

# AMERICAN RANDONNEUR



VOLUME 19 • ISSUE #3    FALL 2016

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**Zen and the Art of Desert Randonneuring**

**Nebraska Sandhills 1000K: A Photo Essay**

**Heart of the Kootenays SR600**





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**COVER**—School is in session on the high plains of western Nebraska. Today's lesson, self sufficiency, taught by professor Klaassen during Day 2 of the Sandhills 1000k.

PHOTO BY JOHN ENDE

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# President's Message

Those who have been part of RUSA for some time have noticed that there was a participation and membership cycle that repeated itself several times but may now have changed. The cycle went something like this: riders on events and membership increased every year, peaking during Paris-Brest-Paris (PBP) years. Then RUSA would go through a period when both participation and membership dropped noticeably. This cycle would repeat. Each edition of PBP would see more RUSA participants than the previous edition.

Steady growth is a reassuring thing for an organization. However, it seems the cycles for both RUSA membership and rider participation have wobbled a bit in recent years, as has RUSA participation in PBP. In 2011 many fewer RUSA members participated in PBP even though there were more RUSA members in 2011 than in 2010. And then for the first time, membership grew instead of declining in the post-PBP year of 2012; in fact, membership continued to grow until it peaked in 2014. 2015 turned out to be the first PBP year that RUSA membership did not grow over the previous year.

Locally, membership in the San Francisco Randonneurs bucked the national trend in 2015 with growth in membership and SFR/RUSA participation on PBP; however, participation in our local events leveled off and even dropped off for some events. In 2016, a post-PBP year, there is no mistaking that drop off, and it wasn't until late July that any of our events matched turnout for the previous year's version of that event.

Regarding RUSA participation in PBP, several factors have no

doubt affected numbers. The cost of international travel has fluctuated, and the existence of a number of 1200K events in North America has meant that PBP may remain *a focus* of RUSA members, but it is no longer *the focus*. Regarding membership and ride participation, no doubt there are local factors at work including unusual or extreme winter weather. Stories about



long rides in nonstop rain don't inspire riders as much as stories about rides in sunny weather.

In short, the drop off has been noticed and is being discussed. As part of that discussion it has been suggested that focus be put on particular segments of our population. I'm not sure though that an approach like that would send the right message. I'd like to suggest instead that each of us simply help get out the message about randonneuring to all riders. If we think about what got us interested in the first place, maybe we could use those memories as a starting place to have a conversation with someone who might be interested in joining our ranks.

Shifting gears only a little, the drop in growth in our membership comes at a time when we need to fill several volunteer positions. To wrap up this column, I'd like to put in a plug for RUSA members to consider filling a few open roles at the national level. We need someone with a strong Perl background who is interested in building a new REST API on top of MySQL in NodeJS to contribute to work on the RUSA website. We also need someone with some advertising background to help with our magazine, *American Randonneur*. The task there is to manage advertising in each issue. We also need someone to help out with the R5000 award. If you have interest in any of these volunteer positions, simply drop me a note at [president@rusa.org](mailto:president@rusa.org) and I can get the message to the right party.

—Rob Hawks  
**RUSA President**  
[president@rusa.org](mailto:president@rusa.org)

# From the Editor

Tomorrow my friend Laurent and I begin a five-day tour in New York and Vermont. Our “job” is to check out a section of the 1200K route that Laurent is designing, but we do not plan to suffer. We’ll stay in motels each night (except for the one night in a B&B), and I’m carrying my 0.5L electric kettle to make coffee each morning. I was also going to throw my pillow into the pannier but decided that was going a little overboard. We’ll spend a night in Middlebury, VT, a town that I last passed through on the 2006 BMB. I am the proud bearer of the Lanterne Rouge title for that ride. A victory for tenacity.

---

Sending each issue of *American Randonneur* to the printer also seems like a victory as it is created by an almost entirely volunteer staff. Columnists and proof readers step up for each issue to write articles or to read and proof articles submitted. And thankfully, many of you submit articles about your riding adventures so that we have interesting content and enough. It is almost magic to me... the fact that we publish four issues a year.

This edition of *AR* is no different. Columnists Paul Johnson and Chris Newman offer commentaries that make us think and smile, and Mary Gersema presents us with a profile of an accomplished and inspiring fellow randonneur.

Stories of amazing adventures are presented in John Ende’s photo essay about the Nebraska Sandhills 1000,

Ken Jessett’s experience of a Texas 200K that was anything but normal, and a report on the latest edition of the Texas Stampede 1200. Even a 100K can offer challenges as Geoff Hazel’s story demonstrates. And Mary Gersema reminds us of the gifts we give ourselves when we briefly sacrifice home comforts to ride through the night on a 600K.

The remaining stories in this issue describe rides that many of us will want to do. Eric Larsen’s new route, the Coastal Mountain Climber 1000K, runs through some of the most beautiful parts of California and is on offer at the beginning of October. Stacy Kline’s ride report on the Joshua Tree to Las Vegas 300K describes a ride particularly designed for desert lovers and those who appreciate wide open spaces. Finally, Bob Koen describes the designing and test riding of a Super



600 in British Columbia. This ride will satisfy expectations for climbing and beauty of route.

Please enjoy this issue and contact me about stories you have written or could write. Please also consider volunteering for one of the positions that Rob describes in the President’s Message.

Happy fall riding and be safe out there.

—Janice Chernehoff  
Editor, *American Randonneur*  
editor@rusa.org

# Belle Haven Boogie 100K

BY GEOFF HAZEL

**For a randonneur looking to earn the American Explorer Award, riding the Belle Haven Boogie 100K permanent (RUSA route 1814) picks up three states (MD, DC and VA) in one day's outing.**

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I was staying in downtown Baltimore and drove to the start at the Rock Creek Shopping Center in a little under an hour, getting there around 7:00 AM. I bought my banana at the Safeway, got myself put together, and rolled out at 7:30 AM.

The route follows the Rock Creek Trail for twelve miles to the DC border. The trail is winding with a few short lumps but nothing serious. It's generally downhill, following Rock Creek as it flows down to the Potomac River. When I rode in May, I found the trail

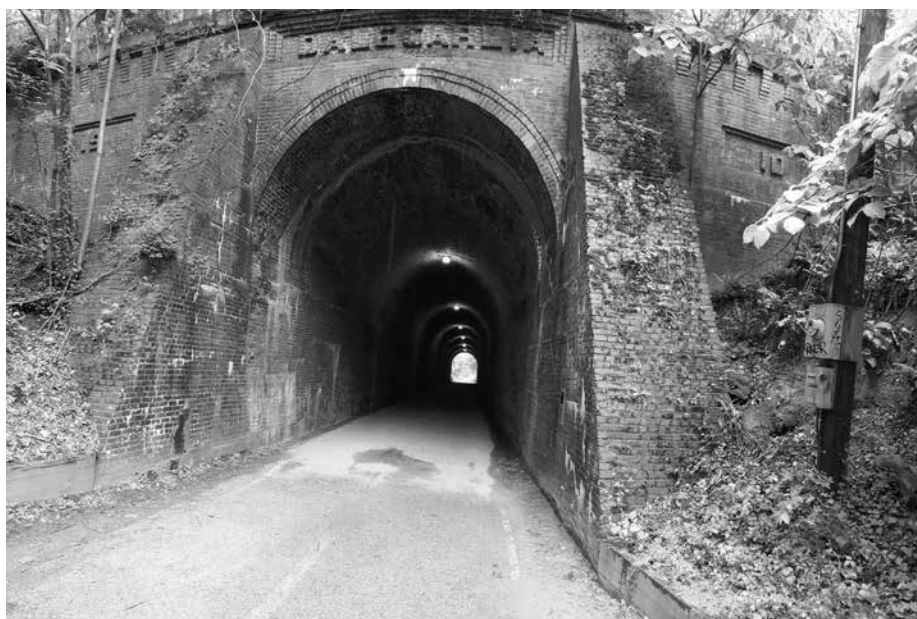
had many short sections covered with mud, some puddles, and dried mud in many places. I guess Rock Creek is prone to flooding.

Aside from dodging the puddles and mud patches, it was a fun ride all the way to the DC border, where the trail ends. Then you are shunted onto roads for a bit, until you get to the worst part of the ride: Beach Drive. I did not know this but you are advised to NOT ride this route starting any earlier than 9:00 during a weekday, or you will hit commuter traffic. That's what happened

to me. About 4 miles long, with no shoulders at all, I was holding up traffic frequently as I negotiated the gently twisting road that is covered nearly fogline-to-fogline at times with patched and re-patched and re-re-patched potholes. It wasn't any fun. I understand, however, that improvements to the route are planned soon.

But that was truly the worst of it. Eventually it ended, and you are routed back onto more bike trails, including some paralleling roads that were clogged with traffic (how satisfying!). The route goes through a few city parks (you are in Washington DC now), and there are sights to see just across the river. You ride very close to the Jefferson Memorial, and the Washington Monument is just beyond it. You then go past the airport, eventually winding up in historic Alexandria. There, you cruise down one of the streets near the river and then back onto the Mt. Vernon trail which will be the last trail until you exit at Belle Haven Parkway for a short jaunt to the turnaround point. I stopped at the Safeway (again) for a latte to drink with the Tastykake blueberry pie I had brought along.

The return route follows the outbound route for a few miles and then goes its own way. It follows the Capital Crescent Trail, a rails-to-trails route that runs along the river and a canal. A 2 to 3% grade will have you feeling the effort in your legs and lungs. The route climbs and climbs to Georgetown, where you switch to the



Tunnel on the Capital Crescent Trail.

—PHOTO GEOFF HAZEL



Georgetown Branch Trail. This one goes downhill but as of now (2016) it's a "future trail" according to the signs, and is unpaved. I rode it with skinny 23 mm tires without a problem. There were about ten miles of that, and then it was back onto the roads for the final push home. The route occasionally parallels the Rock Creek Trail that you took outbound and even nearly touches it. Near the end, the route takes many right and left turns as it proceeds through different neighborhoods until

you find yourself at the back entrance to the shopping center. I completed the ride in 6 ¾ hours.

I'm not the fastest rider, and I stopped a few times along the way to verify the route and directions at some confusing intersections, and I'm sure my speed was held down by the twisty and slippery conditions on the Rock Creek Trail, but even so I finished within the time limit, and had a great time doing it.

This route has a little of everything,

View of the Washington and Jefferson Monuments across the Potomac River.

—PHOTO GEOFF HAZEL

and I would recommend it to any randonneur looking to lock in a few states and see some of the scenery around the Baltimore/DC area. If you are fast enough, you could hop off your bike and tour the Lincoln Memorial—the return route literally goes along the back side of it. 🚲

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# Zen and the Art of Desert Randonneuring: Riding PCH Randonneurs' Joshua Tree to Las Vegas 300

BY STACY KLINE WITH GREG KLINE AND WILLIE HUNT

**I really love riding in the desert. Some cyclists don't like it for reasons related to the extremes associated with riding in the desert. My husband Greg and I, however, are passionate about the desert, and many of our adventures, cycling or otherwise, tend to lead us to the open desert expanses. So when we heard that our dear friend Willie Hunt had created yet another gorgeous route with the potential of being an epic adventure...**

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*The route itself has huge expansive views across the Mojave Desert including mountains, sand dunes, Joshua trees, railroad lines, the Ivanpah solar power plant, and even the casino lights of Primm, Jean and Las Vegas. Riders can see for 50+ miles at several vista points. Traffic is generally quite light and often 10 or 15 minutes go by without a car passing. Climbing is reasonable at 8500 feet, but concentrated mostly in 2 massive climbs, and 2 smaller climbs. Wind is normally blowing toward Vegas, so it's possible to have a tailwind the whole way there! Pavement quality is good for the most part, but there are a number of miles that are rough with many potholes. 23mm tires will work, but 25 or 28mm would be wiser. Since cell connectivity is limited and spotty, the SAG will sweep the route to make sure no one is left out there.*

—Willie Hunt

...we signed up immediately. The fact that it was also one of Willie's "full service shuttled brevets" and that his renowned SAG support would cover the entire route sweetened the deal for us. Riding from Joshua Tree through the Mojave National Preserve and finishing in Las Vegas would take us through some of the most iconic desert scenery the American West has to offer with wide open expanses and plenty of time for introspection.

