

AMERICAN RANDONNEUR

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Message from the President

Happy Birthday! August marks 10 years since the founding of Randonneurs USA. My, how it's grown!

In 2008 we will have more than 200 ACP brevets—200km, 300km, 400km, 600km, and 1000km—all over the country. More than 200 RUSA brevets and populaires will complement the ACP calendar. More than a dozen ACP



MARK THOMAS

flèche events were scheduled along with a handful of RUSA darts. More than 100 riders have already challenged extraordinary heat to participate in Grand Randonnées of 1200km or more held in Virginia and Washington. Another Grand Randonnée is planned later in the year in Colorado.

This year, we have 450 permanent routes that offer additional randonneuring opportunities outside the calendar. Our permanents coordinator, Ed Robinson, has a great report in these pages.

A few months ago, we issued member number 5000, marking another milestone for the organization. In great numbers, members take advantage of our rides, with over 5000 event finishes recorded already this season. Our riders continue to rack up the awards created to recognize randonneur accomplishments, like the four new Ultra-Randonneur recipients featured in this issue.

In an even more important indicator of current and future health for RUSA, members are volunteering all over the country. As always, I encourage each and every one of RUSA's members to join its volunteer ranks. Volunteers make the national organization work and our volunteer RBAs could always use help in administering their local rides.

Many, many RUSA members have been contributing to the materials written about randonneuring, in the RUSA and local newsletters, but also in postings all over the internet. My RSS reader keeps me current on at least a dozen local newsgroups and over three dozen individual blogs written by randonneurs. Please see Ed Felker's article in this newsletter for a recap of some of this great material.

I can't wait to see what the next 10 years will bring!

—Mark Thomas

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
4974	Robert S Dillon	Warren	VT	5022	Joel Hadfield	Leavenworth	KS
4975	Rene Mortara	Flemington	NJ	5023	John L Hogan	Windsor	VA
4976	Lisa Wishard	Albuquerque	NM	5024	Peter Lyddon	Littleton	CO
4977	Gary Gorman	Denver	CO	5025	David P Groat	Littleton	CO
4978	Duke Yetter	Spokane	WA	5026	Brian Hoppe	Plantation	FL
4979	J E 'Skip' Redman	San Diego	CA	5027	John Robinson	Seattle	WA
4980	J Richard Willett	Liberty	MO	5028	Charles Mills	Irving	TX
4981	Gregg Gusta	Clayton	NC	5029	J Mark Ashlock	College Station	TX
4982	Mark Hastings	Double Oak	TX	5030	Brian Wallace	New Paltz	NY
4983	Christopher Scott	Cincinnati	OH	5031	Kelly Gale	Dallas	TX
4984	Stanton S. Miller	Gaithersburg	MD	5032	Reza Baniahmad	Valencia	CA
4985	Kenneth C Priddy	Naperville	FL	5033	Rick Jacobson	Reseda	CA
4986	Lynn Monsanto	San Francisco	CA	5034	Mark P Hardwick	Midland	TX
4987	Craig A. Schilling	Northbrook	IL	5035	David Kimball	Highland	UT
4988	Guy Kevin Townsend	Princeton	NJ	5036	Scott Duffus	Owatonna	MN
4989	James J Brink	McKees Rocks	PA	5037	Kathryn Duffus	Owatonna	MN
4990	Ruth Ellen Yoder	Portland	OR	5038	Paul Ripka	Merrimack	NH
4991	Chelsie Hayden	Portland	OR	5039	Ed Ting	Amherst	NH
4992	Jack Keefe	Londonderry	NH	5040	Emmanuel Nono	Edison	NJ
4993	Kevin Casey	Titusville	NJ	5041	Jonathan Riggle	Las Cruces	NM
4994	Andrew Stark	Bradenton	FL	5042	Paul Grant	Davis	CA
4995	Scott Vogeler	Littleton	CO	5043	Debbie La'O	Ventura	CA
4996	Kevin Storer	Pittsburgh	PA	5044	Michael Beauregard	Los Angeles	CA
4997	J Richard Soderberg	Minneapolis	MN	5045	Tiffany Fish	Rochester	MN
4998	Arun Tahiliani	Jacksonville	FL	5046	Hannah Klaassen	Saint Joseph	MO
4999	Laura Bonhomme	Irmo	SC	5047	Erik Carlson	Saint Joseph	MO
5000	David Cunningham	Middletown	RI	5048	Travis M Sittard	Santa Monica	CA
5001	Lora Kirchoff	Plymouth	MN	5049	Barry N Meade	Hopkinsville	KY
5002	Alan Woods	Portland	OR	5050	Jason M Rock	Tallahassee	FL
5003	Kenneth Condray	Lynnwood	WA	5051	Richard Miller	Maplewood	MN
5004	Vincent Muoneke	Federal Way	WA	5052	Richard L Clarke	Thousand Oaks	CA
5005	Shawn Graybeal	Green Bay	WI	5053	Bobby Emmett Jr	Dallas	TX
5006	David R Lewalski	Gainesville	FL	5054	Todd Jeffries	Lomita	CA
5007	Dylan Hettinger	Denver	CO	5055	Erik Stokien	Santa Monica	CA
5008	Jeff Long-McGie	Apple Valley	MN	5056	Barry G Katz	Plantation	FL
5009	Lisa Dust	Richfield	MN	5057	Robert Donald Nolte	Woodbury	CT
5010	Jason Glenn	Brooklyn	NY	5058	Rico Casares	Tampa	FL
5011	Richard Crocker	Monument	CO	5059	Steve Barlow	Rowlett	TX
5012	Judson Boisvert	Westwood	MA	5060	John P Appel	Apopka	FL
5013	Richard C Felton	Sarnia	ON, CAN	5061	Michael Appel	Apopka	FL
5014	Robert Horner	Powell	OH	5062	Noah Dunker	Lenexa	KS
5015	Colin Reuter	Somerville	MA	5063	Jake McLaughlin	Hanover	NH
5016	Francisco Gutierrez	Middletown	RI	5064	Jason Brown	Lenena	KS
5017	Marianna Riggs	Houston	TX	5065	Brian Bagby	Alton	IL
5018	Stephen Ward Bagwell	Madison	WI	5066	Steve Smart	SanDiego	CA
5019	Angela Catania Bagwell	Madison	WI	5067	John Potis	Oakland	CA
5020	Alan Turnquist	Madison	WI	5068	Linda Kasper	Tucson	AZ
5021	Linnea Koons	Somerville	MA	5069	Sarah Whitmore	Chapel Hill	NC

