked me in and kept me on course and I enjoyed the rewarding experience of taking on a largely solo challenge that took me further than I'd gone before. In that first event, I experienced two important sides of this multi-faceted sport: self-sufficiency and camaraderie.



Over the five-plus years and close to 30,000 RUSA kilometers that followed that rainy day in April, I learned that this sport thrives at the intersection of those apparently dissimilar characteristics. The remarkable drive and accomplishments of the athletes I've met while riding events in 18 states and Canada provide an inspirational demonstration of exceptional self-sufficiency, yet the camaraderie that randonneurs display on and off the bike, especially by volunteering, provides the fabric, framework and community that makes the individual accomplishments possible.

To contribute to our sport and community, I have written articles for *American Randonneur*, served as administrator for Facebook Groups relevant to the sport (Advice from Ancien(nes) and NJ Rando); own a permanent and volunteered at events. I am humbly honored and thankful for the nomination to serve on the RUSA Board of Directors and if elected I will use the opportunity to enhance and strengthen the tradition of camaraderie that is the hallmark of randonneuring while promoting increased opportunities for rewarding individual challenges.

Luke Heller, RUSA #7069

In July 2011, I found myself hosted by the glowing Donald Boothby of Seattle Randonneurs on my second self-supported cross country tour. He convinced me to stay through the week and ride a 300k to Portland with him;



I welcomed the company but was unsure of my ability to ride so far. He registered me with RUSA and off we went. Donald carried a laptop in his pannier in an attempt to balance the scales to my fully-loaded touring bike. That's the camaraderie that brought me to this sport and the same that I hope to pass on. Since joining you, I have completed 2 domestic 1200ks and an R-12. I recognized my community as one where the cycling community is active and diverse but with little rando culture, and I'm trying to change that. I own more than 20 permanents, I administer the Southern Appalachian Super Randonnee 600k in collaboration with the ACP, and I have recently been approved as a new RBA for the new Asheville Int'l Randonneurs. It has been my pleasure to support the growth of RUSA in Asheville, NC and I would be honored to have your vote to serve on the RUSA board for the next three years to help support the behind the scenes work to keep randonneuring vibrant in the US.

RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Candidate bios are included in this issue.

All RUSA members may vote for TWO candidates from the first list of nominees below. The third position is for RBAs only. Check the box to cast your vote. **You may also vote online at www.RUSA.org.**

- Candidate #1: **Debra Banks**, RUSA #4405
- Candidate #2: **Roland Bevan**, RUSA #5090
- Candidate #3: **Dan Diehn**, RUSA #3812
- Candidate #4: **John Lee Ellis**, RUSA #153
- Candidate #5: **Nigel Greene**, RUSA #6245
- Candidate #6: **Luke Heller**, RUSA #7069

YOUR NAME:

RUSA #:

This section is to be filled out by RBAs only.

- Candidate #1: **Spencer Klaassen**, RUSA #1989

PLEASE SEND THIS FORM TO:

Rob Hawks
5630 Santa Cruz Ave.
Richmond, CA 94804

**All ballots are due
by November 15.**



**Spencer Klaassen, RUSA #1989
RBA-Liaison Candidate**

It's an honor to be nominated for the chance to continue to serve as the RBA Liaison. The past twelve months have been quite a learning experience. From PBP planning to the many regions changing their RBAs, it has been a busy year.

I continue to see the growth of randonneuring in the number of riders participating in brevets, permanents, and 1200 km rides. The number and variety of events the RBAs provide has also mushroomed. These are exciting times!

During the year, I was able to travel and ride in a few different regions. I feel that this "cross-pollination" is very enlightening and helps me to understand the flavor of different regions. It is also helpful in providing ideas on how to increase the ridership in the regions in which I participate.

In conclusion, I would be grateful for the opportunity to serve the RBAs for another year.

RUSA Awards

RUSA Cup Recipients

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

Riders must complete:

- A 200k, 300k, 400k, 600k, and 1000k brevet
- A 1200k or longer grand 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 recipients of this prestigious award.

APPROVED	NAME	CITY, STATE
2015/05/02	Michele Brougher (F) [2]	St Louis Park, MN
2015/05/02	Kerin Huber (F) [2]	Pasadena, CA
2015/05/09	Dan Driscoll [3]	Arlington, TX
2015/05/14	Edward M Bennett	Geneva, FL
2015/05/14	Roland Bevan [3]	Ben Lomond, CA
2015/05/14	Don W Gramling, Jr	Jacksonville, FL
2015/05/14	Jenny O. Hatfield (F)	Oakland, CA
2015/05/14	Jim Logan	Pittsburgh, PA
2015/05/14	Michael C Wali	Mount Airy, MD
2015/05/16	Jeff Newberry [2]	Austin, TX
2015/06/20	Hector Enrique Maytorena	San Diego, CA
2015/06/20	Vincent Muoneke [5]	Federal Way, WA
2015/06/26	Jerry L Phelps [3]	Durham, NC

R-12 Award Recipients

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

Events that count toward the R-12 Award are:

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

APPROVED	NAME	CITY, STATE
2015/05/03	Glenn M Seager [2]	Minneapolis, MN
2015/05/04	Ken C Heck [3]	Broomfield, CO
2015/05/04	Dana A Pacino (F) [9]	Aledo, TX
2015/05/05	Drew Carlson [4]	Davis, CA
2015/05/08	Greg Courtney [7]	Ames, IA
2015/05/08	Jeffrey Christian Meehan	Jamaica Plain, MA
2015/05/11	Adam Glass	Woodinville, WA
2015/05/14	David Walker [2]	Fremont, CA
2015/05/14	David Walker [3]	Fremont, CA
2015/05/15	Jeff Loomis [5]	Seattle, WA
2015/05/16	Wayne Dunlap [5]	Austin, TX