*Maybe it meant something. Maybe not, in the long run...but no explanation, no mix of words or music or memories can touch that sense of knowing that you were there and alive in that corner of time and the world. Whatever it meant...*

—Hunter S. Thompson,  
*Fear and Loathing in Las Vegas*

## March 2015

With PBP looming on the horizon, fourteen intrepid souls joined us on the inaugural ride in March of 2015. Several of us spent the night in Joshua Tree, and the rest carpooled from Willie's house in the wee hours before the ride. Most of us were from the PCH Randonneurs' tribe, including Linda Bott and Foster Nagaoka who were riding towards their K-Hound awards; we were also joined by other randos including our friend and fellow San Francisco Randonneur, John Guzik. It never ceases to amaze me how easy it is to spend hour after hour cycling with other randonneurs and this ride was no exception, with Shai "Frisky Camel" Shprung, RBA Greg Jones, Eric Maddison, Doug Church, and others.

My husband Greg wrote about this ride in his blog: *"We left the town of Joshua Tree at 06:00 and rode quickly toward the rising sun and the town of Twentynine Palms, helped by a slight tailwind and a gentle descent."* Although it was still only March, it wasn't too cold and it was a lovely ride all morning as a large group of us rode together for some time. Greg continued his description of the route in his blog post: *"From Twentynine Palms we climbed Amboy Road over Sheephole Summit and down towards the 'town' of Amboy on old Route 66."* This is where the ride started to get tough for me.

The heat stayed with us for the entire ride. In the desert, you often give up one extreme for another. If it's not windy, the heat may become unbearable, if it's not hot, it can get



Willie Hunt's renowned SAG support, in spite of huge gaps between the front of the group and the lanterne rouge (yours truly in 2016), meant no rider was unsupported for more than 3 hours!

—PHOTO STACY KLINE

quite cold, especially after sunset. In 2015, there was very little wind, so we had quite a warm ride making the two long climbs especially challenging.

Riding in the open desert like this, it's never the same route twice, and there are always unique experiences that will stay with you. The following passage is also from Greg's blog post:

*From Kelso Depot the route diverged from the 508 course and headed northeast through the stunning and remote Mojave National Preserve. I've noticed that every long ride seems to have a surreal experience or two. On this ride we passed a group of Japanese motorcycle riders on Harley Davidsons who were stopped to reconnoiter. Dressed in new leather motorcycle outfits, they were obviously on tour seeing the Western part of the U.S. The driver of their support truck stopped us and explained that they were looking for Route 66. Since we had just come from there, it was easy to point them in the right direction. They gave us a cheer and a round of applause as we pedaled North into the Mojave. This was the best part of the route – quiet, remote and scenic. As we climbed, the Joshua trees started to reappear. Nearing Nevada, we could see a huge dust cloud created by an ORV race.*

#### February 2016

In 2016, the Joshua Tree to Las Vegas 300K was run in February, nearly a month earlier than in 2015. It was much cooler, due in part to the windier conditions. It started out very comfortable, with no one needing much warm clothing. There were only seven riders, and all were strong except



for me, with everyone finishing by 8PM. I rode without Greg this year because he was on a single-handed, 2600-mile sail from Hawaii to California, so after the first few hours, I never saw another rider. Willie was an amazing companion with his SAG, and I never felt truly alone on the entire ride. I saw him so frequently that my water bottle was never empty. After the first SAG visit,

he assured me that it was always a tailwind on the way to Amboy. I remember thinking to myself, "Except when it's not," and this year it wasn't. It was a slow but pleasant haul with no drafting buddy. At the town of Amboy, Willie filled us full of food and drink, I bid adieu to Doug Church and his friend who had passed me after starting half an hour later, and Willie and I noted

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***Riding an entire 300K alone is a singular experience. I focused on the subtle beauty of the desert. I often feel as if I am at sea when I'm in the desert, self-sufficient and free. The vast expanses help me to unclutter my mind.***

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that it was now indeed a tailwind, just in time for the big climb through the Mojave National Preserve.

Riding an entire 300K alone is a singular experience. I focused on the subtle beauty of the desert. I often feel as if I am at sea when I'm in the desert, self-sufficient and free. The vast expanses help me to unclutter my mind. Greg and I have found the motorists to be very courteous while riding in the desert. This time, drivers nearly always changed lanes to pass me. Riding in the right tire track, especially since there was no shoulder for most of the ride, I never felt unwelcome on the road. Only one semi truck honked and when I waved that it wasn't safe to pass with oncoming traffic, I heard him use his

engine brake. We waved and smiled at each other when he passed a moment later. The wildflowers were also amazing this year. The El Niño rains created a spectacular "Super Bloom" and I took my time, riding steadily to avoid overheating or cramping, taking photos of the bright blue verbena, desert trumpet, primrose, and yellow brittlebush along the way, marveling at such a rare treat.

As the sun began to set, I was considerably behind the other riders, several of whom had already arrived at the hotel in Vegas. I knew that I would need almost the entire 20 hours for this 300K because I wanted to ride conservatively and finish safely. I asked Willie if he would make sure that I made it to the I-15 freeway so that my

Tandem team enjoying Willie's challenging and stunning 300K through the Mojave Desert on their journey to Paris!

—PHOTO GREG KLINE

cell phone would work again, and then I only had to call if I had a problem. Actually, I had to make Willie go to the hotel after I was safely on the I-15 because I didn't want him to miss out visiting with the other randonneurs. Greg describes the home stretch of this route in his blog post:

*From near the state line, the course took the most direct course of riding on the I-15 itself, which wasn't too bad as the shoulder was wide and in good condition. The only downsides to riding on the shoulder were the chunks of blown-out retread tires and the curiously large amount of gravel. Fortunately, we had a slight headwind from the East that blew the dust from the ORV race away from us. At Jean, Nevada, the route took the*



After a well-deserved rest at the South Point Casino in Las Vegas, randos stage for the "full-service brevet shuttle" trip back to JT & Willie's house..

—PHOTO GREG KLINE

frontage road, South Las Vegas Blvd, which was a nice fast downhill all the way to the finish at the south end of town.

When I reached Primm, I had a wonderful sit-down dinner at the Mexican restaurant inside Buffalo Bill's Casino. It was honestly the happiest place I have ever seen. The valets parked my bike, excited to hear about the big ride. The entire casino was filled with Mexican music, people dancing, and although everyone was wearing their best outfits, no one batted an eye as I walked in with my high-viz yellow and helmet. After a relaxing meal, it was a pleasant, mostly downhill, 20-mile trip into Vegas where I arrived with 45 minutes to spare. A big thanks to the amazing Willie Hunt for putting on such a wonderful event. Greg and I cannot recommend it highly enough. Point-to-point rides are especially enjoyable because you never know what's around the next corner. 🚲

## 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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## The Best Time of Year

**Everyone has a favorite season for riding.  
For me, Autumn is my sweet spot on the calendar.**

---

Certainly Spring is nice. You've either been cooped up riding the rollers or working your way through winter's challenging weather on gritty roads. The blossoms are popping out now, and everything is starting to turn green. The roads are cleaner, and you can shed a couple layers of heavy clothing and gear. Your water bottles are no longer freezing up, and let's not forget the added benefit of wind training!

Sure, Summer is good, because by then you should have ironed out most of the kinks, and there are so many events to choose from that it is like a cycling smorgasbord. You are more likely to be able to team up with other riders because everyone loves riding in sunshine, right? The days are long, and the evenings are warm. Your equipment issues have been resolved, your riding togs which may have been a bit 'snug' in spring now fit as they should. And the opportunity to pile on the miles is limited only by how dedicated you are to a well-manicured yard or whatever



other summer events vie for your time and attention.

Winter? I am sure there are devotees of winter riding but my assumption is that the majority of you winter riding fans live in the southernmost parts of the country. Lucky you! For those of us in the north, we may ride in Winter but it is generally not the season we wish would last longer.

Autumn, now we are talking! The weather is not brutally hot, nor is it punishingly cold, wet, or windy. There is also something about the slant of the sun's rays which brings out the colors you might not see so well in harsh summer light, or which might be totally invisible in the alternately cloudy and bright days of spring. Moreover, the kids are back in school so the endless parade of RV's and trailers tend to thin out; most of the road paving projects are done so there are fewer delays and reroutes and ooh... that new smooth asphalt!

Your fitness should be about at its peak and your equipment issues are mostly resolved. That hard leather saddle that gave you such fits in May now feels like a custom made hammock; the farther you go the better it gets. You can get back on the bike the second and third days and feel more like you are continuing the fun than extending the torture. The days are warm and the evening chill is easily warded off with a light jacket, vest or wool jersey. In fact, wool and fall are practically made for each other.



Some of my most rewarding randonneuring events have been those end-of-season long brevets which SIR traditionally hosts. The Northern Route 1000K, my first venture beyond 600K was a fabulous experience. I had learned so much and was able to tackle that after I had many of the aforementioned problems worked out. And there were no hordes of tourists with which to contend in one of the most beautiful places in the state. Likewise the Southern 1000K, the precursor to the Cascade 1200, was another fabulous fall experience. The smells that accompany fall riding are also exceptional. The heavy perfume of ripe blackberries in hedgerows and fence lines is almost intoxicating. Riding through the lower Yakima valley in harvest season is a cornucopia for the nose. Farm trucks loaded with fresh corn, grapes, melons and other produce headed to market or processing centers roll past leaving that invisible but unmistakable trail of harvest time scents.

Fall riding is not perfect by any means. Goathead thorns are hardened off, ready and waiting for tires worn thin in Summer. Yellow jackets get very cranky and all manner of flying insects that anticipate the first killing frost are at their population peaks. The weather can be a little more unpredictable than Summer, and services which may have been open for late summer hours may have rolled up the awning and shuttered the windows by the time you arrive for a late night snack. But if you are just out for a few hours or the whole day, this time of year is hard to beat. 🚲

## Attention RUSA Members please consider filling a volunteer position at the national level

### We need people for the following opportunities:

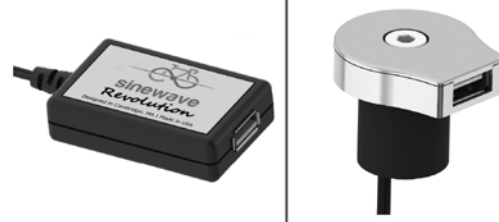
- Someone with a strong Perl background who is interested in building a new REST API on top of MySQL in NodeJS to work on the RUSA website.
- Someone with some advertising background to help with our magazine, *American Randonneur*. The task is to manage advertising in each issue.
- Someone to help out with the R5000 award.

**If you are interested please contact  
Rob Hawks at [president@rusa.org](mailto:president@rusa.org)**



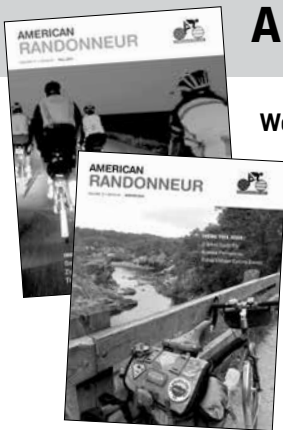
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## American Randonneur — CALL FOR SUBMISSIONS



**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](mailto:editor@rusa.org) or [jchernekoff@yahoo.com](mailto:jchernekoff@yahoo.com). Send photos separately; do not include them in articles.