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. Please send notification of change of address to: Don Hamilton at dhamilton@copper.net.

Don't Forget...



...To renew your RUSA membership!

Memberships run from January through December. Use the convenient form in the inside back cover or download the form at www.RUSA.org.

New Ultra Randonneur Recipients Named

BY BILL BRYANT

Four more names have been added to Roll of Honor for RUSA's Ultra Randonneur award during the first half of 2008. This prestigious medal is earned by completing 10 Super Randonneur series of four brevets (200k-300k-400k-600k) for a minimum distance of 15,000 kilometers. Some randonneurs take 10 or more years to accomplish this feat, while others ride multiple SR series in a single season, sometimes as many as three.

Ohio RBA **Bob Waddell**, **Gary Gottlieb** of Texas, and Californian **Ken Knutson** have all become Ultra Randonneur

laureates, and, incredibly, Seattle's **Ron Himschoot** has earned his second Ultra Randonneur medal! After completing his initial string of 10 SR series in 2002 to earn RUSA's first Ultra Randonneur medal, Ron continued his usual pattern of riding multiple brevet series in the busy Pacific Northwest randonneuring scene each season. He has now completed his SR series #11-20 to also become our 18th Ultra Randonneur.

Randonneurs USA congratulates all four of these hardy, iron-bottomed riders. Bravo, gentlemen!



RUSA By The Numbers....

As RUSA celebrates its 10th anniversary, here are some numbers to contemplate.

- Active members (as of Aug. 1).....2,151
- Regions.....49
- Brevets (2007).....10,810
- Events (2008).....434
- Permanent routes.....450+

Thanks to all of the riders and volunteers for making our first decade such a rousing success.

RUSA Awards 10 R-12 Medals

138	Nicholas Bull (2)	Arlington, VA
139	Branson Kimball	Durham, NC
140	Dan Driscoll (4)	Arlington, TX
141	Mark Lane	El Campo, TX
142	Dana Pacino (F)(2)	Aledo, TX
143	Ray Torrey (2)	Flower Mound, TX
144	William Beck (2)	Woodbine, MD
145	Dennis Cook (2)	College Station, TX
146	Scott Brittle	Sunnyvale, CA
147	Jeff Elmer	Allen, TX

(F) = Female; (#) = # of R-12 medals earned

Ten more R-12 medals have just been awarded, bringing to 147 the number that have been earned since the R-12 program's inception.