2015/05/16	Denis E Kervella	Austin, TX
2015/05/18	Carl Trimble [2]	Coral Springs, FL
2015/05/20	Peter L Cousseau	Seattle, WA
2015/05/28	Agnes L Gallo (F) [4]	Oakland Park, FL
2015/05/28	Eve Mart (F)	Aventura, FL
2015/05/30	Brian S Moyers	Franklin, KY
2015/06/07	Clay Sprouse [2]	Grovetown, GA
2015/06/11	Ping Xiang (F) [2]	Hanover, MD
2015/06/14	John R Drummond, Jr	Augusta, GA
2015/06/15	Martin Nolasco	Hollywood, FL
2015/06/15	Andrea Symons (F) [4]	Castro Valley, CA
2015/06/16	Chris Nadovich [3]	Easton, PA
2015/06/19	John Preston [6]	Plantation, FL
2015/06/21	Jim Harris	Quartz Hill, CA
2015/06/21	Marion Kusters (F)	Apopka, FL
2015/06/22	Ruth Ann D'Aiuto (F) [3]	Clermont, FL
2015/06/24	Ken Knutson [8]	Tracy, CA
2015/07/01	Gregory Olson [2]	Gresham, OR
2015/07/03	Susan W Reed (F)	Tucson, AZ
2015/07/06	David Mathews	Prairie Village, KS
2015/07/07	Michael J Dayton [9]	Raleigh, NC
2015/07/07	Sharon Stevens (F) [8]	Richardson, TX
2015/07/07	Sharon Stevens (F) [9]	Richardson, TX
2015/07/07	Tibor Tamas	Fort Worth, TX
2015/07/09	Tim Mason [2]	Sacramento, CA
2015/07/10	Ronald Long	Woodinville, WA
2015/07/14	Suzy Bone (F) [2]	Hollywood, FL
2015/07/14	Rob Ercolano [2]	Hollywood, FL
2015/07/14	Bob Torres [3]	Carlstadt, NJ
2015/07/17	Alan Bell [7]	Seatac, WA
2015/07/18	Timothy Erickson	Portland, OR

RUSA Awards

P-12 Recipients

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

Events that count toward the P-12 Award are:

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

APPROVED	NAME	CITY, STATE
2015/05/04	Gary P Gottlieb [4]	Aledo, TX
2015/05/08	Jenny O. Hatfield (F)	Oakland, CA
2015/05/22	Betsy Brittle (F) [2]	Sunnyvale, CA
2015/05/22	Patricia M Pinkston (F)	Temple, TX
2015/05/23	Lynne Fitzsimmons (F)	Portland, OR
2015/06/06	Kelly DeBoer [6]	San Marcos, CA
2015/06/18	Susan Otcenas (F)	Portland, OR
2015/06/22	Paul I Kingsbury III [2]	Elmira, NY
2015/06/22	Wanda S Kingsbury (F) [2]	Elmira, NY
2015/07/04	Mike Shaw	Oceanside, CA
2015/07/10	Geoff Hazel	Bellevue, WA
2015/07/19	Laura Phenix (F)	Lacey, WA

One More 2014 K-Hound

In the March issue of American Randonneur, we ran the K-Hound list to recognize riders who had accumulated at least 10,000km during the calendar year. Unfortunately, we missed one rider, Clyde Butt. Our sincere apologies to Clyde, and a sincere congratulations on his accomplishment!

11 Members Earn Mondial Award

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

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

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

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

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

APPROVED	NAME	CITY, STATE
2015/04/12	Rob Hawks	Richmond, CA
2015/04/26	Roland Bevan	Ben Lomond, CA
2015/05/02	Christopher Heg	Seattle, WA
2015/05/02	Noel Howes	Seattle, WA
2015/05/10	Hamid Akbarian	Great Mills, MD
2015/05/23	Lynn Lashley (F)	Raleigh, NC
2015/05/30	Jacob Anderson	Virginia Beach, VA
2015/05/31	Peter W Dusel	Ontario, NY
2015/06/06	Ian Page Hands	Raleigh, NC
2015/06/06	Duane Wright	Seattle, WA
2015/06/19	Bob Bingham	Graham, NC



Randonneurs USA is looking for a volunteer to help with RUSA Store order processing. If you are available to help process and fill RUSA Store orders, please send us an email with your name, RUSA number and date of availability.

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Attention Members

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

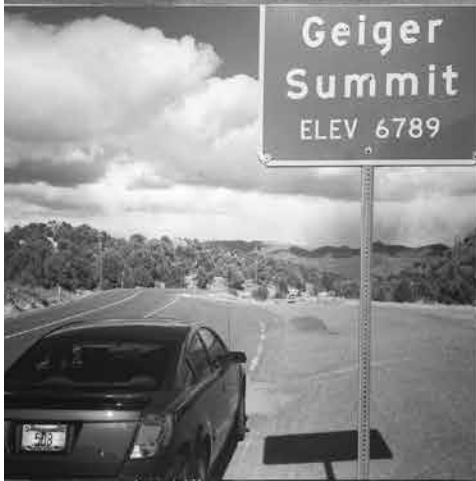
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for Randonneurs.*

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BLACK OR BROWN SIDEWALLS.**

**700C X 26 MM
700C X 28 MM
700C X 32 MM
700C X 38 MM**

**650B X 38 MM
650B X 42 MM**

COMPASS

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STAMPED PASS