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

**Paid advertising:** is available. Please contact Janice Chernekkoff ([editor@rusa.org](mailto:editor@rusa.org)) for details.

### Submission deadlines:

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

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

# Fall 1000K Preview: the Coastal Mountain Climber

BY ERIC LARSEN

In April, I took the train down to San Luis Obispo to check road conditions on the second half of the 1000K point-to-point route I was planning to be run as a brevet in October through San Francisco Randonneurs. After un-boxing and reassembling my Merlin, I set off with a massive tailwind that blew me down Orcutt Road and most of the way to Lopez Lake at speeds averaging 25 mph. The scenery was beautiful, the hills green from recent rains and covered in bright yellow mustard blooms, and the oaks and maples a vibrant shade of green with their new leaves. I got to Hi Mountain Road and rode up quite a long way before hitting the dirt. The conditions looked good, so I kept going. The road surface featured packed dirt without rocks and was fast and gently rolling up the oak-covered hills, up a creek valley with a few deep crossings (these creeks will be dry in October),

and then up a steeper slope. Finally, I rode through an open gate with a sign that read, “End of County Maintained Road,” after which the road descended steeply.

I descended the steep, rutted road to the valley floor, where the road was better, then rode up the other side, where the road was bad again. At last I reached the fork to Hi Mountain Campground and found that the road was very good here. I took a picture, turned around and rode back to the gate without having to dismount and walk any of the one-half mile section of rough terrain. So Hi Mountain consists of ten miles of dirt, nine and one half of which are very ride-able and one half of a mile or so with some steep and rutted pitches that might need to be walked. Still, this is a much better option than riding on the freeway—the other route option at this point—and the scenery is fabulous.

The following morning, I started at 7:00 AM and rode through Santa Maria and down to Tepusquet Canyon, another terrifically beautiful climb past vineyards and small farms up through the shade of the oak forest to the top for a stunning view across the coastal mountains and a super fun, fast, winding descent to CA-166. The Cuyama Highway (CA-166) is really what I had come to investigate. It’s the only paved connection to Bitter Creek National Wildlife Refuge, Pine Mountain, and Hudson Ranch Road in the Los Padres National Forest. It is also the main connection between Bakersfield and US-101, so it carries a lot of truck traffic.

The initial section of old highway quickly turned to new asphalt with a good shoulder. Traffic was fast but sparse on a Thursday afternoon. The big fuel tankers flew past at 70 mph on their way to Bakersfield but by-and-large they

Entering the Los Padres National Forest  
above the Central Valley.

— PHOTO ERIC LARSEN





gave me a wide birth and were quite courteous. About two miles of the old pavement was rough with a poor shoulder, but road workers were actively grinding and resurfacing with new asphalt on that day, so perhaps by October it will be all new. Currently, better than 90% of CA-166 included in the Fall 1000K is new asphalt with a good shoulder of at least 18" and often closer to 3'. There are interesting geological formations along CA-166 as you head toward New Cuyama, and traffic is sparse enough that there was plenty of opportunity for me to enjoy them. I stopped at the gas station for a soda, water and pretzels; the store (C&H) is open to 9:00 PM everyday and has hot food if riders need something more substantial.

Getting off CA-166 was certainly a relief and, returning to a desolate road, I started my climb up to Pine Mountain. Hudson Ranch Road quickly climbs up above the desert mountains of the western San Joaquin Valley, and with the sun setting, the views were spectacular and made the grind up CA-166 worthwhile. I didn't see any condors, but there is a condor sanctuary there. I only saw a couple of cars over the next few hours, and I finally made it to Apache Saddle at 6100' just after night fall, just as it got really cold. For scouting purposes, I stopped in the fire station to look for water. As I

put on all of my warm layers, the fire marshal came to determine the cause of the commotion. He thought I was a bear, and explained that the water was turned off because of the possibility of the pipes freezing. "It's going to snow tonight!" He told me. I was glad to have toe warmers, a wool jersey, thick gloves, a heavy hat and a balaclava. Alex offered to drive me down to Frasier Park but I insisted that I was OK. It wasn't snowing yet! I descended down into Pine Mountain Club shivering a bit, but this was followed by a steep climb that warmed me up and then a long, very fast descent to Frasier Park, to my motel and the 24-hour Jack In The Box!

In the morning, the wind was still howling. It was cold when I set out for the Ridge Route, the first paved route over the mountains north from LA, which was built long before I-5 climbed over the Grapevine. It's now closed to vehicular thru traffic; it's paved but unmaintained so slowly but surely eroding and crumbling. With a 10 mph descent for about 10 miles, it's rough for sure, but also truly amazing. There were more stunning views of the steep coastal mountains along this scenic, historic, interesting and challenging route, which I named the 1000K Coastal Mountain Climber. I rode on to the orange groves in the Santa Clara river valley followed by one more climb up to



The remains of the Tumble Inn are some of the historic sights on the Ridge Route (top).

Looking back on Hudson Ranch road.

—PHOTOS ERIC LARSEN

the town of Ojai and a final descent to beaches of Carpinteria and the crystal clear water of the Pacific Ocean just south of Santa Barbara to finish the route.

The randonnee will be run Oct 6-9, 2016, when the Pacific Ocean is still warm. The days should be clear and the wind (usually) blows south. Riders will be able to take Amtrak back to the Bay Area after the conclusion of the ride.

Interested riders should visit the SFR webpage: [www.sfrandonneurs.org/fall-1000k.htm](http://www.sfrandonneurs.org/fall-1000k.htm) for more information about the route and registration. 🚲

# A True Story

BY KENNETH JESSETT

**During the last Paris-Brest-Paris, some members of the randonneuring club in southeast Texas decided to commemorate the occasion by having a midnight ride to coincide with the start time of PBP.**

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The 200K ride was to start west of Houston and journey to Fayetteville, a small town with a German/Czech era gazebo located in the market square, where a proper Parisian feast would be laid on at the turn-around point. And what a terrific spread it was: sandwiches, French pastries, pickles, chips, coffee, brie, and oh yes, chocolate milk. Superb!

Along the route was a very small vineyard—one of the many popping up

all over Texas—and at this point a table was set-up with (plastic) fluted glasses and champagne and cheese. Nearby was a celebrated low spot known for frequent flooding requiring wading with bare feet—our very own Seine. The toasting in the middle of the Texas countryside to those doing the “real ride,” with the buzzards doing their ominous circular dance of death in the skies above, was surreal. All that was missing were the French accents since none of us could say anything more than the basic “Bon jour,” even though it was the wrong time of the day for that greeting.

I crashed on the return trip—nothing to do with the champagne though, honestly! It was on a long winding section of forested road and I thought I saw bike lights following me and so turned in the saddle to see who it was (it was no one, just some of those phantom lights one sees so often in the early hours of a morning when riding alone) only to veer off onto the verge, then back onto the gravel and smash sideways onto the road. I had cuts on one knee, elbow, thigh, and hand. The chain came off and had to be wrestled back onto the chain ring, but no real harm was done, apart from a broken

bottle cage, so I was still mobile and continued the ride.

The real excitement, though, was just about to begin. At about 2am I was riding along a rutted rural lane close to a state park—and lit up like a Christmas tree with lights attached to me and various parts of my bike—when an SUV slowed to a crawl alongside me and two rough-looking occupants gave me the once over. I thought, “Okay, here we go. A lone cyclist out in the early hours of the morning along a dark road in the middle of nowhere, and some rednecks thinking, ‘Let’s have some fun with this guy.’”

Somewhat unnerved, I continued riding and called out to them as they made noises in my direction. The female on the passenger side then screamed, “Stop. FBI.” I thought, “Sure you are,” and shouted back, “If you don’t go away, I’ll call the police.” This was a pretty hollow threat seeing as how I had left my phone back in the car before the ride started some 7 hours earlier.

The woman repeated her demand, “FBI. Stop,” but then SUV raced ahead and I thought maybe the drunks had decided to leave me alone and go find other prey. However, they had stopped ahead, directly in my path and the driver was getting out and coming at me. Still believing that they were masquerading as FBI cops, I did what one is advised to do when confronted with fake cops and hightailed it to a well-lit house.

I tore into the graveled driveway, rode up to the porch and started ringing the bell and hammering the front door like a demented person. However, the “cops” didn’t take the hint; instead they jumped back into the SUV and followed



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me up the drive to the house. The woman jumped out and came racing up to me and started screaming, “FBI, get your \*\$#@\* over here.” I was more convinced than ever that they must be a couple of crooks out on the town, because aren’t the police supposed to be polite? Anyway, I shouted back at her (it was pure adrenalin), “Show me your badge,” and she continued to scream at me to get off the porch. I probably should point out that I had

just noticed they were both armed with hip holsters, although this being Texas where guns are not uncommon, this was not surprising.

I again demanded, “Show me your badge,” at which point the female officer screamed, “I showed you my badge twice out there on the road.” I told her I hadn’t seen the badge and so still wanted to see it. She opened her waistcoat to expose the badge on her belt. At this stage, I began to give her

the benefit of the doubt, and since the homeowner had not yet opened the door, I said, “How could I have known who you are? We cyclists get hassled all the time out here, and who would expect FBI agents to be out on a quiet country lane for crying out loud?”

Her colleague, who had his badge mounted high on his chest and fully exposed, then relaxed a bit and said to her, “He isn’t who we are looking for. Let’s go.” He also said they had shut the entire park area and were looking for a dangerous criminal escaped from a penitentiary in Alabama.

I didn’t say it but I thought, “Right! Here I am dressed in these skin-tight shorts and flashy green jersey, on a bike with a helmet light blazing plus a rear flashing red light, two head lights, a red light on the back of my saddle bag, and a red flashing light on my rear seat stay. What criminal on the run would go around dressed like that saying to all the world, ‘Here I am’?”

The woman still hadn’t had enough but the guy told her they had to go, so she reluctantly backed off with a parting, “You should go home. There’s a dangerous guy out here.”

Further along, a sheriff’s cruiser drew up alongside and the cop gave me a long look. I told him I had already had a nice chat with the FBI and they said I wasn’t the guy they were looking for. He gave me a quizzical look as if to say, “Huh?” But he then said, “Okay,” and drove off.

It was quite a night. I’d have been better off in Paris, but then I would have missed meeting my new friends in the FBI. 🚲



The Fayetteville gazebo (opposite).

—PHOTO KELLY TRUESDELL

Ken Jessett.

—PHOTO LINDA MINNS

## Group Dynamics 101

**The first few years I was involved in randonneuring, I frequently rode entire routes solo. I might pick up a companion or two for short periods of the day, but my slow pace and relatively infrequent participation did not allow me to establish connections with fellow cyclists. I have at one time or another ridden every distance from 200K-1200K without company and, while this was excellent training in self-sufficiency, it was not really all that enjoyable.**

The last five years or so I have been lucky enough to ride with a great group of friends on almost all brevets and many permanents, which greatly increases my enjoyment of this sport. Every adventure is enhanced when shared, every disaster is weathered better with friends, stories are best when recounted from several viewpoints, and the value of team support cannot be overstated. I currently ride with a group whose numbers fluctuate from ride to ride. On any given day a newcomer who is not familiar with our unwritten rules might join our little band for part of or, if they are brave, the entire route. It can be quite entertaining or frustrating, depending on your mindset, to watch the newbie navigate the group dynamics. I have recently concluded that this must certainly be a common phenomenon in randonneuring, and so I offer a primer on the categories of riders in an effort to help us all integrate seamlessly into any group we join.