The latest list includes includes a four-time honoree — **Dan Driscoll** of Texas. Several other recipients have collected multiple medals, including **Nick Bull, Dana Pacino, Ray Torrey, Bill Beck** and **Dennis Cook**.

The R-12 Award is earned by riding a 200K or

longer randonneuring event for 12 consecutive months. The counting sequence can begin in any month but must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award include RUSA and ACP-sanctioned brevets and 24-hour team events, as well as RUSA permanents of 200K or longer.

The R-12 program is administered by Oregon rider **Albert Lutz** and **John Kramer** of Washington.

Permanents News

BY EDWARD ROBINSON | PERMANENTS COORDINATOR



A Record of Growth

In March 2004, a handful of RUSA members set out to complete the club's very first Permanent ride. By year's end, individual members had accomplished 90 such rides, with program founder Robert Fry reporting a grand total of 19,191 kilometers ridden. The program gained momentum the following year, when riders completed 282 Permanent rides covering some 58,293 kilometers. The number of routes expanded in kind, culminating in a roster of 107 available courses as the program reached the end of 2005.

Fast forward to 2008: Participation in the Permanents program has skyrocketed over the past two years, encouraged in no small part by the sought-after R-12 Award. The charts on page 8 put the numbers in perspective. The final two columns on each chart reflect that mid-year participation in 2008 is ahead of even last year's pace, exceeding 2007's year-to-date totals by over 220 rides and 46,000 km.

To those of you riding Permanents, and to the route organizers who keep them on tap for all of us to enjoy:

Bravo! For those of you who haven't yet taken the opportunity to ride a Permanent route, visit the Permanents page at the RUSA website, where you can search for a route near you — there's probably one close by, along with a route owner who would be pleased to hear from someone interested in giving his or her route a try.

News

Four RUSA members have logged Permanent rides of 600K or longer this year. Congratulations to Tom Knoblauch, who in May completed the Topeka-Denver free route organized by Spencer Klaassen, for a total of 869K. Likewise to Ed Felker, Mary Gersema, and David Lippke, who in June rode Lynn Kristianson's newly-approved Double Middletown 600K in Virginia. Those rides are the longest Permanent rides yet for 2008.

Speaking of long rides, two members have each recently established a series of shorter routes that, when ridden one after the other, offer the opportunity for rando-style touring over distances exceeding 1200K. John Kramer has a series of six 200K routes that link together to form an Oregon loop of 1239K. John and Rick Blacker recently rode each of those routes on

back-to-back days. In the meantime, David Thompson, with the assistance of Geoff Swarts, established a series of six free routes that skirt the southern coast of Lake Superior, with the final route terminating on the lake's eastern shore in Wawa, Ontario, Canada. David and Geoff also recently rode those routes, for a total of 1265K. The two continued their ride, completing a circuit of Lake Superior. Again, congratulations are in order for these four. Contact John or David if you are interested in more information about their respective routes (contact information for both can be found at the RUSA website, where John and David are listed among the club's Permanent route owners).

Many areas in the U.S. remain untapped as locales for Permanent routes, but this hasn't stopped the program's expansion from spilling across our border to the north. RUSA is pleased to announce that members now can submit applications for Permanent routes that extend into Canada. (For insurance reasons, any route with a Canadian segment must begin within the United States. And, as always, a route owner should live reasonably near his or her routes.) As noted above, one such route already exists. So,

for RUSA members who live in the northern latitudes, there's no need to let the U.S.-Canadian border throw up a roadblock when it comes to route planning. Doubtless there are scenic, challenging roads in nearby areas of the Canadian provinces that would make excellent additions to new routes.

In other news, Jeremy

■Continued on next page

Noret has taken over routes in the San Angelo, Texas, area that belonged to former RBA Dennis Cook, whose work required that he relocate to College Station, Texas. Dennis already has established his first new route in College Station, and he has plans for more. Pam Wright has picked up a north Texas route from former route owner Ronnie Bryant. It's great to see members taking on routes that might otherwise be abandoned, an issue that's sure to arise more often as the Permanents program matures.

By the Numbers

Randonneurs like to talk numbers — distances, times, velocities, temperatures, weights, and the list goes on. With that in mind, here's a brief look at the Permanents program, by the numbers, as it stands in mid-2008.