But first a disclaimer: any resemblance to folks I now ride with or have ever ridden with is purely coincidental and should not be taken personally, no matter how convinced you are that you are my inspiration.

### **Nickname: Cat 1**

This randonneur didn't get the memo that a brevet is not a race. Every brevet presents the opportunity for a personal record, every climb must be attacked, and eating and drinking is for weenies. The clock is always running and controls should be viewed as mini-races where PRs are possible.

**Pros:** You are likely to finish the 600K before dark.

**Cons:** You will have no memory of the route or the ride or your name; recovery might take the better part of a year.

### **Nickname: The Dentist**

This guy likes to pull. You can try to take a turn at the front but your efforts

will be repeatedly and firmly rebuffed, forcing you to take your proper spot somewhere back in the peloton where you belong. It doesn't matter if it's windy or hot or cold or hilly or flat, the Dentist can always be found at the front, taking the punishment, setting the pace. In addition, it can be very entertaining to observe new arrivals attempting to take a turn at the front. Timing how long the Dentist can stand to be off the front only adds to your enjoyment.

**Pros:** Duh! You are being pulled around the course.

**Cons:** None—you are being pulled around the course.

### **Nickname: The Safety Officer (SO)**

This rider is unusually fond of and extraordinarily talented at calling out hazards: BUMP, HOLE, TRACKS, CAR BACK, CAR BACK, CAR BACK. You get the idea. The SO is known for her diligence. There is no hazard too small or volume too loud for this tireless chronicler of road conditions.

**Pros:** The life this rider saves might be yours.

**Cons:** The hearing loss this rider causes may be yours.

### **Nickname: The Enforcer**

Not every group has an Enforcer but when one is present there is no doubt as to their identity. This rider firmly implements the group's policies, vociferously educating the newbies. "If you are not going to take a pull, please don't feel obligated to ride with us," or, "Just because we are on a tandem doesn't mean you can sit on our wheel

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***I have at one time or another ridden every distance from 200K-1200K without company and, while this was excellent training in self-sufficiency, it was not really all that enjoyable.***

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all day,” or, “Friends don’t let friends blink,” or, “Stop, just stop (insert annoying offense here).”

**Pros:** Proper biking etiquette will be enforced.

**Cons:** Woe to those who are not familiar with Emily Post.

**Nickname: The Diplomat**

This rare individual is a completely rational and congenial rider who attempts to navigate the choppy waters between competing agendas. If your group contains some Normals and

some Cat 1s, you need the Diplomat to maintain group cohesion and prevent bloodshed. Discreet tactics might include issuing a firm but gentle fifteen-minute time limit at controls which can be stretched to thirty minutes and then spun as being only a short time off the bike.

**Pros:** Everybody is happy.

**Cons:** Nobody is happy.

**Nickname: The Sherpa**

This is another rider you absolutely want on your little team. The Sherpa is

easily spotted by the perpetual presence of trunk bags, panniers and other essential bike luggage. There is nothing they do not carry on every ride. Spare tubes? By the dozen. Tools? I dare you to have a roadside mechanical they cannot help you repair. Extra clothing? How about tights and a heavy jacket on a sunny summer day? Hey—you never know when a storm might blow in.

**Pros:** Befriending a Sherpa can help you lighten your load.

**Cons:** The Sherpa’s bike weighs 82 pounds.

**Nickname: The Normal Human Being**

Although the argument could be made that this segment of the population is not well represented in randonneuring, many riders actually fall into this category. These folks believe in taking care of the basic necessities such as eating, drinking, using the bathroom and taking short breaks from the saddle, preferably at a control and preferably not at the speed of light. These folks are smart enough to slow down just a little bit and enjoy the ride.

**Pros:** If you have a few of these folks in your group your day just got a little better.

**Cons:** No PR for you today.

The more I think about the people I ride with, the more I realize there are many more types I could describe. But I think I’ll stop before I find myself riding solo once again! 🚲

Guess their category if you dare!

—PHOTO CHRIS NEWMAN



# Nebraska Sandhills 1000K: A Photo Essay

BY JOHN ENDE



Nebraska may not be on too many bucket lists, but it should be. Nebraska is known for corn and beef cattle, but it should also be recognized for great cycling. RBA Spencer Klaassen mapped out and guided riders through a 1000K ride that highlighted the Sandhills but also included wetlands teeming with wildlife and a climb up to 4600' at Piney Ridge.

Eight riders from seven different states showed up for the inaugural edition of the Nebraska Sandhills 1000K. Nebraska newbies arrived curious about the Sandhills and the landscapes they would encounter. Traveling through a sparsely populated area meant riding





(opposite, top) Rodney Geisert begins the return trip back to Broken Bow on Day 2 after a brief visit to Piney Ridge at elevation 4,600'. Storms have trouble sneaking up on riders with such wide open spaces.



(opposite, bottom) Return to the Sandhills on Day 3.

"How many jerseys did you bring for Day 1 Spencer?" Little fluffy clouds blanket the skies over the RBA train of Spencer Klaassen.

Pre-ride cookout provided by Rick Dockhorn's aunt and uncle. This is Nebraskan hospitality at its finest. When Rick told his relatives about our start/finish hotel in Broken Bow they immediately organized a cookout for the riders since they lived just two blocks away. The fare included samples from the local microbreweries!

on nearly empty roads. On a 100K night section, not a single car was seen. This same section—from Alliance to Hyannis—parallels a major east-west rail route, with trains passing every 10-20 minutes. Train horns work better than caffeine to keep the weary randonneur alert!

If you have never considered travelling to Nebraska to ride a brevet, please reconsider. Quiet roads, mesmerizing night skies, varied terrain and the absolute friendliest drivers anywhere make the Nebraska Sandhills a worthy cycling destination. 🚲

The lack of shade provides many opportunities for shadow photos.

Spencer introduces the riders to the Sandhills on Day 1.





(Top) No trip to the high plains of Nebraska would be complete without a control stop at Carhenge. Not pictured is the 25-mile time trial to beat the setting sun. Can you say, "Stupid stuff?"

When clouds like this appear, stay put! Four of our group holed up in a McDonalds in Valentine and played on our smart phones while Robert Sexton, Dan Driscoll and Mike Fox braved the elements.

Clouds provide periodic moments of shade in the Sandhills as the riders make their way to Mullen NE and a much needed lunch stop. Parting advice from our waitress at Paul's Liquor and Food, "Pack an extra bottle of water and say your prayers!"

# Melting Time Under the Moonlight

BY MARY GERSEMA

**A self-confessed person of routine, I eat three meals a day, work Monday through Friday, and try to sleep seven or eight hours a night. I don't stay out late or rise before the sun most days. I'm a huge fan of sleep.**

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Randonneuring appeals to my affinity for routine. I select the events I wish to ride, put them on the calendar, and map out a loose training plan for the year. Fitness becomes an additional routine and life continues.

Yet whenever I embark on a 600K brevet or longer, for a brief moment in time, my daylight-driven routine life is thrown out the window. The ride consumes. To complete the overall

distance within the time permitted—rather than starting after sunrise or stopping when darkness falls—becomes primary. We make the most of the daylight and focus on constant forward progress but cannot avoid riding many night miles.

As the sun sets, I curse my inability to ride stronger and faster. The challenging terrain, unexpected weather, or the ill-timed flat tire can

all conspire to make the overall pace slower than I envision. I also tend to set slightly unrealistic expectations. We must ride the ride given, not the one imagined.

As if to help me through the night hours, the waxing crescent moon rises into the sky, painted in peach. The temperatures drop from toasty to perfect. Car traffic vanishes. Everyone but us goes home to sleep. Lights glimmer in farmhouses, but human life is practically invisible on the roads during the wee hours.

Our finish is still miles away, but with the sliver of moon by my side and Ed steering steadily in front of me while also blocking the bugs, everything feels right.

Deer venture out with their babies to feed and run about. Other small critters are as surprised to see us as we are them. Peepers serenade our progress. Night is a different world, and I welcome the company we are keeping.

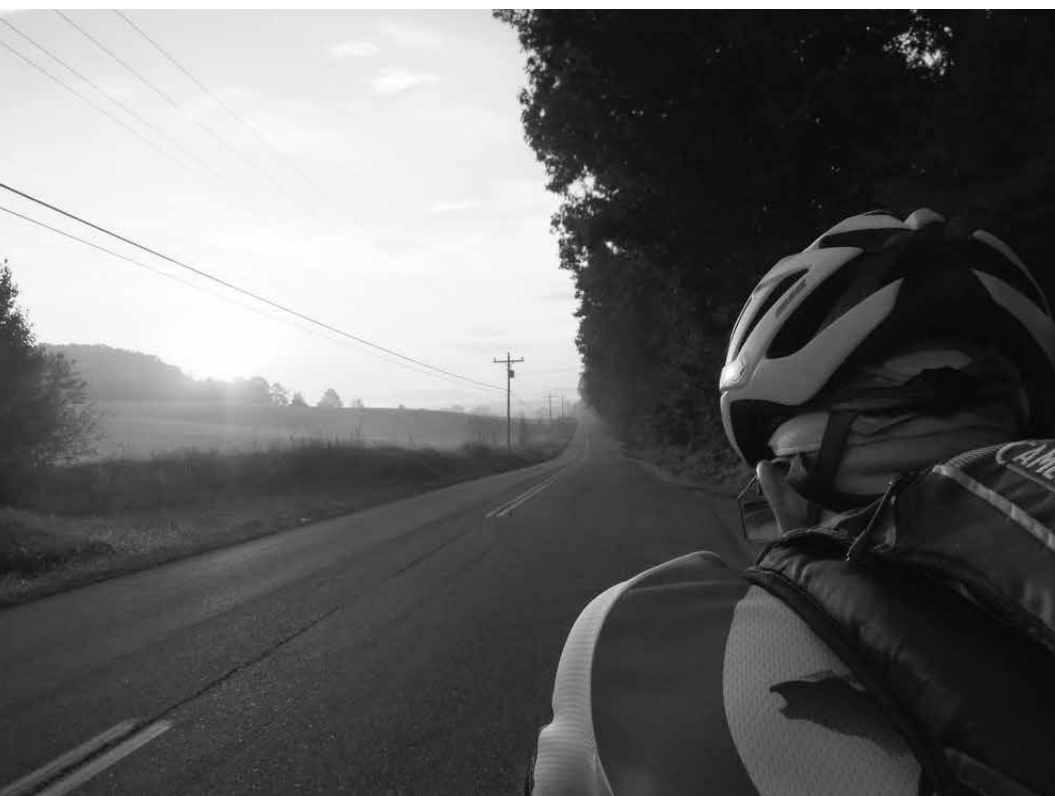
Time as I know it melts away. There is no bedtime and no proper time to be indoors. We slice our sleep hours in half, or more. Our minds and bodies focus only on the next milestone of the ride.

I think of the rare pleasure it is to enjoy a night ride on quiet roads with my randonneuring partner. He and I, the moon and stars, wildlife, and the peaceful hum of evening.

Routine life becomes remote and unimportant. It is good to melt time every once in a while. 🚲

Riding into morning.

—PHOTO MARY GERSEMA







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## **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 cross 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.

## **Across Peru & Over the Andes (full)**

**Oct. 19 - Nov. 3 16 total days**

**Puerto Maldonado to Nasca 11 days, 1,200 KM**

This tour is planned to explore and visit the wide variety of sights and experiences in Peru. We will fly to the jungle town of Puerto Maldonado to hike and visit the jungle rain forest. Our road bike tour will cover 11 cycling days from the jungle over the mountains with 12 passes above 14,000 feet. Road conditions are on excellent paved routes suitable for road bikes. We will have one day to visit the ruins of Machu Picchu and other sacred regions of the Incas. The tour then continues six more days to the desert region of the Nasca Lines. We will stay in hotels most nights and two nights in rustic houses with local families.

## **Upcoming Tours for 2017...(so far)**

### **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 Mid February**

**Tour of the Historic Hotels**

50-65 miles per day between classic Arizona hotels.  
2 nights in historic Bisbee, Arizona.

**Week #2 Late February**

**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 Early March**

**Chiricahua Challenge**

75-90 miles per day to the Chiricahua Mountains with two nights in Bisbee, Arizona.

**Week #4 Mid March**

**Second Century Week**

Four nights based in Sierra Vista 60-100 miles per day. This week has a new route with one night in Nogales to offer new route options.

**Week #5 (8 days) Late March**

**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 Route 66 (Eastern Half)**

**Amarillo, Texas to Chicago**

May 26 to June 11 16 riding days 1,200 miles

How many milkshakes can you drink? We will ride the oldest alignments of America's most famous highway. The the tour will focus on the history of building the highway and the cultural changes that happened during the past 90 years. We will stay in many original motels and eat at the popular cafes and diners along the way. Bikes with 32mm tires are recommended for the rough concrete sections.

## **Wisconsin Tours...mid July**

**Wisconsin Hill Country 80-100 miles per day**

This is a loop tour starting and ending in Beloit, Wisconsin. We will ride for 6 days through the Driftless Region which is famous for its hills and valleys through rural farming areas.

**Tour of Door County 80-100 miles per day**

Beginning and ending in Milwaukee we will ride for 6 days along the lake shore of Lake Michigan into the peninsula of Door County. This area is famous for its fishing and shipping history on Lake Michigan.

**Southern Transcontinental September**

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

***Check the PAC Tour website for dates, prices and registration information. [www.pactour.com](http://www.pactour.com)***

# Heart of the Kootenays SR600

BY BOB KOEN

**I'd been thinking about creating this ride for a couple of years. Ever since hearing about the Super Randonnee 600, I have thought that we should have such a ride in Canada. Now we do.**

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## Creating the route

The concept is simple. Ride 600K as a permanent in fifty hours. The kicker is there needs to be at least 10,000 meters of climbing in those 600K. Because British Columbia has mountains, I thought that creating an acceptable route would not be a problem. It turned out to be a big problem. While BC has lots of big mountains, it also has lots of valleys and very few roads that climb over those mountains. The roads tend to travel for long distances through the valleys and then pop over the mountains (albeit on some very long climbs) to reach the next valley. However, after much playing around with Google Maps and RideWithGPS, I found a route that would work. I also needed to satisfy the unwritten rule that the route be not only difficult but worthwhile as well. I agree that rides should be aesthetically pleasing, that they should go to interesting places and should challenge and enrich both the body and the soul. I then spent a considerable amount of time negotiating with Sophie Matter, the person in

France in charge of all things extreme, to get preliminary approval for the route.

The only place that I could find that had enough climbing was the West Kootenay region of the southern interior of BC. I used to live in Rossland and that's where I started going for long rides on my bike. So I knew the roads and how incredibly beautiful the landscape is. There was still a problem though. Even with a route that climbed every major paved pass in the West Kootenay, and some of them in both

directions, I still didn't have the required 10,000 meters of climbing. The only way to get the required amount of climbing was to add in the Idaho Peak road. This monster climbs 1300 meters in only 18K but on gravel. I had only ever been there once, many years previously, in a car. I checked with Sophie to see if it would be possible to switch bikes for this climb and do it on a mountain bike. After some thought she agreed that it would be OK and within the rules to do that, but in order to meet the criteria of self sufficiency I would have to stash the mountain bike at the base of the climb myself. It wouldn't be allowed to have someone else do the job or meet me there with the bike when I arrived. And so with the rules established and the time allocated to do the ride, I headed out to the Kootenays. The game was afoot.

View from Idaho Peak.

—PHOTO BOB KOEN



## The Test Ride: July 14–16 2015

I drove to the home of my good friends Paul and Osa in Kaslo. I spent a few days hiking and generally enjoying life while waiting for suitable weather. I didn't want to ride in the extreme heat and forest fire smoke that had been plaguing BC for much of the summer, nor did I want heavy rain. In the end I got very lucky and got cool and showery weather. I only needed to put my raincoat on once although I rode through and around showers several times.

I left Kaslo early on Tuesday morning and went to the base of Idaho Peak to stash my mountain bike. After locking it to a post at the start of the gravel I carried on up the road to see what I was getting into. This climb was after all the big unknown of the entire ride. I drove all the way up and then hiked the trail from the parking lot to the fire lookout. This is a highly recommended side trip for anyone who does this ride. It takes a little over an hour out and back if you are in a hurry. The 360-degree views from the lookout are outstanding, and the wildflowers up there cannot be believed.

I drove back down the mountain, through the Slocan Valley, over Bonanza Pass, and on to Christina Lake to the start of the ride at the Wild Ways Adventure Sports store. The people there were very nice and were happy to let me leave my car in the corner of their parking lot. I quickly suited up and was ready to start the epic adventure.

### Day 1

I got going at 4:35 pm, a little later than my planned start of 4 pm. Christina Lake is one of the warmest lakes in BC simply because it lies in one of the warmest valleys. When I started it was a relatively moderate 77 degrees. I knew that the heat would fade as the day turned to evening and as I gained elevation on the 1100-meter climb up to Bonanza Pass. I took it easy, walking part of the steepest section in order to save my legs, knowing that going too hard would not work in my favor later.



I eventually summited Bonanza Pass, dropped a couple of hundred meters, and headed up the second pass to Nancy Greene Summit. I got there with daylight to spare, put on some warmer clothes, and headed down. By this time I was out of water so I stopped at a stream not far from the summit and filled my bottles. I had brought a Steri Pen with me to treat the water for Giardia and other parasites. Some people in the Kootenays just drink straight from the streams but I think that safety is worth the few ounces that the Steri Pen weighs. After that I enjoyed an incredible descent down through Rossland and on down to Trail. I took a quick picture of the first control at the bridge over the Columbia River and then went in search of some chow. By now it was 9:30 pm and all restaurants were closed. My choices were an A&W open until 11 pm or a McDonalds open until midnight. There is also a 24-hour Tim Hortons but it is well off route. I opted for the A&W. The milkshake was OK, the hamburger not so OK, and the fries were awful. But calories are fuel so I made do.

I headed out and climbed back up the glorious descent that I had just enjoyed. In all the years I lived in the area I had ridden down to Trail and back to Rossland many times, up to Nancy Greene Summit and back to Rossland many times, but never from Trail to Nancy Greene. There was just never any reason to ride past my house

Kaslo to Idaho Peak profile.

—PHOTO BOB KOEN

and keep climbing. I got back up to Rossland well enough, walking many stretches of this steep climb because I could feel my legs cramping. In Rossland I hoped to get water but it was now after 11 pm and even the pub was closed. I managed to find an outside garden hose to fill my bottles and then carried on past Red Mountain and on to Nancy Greene. By now my legs were in a continual state of cramp and I was walking as much as riding. I was seriously worried that this thing was going to be over before getting into its second calendar day. Finally in desperation I unclipped from my pedals and started riding with my heels on my pedals in the place where the soles of my feet would normally be. This was slow and awkward but not as slow and awkward as walking. The effect was to reduce the strain on my quads enough that the cramping stopped. I finally got to the pass and then dropped back down to where Hwy 3B T-bones into Hwy 3. This was the second control so I took a picture of a sign and noted the time on my control card. It was now 1:23 am and I was about 1.5 hours behind my planned time, based on averaging 15 km/hr. In other words, after 119K of riding I was outside of the time window for a normal brevet by 1.5 hours. Not good. But the intermediate controls on an SR600 are not timed, and there is a 10-hour grace period beyond the normal 40 hours due to all the climbing. So I wasn't too worried yet, but I knew that things needed to start moving along a little quicker if I was going to succeed.

### Day 2

I had two of the six major climbs done and there was some major downhill in my immediate future. That downhill got me to Castlegar in good time. Here I left the route and went

about 1K into town to a 24-hour Tim Hortons. I had a bowl of soup and cup of coffee and tried unsuccessfully to have a 10-minute power nap. I went back up Columbia Avenue to rejoin the route and headed up to the Bombi Summit for the third major climb. This time the cramps did not appear and never came back for the rest of the ride. I got to the Bombi Summit at daybreak, took a quick picture and headed down to Salmo.

After Salmo the route goes over Kootenay Pass. This is the highest paved road in BC (but not the high point of the route). It's 90K from Salmo to Creston, and there are no services in that distance. I knew I needed to refuel in Salmo. I arrived at 5:40 am but nothing was open. There is a highly recommended restaurant (the Dragonfly) with no posted hours. There is a gas station and a Subway both opening at 6 am. I opted for the Subway. Bad choice. The place opened on time and the attendant had coffee going. But she needed to warm up the oven in order to make me an egg sandwich. She promised ten minutes; twenty minutes later and the oven still wasn't up to temperature, but I insisted that she make the sandwich anyway. I wolfed the sandwich, gulped the coffee, and headed for the high country and the fourth major climb. When I reached Kootenay Pass, I was 2.5 hours behind my planned pace. But I had four of the six major climbs done and was facing a 45K downhill and then 80K of rolling terrain along the east shore of Kootenay Lake.

The downhill was quick. I found the third and last 24-hour Tim Hortons in the Kootenays. I stopped for some calorie replenishment but found that I couldn't eat all of an egg biscuit sandwich as my appetite was deserting me.

The road along the east shore of Kootenay Lake may be one of the nicest stretches of road in BC. It is incredibly beautiful and there is minimal traffic. I enjoyed every minute of it and made very good time. I had the ferry schedule in my head and decided that I could make the 2:50 pm ferry if I pushed hard and stayed on the bike continuously for the next 78K. I did exactly that and got to the ferry at 2:40 pm. I was now back on schedule, having made up 2.5 hours in the last 5.75 hours of riding. The ferry took 35 minutes to cross the lake. The next section to Kaslo was only 35K but featured much rolling terrain and a couple of very steep hills. I arrived in Kaslo at 5:30 pm. Paul and Osa were having dinner and offered me some but I didn't want any. I did manage to get three glorious hours of sleep, and when I woke up I had a bowl of cereal and a cup of coffee.

### Day 3

I headed out at 10:30 pm into a light rain to do the 500-meter climb from Kaslo up to Retallack Pass. Then the route dropped about 200 meters to the turnoff to Sandon and Idaho Peak. My mountain bike was still where I left it so I hopped off the road bike and hopped onto the (not recently ridden or maintained) mountain bike and

set off for Sandon. When I got a few meters along the road steepened so I tried to downshift. Nothing happened. The shifter would not move any farther toward the low gears even though I still had three lower cogs on the back to shift onto. I tried a few adjustments by headlamp but in my sleep-deprived and exhausted state I only succeeded in losing another gear. So I pushed the bike where necessary and rode it where I could. I got to Sandon in an hour that way. But Sandon is only about 200 meters higher than the junction with the paved road and about 6K in. I still had 1100 meters to climb in 12K. There were a few places where the road leveled out briefly and I was able to ride. In the end I walked about 11 of the 12K and took another 2.75 hours to do it. I got to the top of the road just after daybreak at 4:45 am. I think that walking most of the way may not have cost me much more than it would have taken me to ride that distance. It also convinced me that this ride is doable with just a road bike so long as it has strong wheels and reasonably wide tires.