Permanents (continued)

New Permanent Route Owners

RUSA is pleased to welcome its newest Permanent route owners for 2008. The year has seen a substantial influx of new faces among Permanents volunteers:

Ritaann Becker Havana, FL	Ray Ogilvie North Plains, OR
Crista Borrás Washington, DC	Joanne Petithory Union City, CA
Wayne Dunlap Austin, TX	Jim Powers Boise, ID
Ian Flitcroft Williamson, GA	Thomas Russell Alamo, CA
Randy Graves Santa Barbara, CA	John Shelso Cordova, TN
Charles Jenkins Denison, TX	Elmar Stefke Berkeley, CA
Jason Karp Belgrade, MT	Lara Sullivan Ely, MN
Lynn Kristianson Arlington, VA	George Swain West Park, NY
Joel Lawrence High Point, NC	David Thompson Ontario, Canada
Aaron Little Campbell, CA	Pam Wright Arlington, TX
Jeremy Noret San Angelo, TX	

Routes. The growth in the number of new routes has been vigorous. Ninety new routes have been added to the Permanents roster since January 1, bringing the total to 448 active Permanents at the time of this writing. It's difficult to predict with any certainty, but we may broach 500 routes by year's end.

Among the year's new

routes, several are located in states that previously had no Permanent routes available for RUSA members to ride: Arkansas (2 new routes established by Texan George Evans), Georgia (a route established by new route owner Ian Flitcroft), and Minnesota (3 routes, one courtesy of new route owner Lara Sullivan, the others organized by new route

owner David Thompson). Montana saw its second route added, thanks to new route owner Jason Karp.

The longest RUSA Permanent available remains Spencer Klassen's Pony Express, a free route of 2979 kilometers between St. Joseph, MO, and Sacramento, CA. The longest RUSA non-free route on the roster is Paul Layton's Grand Canyon

Randonnee, at 1224K.

The accompanying map gives an overview of the number of routes available in each state.

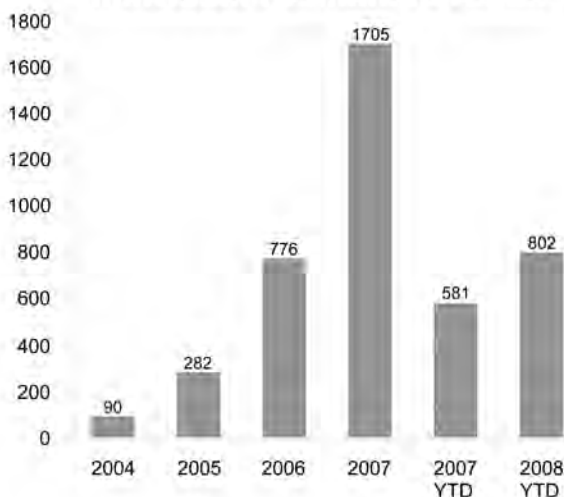
Riders. RUSA's membership has been similarly vigorous in tackling the club's Permanent routes in 2008. Over 800 rides have been completed as of the first week of July, for an impressive total of 163,177 kilometers ridden. As noted, that level of participation is well ahead of last year's, and it has yet to show any signs of slowing.

Looking Ahead

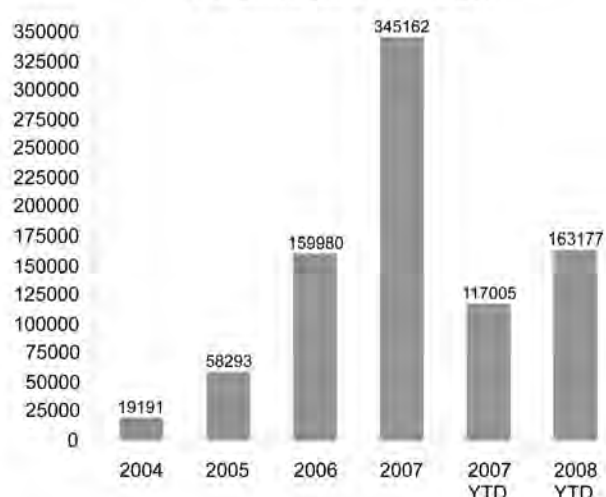
A glance at the accompanying map reveals several areas where no Permanent routes exist, as well as areas where only a small number of routes have been established. Thus there are plenty of regions ripe for expansion, and I hope members in or near those areas will develop new routes to fill those

■ Continued on next page

Individual Permanent Rides



Kilometers Ridden



Permanents (continued)

voids.