I rode back down to my stashed bike in good time and switched bikes. Then it was down to New Denver for a breakfast that I actually wanted. I got there at about 6:45 am and nothing was open. On to Silverton. Again,



Christina Lake.  
—PHOTO BOB KOEN



Kootenay Lake.  
— PHOTO BOB KOEN

nothing open. So I went on to Slocan City after slogging up an incredibly rude 300-meter climb that caught me by surprise. In Slocan City I found the Harold Street Café just opening up at 9 am. I ordered a substantial breakfast and then ate only part of it. I still had no real appetite but knew that I needed calories. I carried on down the Slocan Valley for a couple of hours. At this point I was getting very tired and needed a nap. Finally, I found a nice spot in a cemetery; the nice thing about cemeteries is that the grass is usually well taken care of and the residents don't mind you sleeping on their lawn. After ten minutes on the ground I was refreshed enough to carry on. The day was now getting quite warm and the wind was starting to blow. Of course it was blowing toward me and was steadily increasing in strength. I stopped for some chocolate milk and then went on to Castlegar. My pre-planned schedule had me leaving Castlegar for the last climb of the ride at 1:30 pm and I actually got started on it at 1:15 pm. It was starting to look like I was going to get this thing done. I knew that there was a gas station and convenience store at the top of the initial steep section of the climb. I decided to use that as my final fueling station before the 50K of climbing to the end of the ride. But when I got there I found that the gas

station was gone, and no services were available. I was able to fill my bottles at a campground but was now facing the last climb into a stiff headwind with no food left on my bike except for a Clif Bar and a chocolate bar. I choked down the Clif Bar with substantial difficulty and ate half the chocolate bar. Then I slogged uphill into the wind. I drained my bottles as I rode but was able to find water that I sterilized with my Steri Pen from a pump at the provincial park campground at Nancy Greene Lake. Then I rode the final stretch to Bonanza Pass and rolled down to the finish at the Paulson Bridge and ended the ride in 48:49.

### **Strategies for Riding the Heart of the Kootenays SR600**

I think that there are two possible strategies for doing this ride. One is to start at between 4 and 5 pm as I did and plan to spend some rest time in Kaslo. This strategy gets you to the Kootenay Bay ferry during prime time between 10 am and 7 pm. During this time there are two ferries running and the wait time between ferries is never more than fifty minutes. There is no ferry at night between 10:20 pm and 7 am. The rest of the time there is one ferry every hour and forty minutes. This is the 2015 schedule.

The other strategy would be to

leave Christina Lake much later than I did and plan to rest in Crawford Bay and then take the 7 am ferry. This strategy gets you up Idaho Peak in the daylight but you ride more passes during the heat of the day.

### **Additional Rider Information**

There are several key points for future riders to consider:

- Don't count on finding services between 9 pm and 6-9 am depending on where you are. Carry enough food on the bike to get you through the night.

- Services are generally available in the valleys. There is nothing available anywhere above the valleys with the exception of Rossland, a ski town.

- Water can be even harder to find than food. I recommend carrying a way to filter or purify water from streams. Even then streams can be hard to find in places, and many of the streams dry up as the summer progresses and the snow melts.

- The Idaho Peak road is not plowed. If it was a big winter then the road could open much later than mid-July. There may be years when it opens quite late, if at all. You can contact me for current information on the state of the road.

- Bring a sturdy bike with strong wheels and wide tires. Or bring both a road bike and a mountain bike. If you bring two bikes you must pre-place the mountain bike yourself. Self-sufficiency with no support vehicle is a key requirement for an SR600.

The rules for Super Randonnees can be found at <http://www.audax-club-parisien.com/EN/421.html>.

The route is now officially open. If you want to do this ride contact me at: [Bob@koen.ca](mailto:Bob@koen.ca) 🚲

# The 2016 Texas Rando Stampede

BY JEFF NEWBERRY

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## STAMPEDE:

*“A sudden frenzied rush”; “a mass impulsive action”;  
“to flee in a headlong rush”; or,  
a 1200K tour of the great state of Texas!*

---



“Macro-Herd” (the largest group to finish together). There were “micro-herds” and a few solo herds.

—GRACE PHOTOGRAPHY

The third edition of The Texas Rando Stampede began on May 11, 2016. The goal was to offer a randonnéé of moderate difficulty, showcasing the beauty and varied terrain of the Lone Star State, while providing world-class support. The ride plan was simple: herd ourselves across Texas in a stampede, keeping groups of randonneurs together as much as possible. Camaraderie would be king and we hoped that few would ride alone.

During the ride we joked that this

was just an early season training ride, and that we would randonnéé ourselves into shape. Average temperatures for early May range from the 60s to the 80s, with about a 75% chance of strong winds from the south. Because the Stampede route heads south first, our adventure should have been “front-end loaded” with headwinds, but as in 2011 and 2013 the wind switched direction so that we got to enjoy headwinds the whole way. With the addition of temperatures in the 90s the first day, everyone was humbled. Texas gave the riders nothing for free.

However, what participants had to work for because of Mother Nature was mitigated by a considerate plan that avoided night starts, provided a hotel bed for each rider each night, and also included breakfasts and dinners. Daily mileage totals were 221, 211, 156, and 149 miles.

From the organizers’ standpoint, we are most proud of the awesome crowd of randonneurs we attracted, the kindness that everyone extended to fellow riders, and the excellent support offered by our volunteers.

At the post-Stampede party on the final day riders were awarded their Texas-sized Finisher medal. With



TRS's 1st time 1200km finishers. With no required qualifiers for TRS, four of these riders had never done a 600km, and all finished in fine shape. L-R: Drew Frehs, Matthew Fitzpatrick, Doug Church, Dan DeKalb & Mike Healy.

—GRACE PHOTOGRAPHY

handshakes, hugs and big smiles all around, the whole glorious thing came to a finish. Thank you to all the riders and volunteers that made this event awesome and created memories for a lifetime. 🚲



Herd Wrangler, Larry "Relaxed" Graham, lassoes his wife Christine for a finish-line smooch

STAMPEDE!! Run for your life!.

—GRACE PHOTOGRAPHY

### Texas Rando Stampede RIDER STATISTICS

International guests came from the UK, Canada, and Australia.

Three mixed-tandem teams, one fixed-gear rider, and one bent rider successfully completed the event.

Seven female riders finished the event for a 100% completion rate.

Five randonneurs completed their first 1200K.

25% of riders were from Texas. Other states represented included: California, Maryland, Ohio, North Carolina, Colorado, Minnesota and Florida.

Lanterne Rouge rider, Don Bennett, finished the Stampede with thirty minutes to spare. A hearty congratulations to Don.





Just a few of our 50+ volunteers at the "Damn, We're Good! Finish Party."

The Future of Randonneuring  
Eric Williams....Man are we in Trouble.

—GRACE PHOTOGRAPHY



**Texas Rando Stampede  
VOLUNTEER HONOR ROLL**

Hill Country Randonneurs  
Houston Randonneurs  
Lone Star Randonneurs

*Special Thanks to the following volunteers:*

- |                  |                 |                  |
|------------------|-----------------|------------------|
| Peter Nagel      | Wayne Dunlap    | David Hall       |
| Dan Colvin       | Dan Hansen      | Daniel Sanchez   |
| Stephen Hazelton | Gary Kanaby     | Kim Gamma        |
| Robert Gunderson | Michael Wellman | Russell Trobaugh |
| Bob Riggs        | Mark Woolridge  | Tibor Thames     |
| Pam Wright       | Mariana Riggs   | Susan Thames     |
| Vickie Tyer      | Cathy Riggs     | Patty Pinkston   |
| Shab Akbarian    | John Monnig     | Fred Corsiglia   |
| George Evans     | Kathy Bigler    | Becky Reilly     |
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Seasoned Rando Jim Solanick with 30+ 1200kms alongside TRS's youngest rando, Drew Frehs.

—GRACE PHOTOGRAPHY

In bygone PBPs, female finishers received a rose. In this case, The Yellow Rose of Texas, plus finisher medals for all.

—PHOTO SUSAN OTCENAS



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# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11300	Jason R Britton	Portland	OR	11340	Kevin P Claxton	Chicago	IL	11380	Gary S Muntz	Lexington	MA
11301	Brian B Webb	Kailua-Kona	HI	11341	Mark Valdovinos	Brookfield	WI	11381	Eric Balkom	Katy	TX
11302	John Patrick Murphy	Minneapolis	MN	11342	Paul F Claxton	Hainesville	IL	11382	Gabriel Lievano	Plantation	FL
11303	Russ D Price	Durant	IA	11343	Jeffery S Schmela	Wheaton	IL	11383	Bob Lohr	Anchorage	AK
11304	Jim C Falconer	Anchorage	AK	11344	Daniel M Doan	Fort Lauderdale	FL	11384	Maira Kearney	Seattle	WA
11305	Kirk D McMenamin	Grosse Ile	MI	11345	Gerry Gherardini	Lincolnshire	IL	11385	William Walker Gordon	Seattle	WA
11306	Sabrina R Seaver	Denver	CO	11346	Bryan Sibert	Madison	WI	11386	Mitch P Danner	Madison	AL
11307	Barbara Kuhlemeier	Bozeman	MT	11347	Suzette Luer	Hayward	CA	11387	Megan M Klenk	Cary	NC
11308	Steve Fuller	Johnston	IA	11348	Tru Tran	East Windsor	NJ	11388	S L Garrett	Minneapolis	MN
11309	Chris T Ellefson	Denver	CO	11349	Molly McCammon	Anchorage	AK	11389	Tony Allen	Anchorage	AK
11310	Dennis C Francis, Jr	Atlanta	GA	11350	Sabine Cranmer	Media	PA	11390	Robert A Anderson	Bellevue	WA
11311	Jeff Hilts	Boca Raaton	FL	11351	Kenneth W Helms	Monmouth	IL	11391	Gordon Revey	Parker	CO
11312	Mark D Kavanaugh	Annapolis	MD	11352	Anthony A Mcgowan II	Fort Worth	TX	11392	Rephael Spungen Bildner	Montclair	NJ
11313	Joshua R Peter	Denver	CO	11353	Eric M Dahl	Colorado Springs	CO	11393	Monica Gallagher	Seattle	WA
11314	Jeffrey Mangieri	Lexington	MA	11354	Wm H Curley IV	Livonia	MI	11394	Sebastian Rauner	Berkeley	CA
11315	Ritsuko Iwanaga	Denver	CO	11355	Mehdi Rexha	Sterling Heights	MI	11395	Hollie Long	Bloomington	IL
11316	Debra L Scorpiniti	Ankeny	IA	11356	Brandy Pinder	Woodside	NY	11396	Eric M Owens	Oakland	CA
11317	Rajesh Nayak	Monroe	NJ	11357	Kris Reichmann	Oak Park	IL	11397	David William Simmonds	Lehi	UT
11318	Robert L Cochran	Greenbelt	MD	11358	David L Donaldson	Anchorage	AK	11398	Bill Starz	Berkley	MA
11319	Cynthia Lee McGinnis	Freeport	FL	11359	Trina C Perkins	Clermont	FL	11399	Jonathan D Asbury	Minneapolis	MN
11320	Sebastian Frye	Minneapolis	MN	11360	Louis Willyantino	Chicago	IL	11400	Leigh M Paterson	Box Hill North	
11321	Mike Hutson	Indianapolis	IN	11361	Joseph L Bolan	New Albany	IN	11401	Suzanne Dvorak	Anchorage	AK
11322	Connie J Mann	Muscatine	IA	11362	Todd Hoskins	Brookfield	WI	11402	Tom Reitter	Ft. Washington	MD
11323	Concepcion Guzman	Virginia Beach	VA	11363	Cynthia Ann Carlson	Ridgefield	WA	11403	Peter J Turnbull	Aylesbury	
11324	Darren E Lee	Saint Albans	NY	11364	Alma Ruth Fox	Houston	TX	11404	Michael J Hofschild	Wasilla	AK
11325	Misti Rogers-Lemke	San Ramon	CA	11365	Oscar A Salazar	Midland	TX	11405	Brett Jason Ratner	Lake Geneva	IL
11326	Stuart Abramson	Falmouth	ME	11366	Jennie Elizabeth Bradford	Cranbrook	BC	11406	Brian Gatens	Ridgewood	NJ
11327	Lee C Fisher	Anchorage	AK	11367	Nick Lucking	Roseville	MN	11407	Robert Vandermark	Waltham	MA
11328	David Marsh	Apple Valley	MN	11368	De'Anna Caligiuri	Munhall	PA	11408	Jacqueline Klotz	Chesapeake	VA
11329	Nicholas Paul Rothman	Anchorage	AK	11369	Chester O Fleck	Calgary	AB	11409	Joseph P Rozelle	St Petersburg	FL
11330	Abel Salazar	Midland	TX	11370	Els J Vermeulen	London		11410	William M Smith, Jr	Jonesboro	AR
11331	Daniel B Richardson	Pleasant Garden	NC	11371	Stacey R Nieder	Anchorage	AK	11411	Vickie Russell	Jonesboro	AR
11332	Cameron P Hursh	Valdez	AK	11372	Krishna C Kunam	Dublin	CA	11412	Wes Neveu	Mobile	AL
11333	Lon A Yarbrough	Carmichael	CA	11373	Kale Severin	Seattle	WA	11413	Morgan C Cole	Seattle	WA
11334	Michael W Hersman	Decatur	IL	11374	Lawrence T Schneider	Grand Junction	CO	11414	Michael E. Duggan	Seattle	WA
11335	Pascale Lercangee	Powell	OH	11375	Jay R Rose	Montgomery	AL	11415	Alexandre M Macedo	Oakland	CA
11336	Chris R Allard	Anchorage	AK	11376	Stephen P Kenny	Calgary	AB	11416	Craig A Twete	Houston	TX
11337	Nancy V Felton	Anchorage	AK	11377	N Hartokolis	Denver	CO	11417	Paul Armstrong	Meridian	MS
11338	Richie Tyler Velez	Anchorage	AK	11378	Allan LeSage	Chicago	IL	11418	L S Allen I	Suffolk	VA
11339	Weston Johnson	Oakland	CA	11379	Art E Malott	Harrow	ON	11419	Gilbert L Bates	Monrovia	CA

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11420	Sherri E Bates	Monrovia	CA	11439	Oscar Lage	Anchorage	AK	11458	David H. Fruhling II	Houston	TX
11421	Ryan J Clark	Palmer	AK	11440	Jill Simek	Anchorage	AK	11459	Daryl J Fruhling	Richardson	TX
11422	Andres Gutierrez	Brooklyn	NY	11441	Brian Toone	Birmingham	AL	11460	Marc Grober	Anchorage	AK
11423	Ray Edward Robinson	Moore	OK	11442	David Bogdanski	Austin	TX	11461	Tess Nott	Anchorage	AK
11424	Hadi Hassan	Yorba Londa	CA	11443	Rafi Manoukian	Glendale	CA	11462	Joseph Justin Frontuto	Elmira	NY
11425	JinUk Shin	Burlingame	CA	11444	Rene T Morales	Davie	FL	11463	Daniel J Doran	Seattle	WA
11426	Joan Grambihler	Gilbert	AZ	11445	Meryl Schuck	Mountain View	CA	11464	Jennifer E Petersen	Seattle	WA
11427	Jeffrey R Thurston	Anchorage	AK	11446	M. Keith Burt	Camden	AL	11465	Paul G. Johnson	Pasadena	MD
11428	Nan Loudon	Atlanta	GA	11447	Brent J Soderberg	Canton	CT	11466	Julio A Mateo	Winter Springs	FL
11429	Jared Swartzentruber	Centerburg	OH	11448	Teresa Kay Shiflett	Healdsburg	CA	11467	Daniel Lee Hendrickson	Oak Island	NC
11430	Carrie Billings	Tigard	OR	11449	Daniel Edward Komissar	Whitehouse Station	NJ	11468	Noe Sebastian Salazar	Odessa	TX
11431	Megan N Johnson	Midland	TX	11450	Adriene C Sullivan	Pembroke Pines	FL	11469	Kourtney Thompson	Detroit	MI
11432	Andrew Boardman Jaeger	Berkeley	CA	11451	Sarah Chaplin Chaplin	Boronia Victoria		11470	Peter Bakken	Paoli	PA
11433	Brad J Black	Glenwood	MD	11452	Marcus L Waehler	Anchorage	AK	11471	Matt Rodgers	Midland	TX
11434	Josh D Drury	Winnipeg	MB	11453	Vanessa E McDonnell	Union City	CA	11472	Ron Kasiman	Sunrise	FL
11435	Christina M Jones	Seattle	WA	11454	Thomas F Little	Atlanta	GA	11473	John D Quirk	Stevens Point	WI
11436	Ken Windus	Seattle	WA	11455	James S Trimble	Monument	CO	11474	Carolyn Ortenburger	Arcata	CA
11437	David James Eisenbacher	Troy	MI	11456	Lisa M Moreno	Anchorage	AK	11475	Synthea Devery-Grennan	Oak Park	CA
11438	Kristen LeBlanc	Portland	OR	11457	Debra Marie Kerns	University Place	WA				

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# RUSA Member Profile

BY MARY GERSEMA

## Jerry Phelps

North Carolina Randonneurs

*For this edition of the RUSA Member Profile we're talking with Jerry Phelps of the North Carolina Randonneurs. Jerry began riding brevets in 2006, and since that time he has completed the Ultra R-12 while also making time for non-randonneuring events. In this interview, we talk brevet bikes, the appeal of challenges like the R-12 and the Ultra R-12, RAGBRAI, and what it's like to ride with the North Carolina Randonneurs.*

**Tell me a bit about your home club, the North Carolina Randonneurs? It's been several years since I rode a brevet in North Carolina, but it always seemed like you had great camaraderie in your group.**

While the North Carolina Randonneurs is not a formal club, we have great camaraderie! That was one of the things I noticed in my first brevet and what helped to sell me on our sport. We have three RBAs in the state that cover the three geographic regions—Coastal Plain, Piedmont, and Mountains. All three attract riders from all parts of the United States.

RBAs can always count on plenty of volunteers to help out on rides. In fact, some of my favorite events have been pre-rides with a small group where we all stayed together.

**How did you become involved in randonneuring and when did you ride your first brevet?**

Like many people, I found out about randonneuring almost by accident. I was teaching spin classes and leading 40- to 50-mile weekend



rides from the club. One of the riders wanted to do his first century and asked if I would ride it with him. So I went online to find a spring century and stumbled across something that I couldn't even pronounce and the distances looked ridiculous!

I knew right then I wanted to meet these people and signed up for Alan Johnson's 200K brevet on April 8, 2006. During that ride I met some great folks including Mike Dayton, Wes Johnson, JD Stewart, and Danny Thomas. We pretty much rode the entire thing together and they nursed me through the final 30 miles instead of leaving me for road kill. As an aside, my friend who wanted me to ride with him moved to Ohio in the interim—a desperate move to get out of a bike ride!

**How would you describe the terrain of the brevets and permanents in your area?**

In my immediate area—Raleigh, Durham, and Chapel Hill—the terrain is rolling and there are plenty of signature hills that are just lousy with

2015—Team Lynn in Spirit if not in Flèche. L to R—JP, Lynn Kristianson, Branson Kimball, Charlie Thomas, and Scott Gater.

—PHOTO GORDON MEUSE

cyclists on the weekends. Ride forty miles east and the terrain can't be flatter. One hundred miles west and things can get very interesting.

Riders from western states are surprised at our hills which aren't terribly long, but they can be quite steep. The road conditions are pretty nice normally; North Carolina does a good job at road maintenance.

**Do you have a favorite bike for riding brevets?**

My favorite bike is the one I am riding on any given day (and please don't tell them I said that—they might get jealous). I have a custom built coupled Coho—one of the last Chuck Lathe built. Mike Dayton named her Cinnamon Girl. I have ridden lots of brevets and PBP on her.

My go-to bike these days is a new full carbon, electronic shifting lightweight wonder that I love. She's all black and white so her name is Orca. I took her to PBP last summer and she performed flawlessly. I also have a fixed gear track bike that I take for short rides (mostly 100 and 200K populaires and brevets). My other bike is a 1951 Raleigh 3-speed—Fiona. I've ridden a couple of populaires on her and RAGBRAI one year with Drew Buck. That was a treat!

**Jerry, congratulations on achieving the Ultra-R12! Riding at least one 200K each month for ten**

**years running takes commitment. What motivated you to ride at least a 200K distance for ten years, month after month?**

I think I started randonneuring at the perfect time in 2006. Permanents were fairly new—Mike Dayton had the only two in the state and they were ridden a lot! I thought the R-12 would be a fine goal for my first year and would help me to stay motivated, in shape, and help me learn to deal with winter riding.

Once I'd gotten that first R-12, I wanted to continue the streak. Believe me, I've rescued it several times on the last day of the month, but North Carolina is fairly conducive to year-round riding, especially if you have some flexibility to pick a warmish winter day to ride. When I got to R-60, I knew I had to keep going as long as I stayed healthy.

I've been very fortunate to have the support of my loved ones and friends to keep the streak alive, but I am so over it now. Technically, I haven't let it lapse, but I decided to start over again at R-1 this past April. It takes the pressure off.

**What does the Ultra R-12 accomplishment mean to you, and how does it compare to other randonneuring challenges you have pursued?**

It's definitely on the short list of big achievements. It shows a level of commitment that I wasn't sure I had in me. It also represents a lot of luck—any number of things might have happened to end it. Even though mine was one continuous 120-month streak, I'm glad RUSA doesn't require that. Otherwise the Ultra R-12 Club would be a pretty lonesome group. It's the single award that I am most proud of but some of my friends, riders and non-riders, think it's bonkers.

**Not only have you earned the Ultra R-12, but I know you are a regular attendee of RAGBRAI. Why**

**would a randonneur be interested in RAGBRAI? (If this is a silly question, let me know. As an Iowan, I'm always interested in what motivates people to do RAGBRAI.)**

I've ridden RAGBRAI five times. It is so much fun!! It's a week of just riding a bike for the sheer joy of it—like being a kid again. "Summer camp for adults" is a pretty good description of the event. And let's face it, to a randonneur, riding 70-100 miles a day for a week is a piece of cake. I have had some crazy coincidences on the ride like meeting a guy from Chapel Hill that bought my former boss's house and also running into a former running buddy who had moved away from the area.

RAGBRAI is nothing like randonneuring but it is just as much fun. The year Drew Buck—yes the famous Drew Buck—and I did it together was the pinnacle. He was an instant celebrity riding his 1914 retrodirect 2-speed in his Onion Johnny costume. I brought Fiona so I'd have something "appropriate" to ride with Drew. We had a blast!

**What is your favorite memory from a ride?**

In 2010 our Fearless Leader, Alan Johnson, was attempting to ride a full series for the first time since a serious crash with a car. Mike Dayton, Carol Bell, Joel Lawrence, and I signed on to pre-ride the North Carolina Bicycle Club 600K brevet with him. It was really



hot—REALLY hot—as only eastern North Carolina can be in early June.

Anyway, about 200 km into the ride in beautiful (that's the sarcasm font) White Lake, North Carolina, Alan started making noises about quitting. Carol sweet-talked him into continuing and we nursed him down to the turnaround in Wilmington. By then the sun had set and it was gloriously cooler so he decided to continue and we started the flat slog back to White Lake. Arriving there at about 3 AM, Joel asked Alan if he wanted the one remaining bed. Alan's response was priceless:

Alan: "That depends, Joel."

Joel: "Depends on what, Alan."

Alan: "It depends on if you want me to sign your card tomorrow."

**Who are some randonneurs who inspired you along the way?**

There are so many people. Mike Dayton has certainly been a huge influence—not only for riding but for his full commitment to the sport as a leader and volunteer.

Lynn Kristianson was a dear friend and my flèche captain many times. In all the miles we rode together, I never heard her complain about anything except my bad jokes. And all the RBAs and permanent owners who have organized rides that I've had the pleasure to ride—those folks are the heart and soul of our sport.

I also met a rider last winter who really inspired me. I won't mention his name, because he was struggling to finish every ride within the time limit and some he didn't. But he showed up time and time again always with a great attitude and rode most of the miles completely alone. I am stunned by that commitment and determination. 🚲

PBP 2011—Dingé and about 330K to go. Left to right—John Ende, Mike Dayton, JP and Jimmy Williams. Pure magic to ride with these three guys.

—PHOTO KELLY CHAMBERS

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#### Nominations to the RUSA Board

The terms of Lynne Fitzsimmons (eligible for re-election) and Mark Thomas (ineligible) are expiring at the end of the year.

Members may nominate two current members (list at [rusa.org/cgi-bin/membersearch\\_PF.pl](http://rusa.org/cgi-bin/membersearch_PF.pl)) for these positions.

**Nominations must be received by 9/23.**

\_\_\_\_\_  
NOMINEE # 1 RUSA #

\_\_\_\_\_  
NOMINEE # 2 RUSA #

\_\_\_\_\_  
YOUR NAME RUSA #

Email nominations to [president@rusa.org](mailto:president@rusa.org) or mail this form to: Rob Hawks, 5630 Santa Cruz Ave. Richmond, CA 94804

**Candidate statements and voting instructions will be published on [rusa.org](http://rusa.org) on October 1st. Voting will close 11/15. Please visit the website for full details.**

#### Nominations for RBA Representative

Under RUSA's Constitution the Regional Brevet Administrators appoint one of the current RBAs to serve as a Director on the board for a one year term. Omaha, NE RBA Spencer Klaassen currently holds this position and is eligible for reelection. The elected RBA may not already be serving as one of the six directors elected by the membership. Only RBAs can nominate an RBA for this position. The list of current RBAs can be found at [rusa.org/cgi-bin/officialsearch\\_PF.pl](http://rusa.org/cgi-bin/officialsearch_PF.pl)

**Nominations must be received by 9/23.**

\_\_\_\_\_  
NOMINEE RUSA #

\_\_\_\_\_  
YOUR NAME RUSA #

Email your nomination to [president@rusa.org](mailto:president@rusa.org) or mail this form to: Rob Hawks, 5630 Santa Cruz Ave. Richmond, CA 94804

**Candidate statements and voting instructions will be published on [rusa.org](http://rusa.org) on October 1st. Voting will close 11/15. Please visit the website for full details.**

# RUSA Awards

## Ultra R-12 Awards

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

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

YEAR	RIDER	CITY, STATE
2016	Mark Metcalfe	Duncanville, TX
2016	Dana A Pacino (F)	Aledo, TX
2016	Sharon Stevens (F)	Richardson, TX
2016	William Beck	Woodbine, MD

## Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden 10 Super Randonneur series. The Super Randonneur series of brevets used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a limit on the length of time taken to accumulate the ten SR series. Since it is possible to complete more than one SR series per year, this award may be earned in fewer than ten seasons. Non-US ACP and RM brevets can be used provided that these events account for no more than 50% of the rides counted towards this award.

YEAR	RIDER	CITY, STATE
2016	Jeff Newberry	Austin, TX
2016	Susan Otcenas (F)	Portland, OR
2016	Spencer Klaassen	Saint Joseph, MO
2016	Stuart Keith Sutton	Virginia Beach, VA
2016	Toshiyuki Nemoto	Loveland, OH

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# RUSA Awards

## RUSA American Explorer Award

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

This is an ongoing achievement program that recognizes continued exploration of additional states and territories. The maximum achievable number of states and territories will depend on the availability of routes and the member's desire to explore.

### **Award criteria:**

- Rides must be of the following types:
- ACP brevets and flèches;
- RUSA brevets, populaires, arrows and darts;
- RUSA permanents and permanent populaires;
- RUSA sanctioned Super Randonnée permanents;
- 1200km events held in the United States after 1998.

Routes must pass through or be contained within any of the 50 states of the United States, the District of Columbia, and U.S. territories (Puerto Rico, Guam, American Samoa, ...). Each state or territory through

which the ride passes is counted and multiple states/territories can be achieved on a single ride.

There is no time limit to earn this award.

Only RUSA members may apply and each qualifying ride must be completed while an active member of RUSA.

### **Recognition**

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

APPROVED	NAME	CITY, STATE
4/12/2016	Mark Metcalfe	Duncanville, TX
4/20/2016	Linda Bott	Ventura, CA
5/9/2016	David W Miller	Columbus, OH
25/16/2016	Makoto Miwa	Kuwana-city Mie, JAPAN
5/29/2016	Greg Courtney	Ames, IA
6/4/2016	Thomas Russell	Alamo, CA
6/14/2016	Jimmy Aspras	Pitman, NJ
6/16/2016	John Preston	Plantation, FL
6/21/2016	Bobbe Foliart	Alamo, CA

## Six Members Earn Mondial Award

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

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

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the

United States after 1999. Foreign events (including PBP) are not counted.

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

APPROVED	NAME	CITY, STATE
5/7/2016	Audunn Ludviksson	Seattle, WA
5/21/2016	Michael Anderson	Mansfield, MA
6/4/2016	Vernon M Smith	Larkspur, CO
6/7/2016	Lyn Gill (F)	Mercer Island, WA
6/17/2016	Carl Andersen	Woodside, CA
6/25/2016	Jason Pierce	Oakland, CA



# 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
4/4/2016	Alan Bell [5]	Seatac, WA
4/5/2016	Christopher Michael Webster	Beaverton, OR
4/9/2016	John Preston	Plantation, FL
4/9/2016	Juliet Preston (F)	Plantation, FL
4/12/2016	Eddie Bishop [2]	Lacey, WA

4/15/2016	Gary P Gottlieb [5]	Aledo, TX
4/17/2016	Stuart Keith Sutton [2]	Virginia Beach, VA
4/18/2016	Robert D Allen	Reynoldsburg, OH
4/18/2016	Kevin M Haywood	Valley Center, CA
5/2/2016	James Tate	Voorhees, NJ
5/9/2016	Scott A Smith	Lacey, WA
5/13/2016	William A DeLoache [2]	Boiling Springs, PA
5/19/2016	Duane A Blassl	Worthing, SD
5/23/2016	Eve W Hush (F) [2]	Pickerington, OH
5/24/2016	Betsy Brittle (F) [3]	Sunnyvale, CA
5/26/2016	Robert Millay [2]	Dallas, TX
6/4/2016	Kelly DeBoer [7]	San Marcos, CA
6/7/2016	Rebeca M Laborde (F)	Tampa, FL
6/7/2016	Erica Richards (F)	Tampa, FL
6/9/2016	John Capn Ende	Asheville, NC
6/12/2016	William Alsup [2]	Beaverton, OR
6/12/2016	Carol Hendry (F)	Franklin, TN
6/22/2016	Roderic Hewlett	Omaha, NE

## RUSA Cup Recipients

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

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

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

Below is the complete list of RUSA Cup recipients from 2015.

APPROVED	NAME	CITY, STATE
4/27/2016	Dan Driscoll	Arlington, TX
5/15/2016	Pamela Wright (F)	Fort Worth, TX
5/16/2016	Matthew Fitzpatrick	Kentfield, CA
5/16/2016	Gary P Gottlieb	Aledo, TX
5/16/2016	Dana A Pacino (F)	Aledo, TX
5/16/2016	Eric Allen Williams	Silver Spring, MD
5/17/2016	Susan Otcenas (F)	Portland, OR
5/20/2016	Julie Hua Ni (F)	Gold River, CA
5/24/2016	Robert F Tulloh	Austin, TX

# RUSA Awards

## R-12 Award Recipients

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

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

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

APPROVED	NAME	CITY, STATE
4/5/2016	Christopher Michael Webster [2]	Beaverton, OR
4/5/2016	Lisa Nicholson (F) [5]	San Diego, CA
4/6/2016	Duane A Blassl	Worthing, SD
4/7/2016	Joe Kratovil [7]	Hillsborough, NJ
4/9/2016	Charles Edward Payne III	Orlando, FL
4/11/2016	Makoto Miwa [4]	Kuwana-city Mie,
4/11/2016	Susan Otcenas (F) [5]	Portland, OR
4/11/2016	Tom Haggerty [5]	San Francisco, CA
4/12/2016	Dana A Pacino (F) [10]	Aledo, TX
4/12/2016	Jeff Loomis [6]	Seattle, WA
4/12/2016	Linda Metcalfe (F)	Duncanville, TX
4/12/2016	Mark Metcalfe [10]	Duncanville, TX
4/16/2016	Jono Davis	Philadelphia, PA
4/17/2016	Eric Nichols	Newfields, NH
4/17/2016	William Beck [10]	Woodbine, MD
4/18/2016	Robert D Allen [4]	Reynoldsburg, OH

4/19/2016	John E Marrocco	Ormond Beach, FL
4/21/2016	Sharon A Dennis (F)	Orlando, FL
4/23/2016	Mark Reilly [2]	Egg Harbor City, NJ
4/25/2016	Vincent Muoneke [8]	Federal Way, WA
4/26/2016	Coleen Nagy (F)	Maitland, FL
4/26/2016	Lyn Gill (F) [2]	Mercer Island, WA
4/28/2016	Richard S Terry	Covington, GA
5/5/2016	Lawrence A Midura [3]	East Syracuse, NY
5/9/2016	Bill Threlkeld [2]	Herndon, VA
5/9/2016	Neil Fleming [6]	Atlanta, GA
5/10/2016	Jeff Page	Wilson, NC
5/12/2016	David Waters, Jr	Umatilla, FL
5/15/2016	Nelson J Moreno	Miramar, FL
5/17/2016	Graham A Ross [2]	Portland, OR
5/18/2016	Greg Courtney [8]	Ames, IA
5/23/2016	Eve W Hush (F) [3]	Pickerington, OH
5/24/2016	B S Jensen	Mount Dora, FL
5/25/2016	Joseph H Todd [3]	Decatur, GA
5/28/2016	Ken C Heck [4]	Broomfield, CO
6/7/2016	Gary Kanaby [2]	Salado, TX
6/8/2016	Calista Phillips (F) [3]	Frederick, MD
6/8/2016	Peter L Cousseau [2]	Seattle, WA
6/16/2016	John Preston [7]	Plantation, FL
6/16/2016	Ken Knutson [9]	Tracy, CA
6/22/2016	Robert J Booth [2]	Madison, WI
6/23/2016	Ian Flitcroft [4]	Williamson, GA
6/24/2016	Daniel H McKinley [3]	Thomaston, GA
6/27/2016	Roger A. Barth [2]	Dunnellon, FL
6/28/2016	Matthew Bartolin [2]	Palm Bay, FL
6/30/2016	Stephen D Haas [4]	Alameda, CA
6/30/2016	Ward Beebe [9]	Oak Harbor, WA





Perplexed cow says “... who threw down a Texas (Rando) Stampede and didn’t invite me?”

—PHOTO ERIC WILLIAMS

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