In addition, Robert Fry developed and promoted the concept of capital-to-capital routes, the notion being that state capitol buildings might be linked in a web of Permanent routes spanning the nation. That remains a superb idea, and I hope RUSA members who live in or near their state capitals will come forward to establish routes linking with their neighboring capital cities. A few such routes already are in place, but many more remain to be developed.



Personal Note

It has been a great pleasure meeting and working with RUSA members from across the country since taking on the role of Permanents Coordinator in January. My only frustration has been my inability to go and ride the many routes that I get to review on paper. I see so many intriguing place names along the paths of these routes, and so many remarkable landscapes through which the routes are laid. None of us, certainly, will have the time or opportunity to ride them all. For my part, I hope to ride many, and I hope that we might meet somewhere on the road, and say hello.

Until then, safe riding.

10th Anniversary Flashback | Dave Jordan - Right Hand Man

— BY JENNIFER WISE —

Looking back to 1998, in celebration of the 10th Anniversary of Randonneurs USA, I can't help but remember the outstanding work that Dave Jordan did for our organization in its infancy. Dave was at the August 16 1998 meeting, where RUSA was born and played an important role in the busy and demanding years that followed.

The first thing Dave did was take the job of RUSA Treasurer. What's a treasurer without a treasury? Dave asked everyone at the table for start-up money, and collected \$1,000 instantly. Dave was off to open a bank account. This was not a simple task, because RUSA was not just any little bike club. RUSA was to be a national sanctioning organization with a non-profit corporate status and the need to send foreign currency wire transfers to France on a regular basis.

The second thing Dave did was tackle the corporate papers, setting up the non-profit status of the organization, and talking with the IRS. This was a particularly painstakingly slow process and at times both frustrating and annoying. Dave remained unflappable and determined to get RUSA going in the right direction.

The third thing Dave did was volunteer to write the RUSA Constitution and Bylaws. Drawing from his experience in drawing up the Constitution and Bylaws for the Charles River Wheelmen, in Boston, Massachusetts, and working with Rick Leblanc, the RUSA legal advisor, Dave wrote the first draft. The board met in teleconference several times to review the details, paying close attention to Johnny Bertrand's interpretation of the ACP guidelines. Dave revised the articles and resubmitted them. RUSA was to be a democratic organization with a board of directors and elected officers

with term limits, elected in rotation so that there would be continuity and no odd vacancies. Details were discussed and revisions were made. Language was tweaked. Paragraphs were edited. Dave was patient, knowledgeable and assertive about constructing this document to be a solid base for RUSA's future.

The fourth thing Dave did was to focus immediately on member needs for the fast approaching PBP. Americans needed an improved bag drop program at PBP. Negotiations with the previous bag-drop host resulted in establishing a working partnership, enabling us to offer RUSA members two bag drop locations at the 1999 PBP. Dave worked the Villaines La Juhel bag drop location at PBP 1999 and again in 2003 and again in 2007.

RUSA members in New England know Dave as the RBA who hosted the Boston Brevet Series from 1993 through 2003. Dave set up the BBS website in 1996 and was one of the first RBAs to post dates, registration information and results to a website. Dave worked full time at a well-known Boston computer company, back then. He is a spreadsheet whiz with an innate ability to speak/write HTML, maintain websites, construct relational databases and analyze intricate spreadsheets, all while on his mobile phone. (He created and hosted the BMB website, then taught me how to host it myself.)

Dave has a practical and economic approach to everything, while being enormously generous with his time. He volunteered to work the Pan-Mass Challenge, crewed for two RAAM competitors, did support at PBP, worked RAAM Headquarters and has worked the Boston-Montreal-Boston 1200k



every year as an official and processed the final results. He was sitting on my right at that pivotal 1995 Randonneurs Mondiaux meeting in France just after PBP. (see August 2007 AR.) He was my right-hand man through RUSA's formative years, always dependable,

helpful and levelheaded.

Dave has a joy for the outdoors, and is a really good bike rider. He loves to race his "Seven" bike and ride his mountain bike through America's national parks. He would rather be mountain biking in Moab, than anywhere else, despite suffering a nasty crash there several years ago that resulted in a broken hip. Dave bounced back a year later, racing and touring with renewed optimistic enthusiasm. He decided to move on, traveling the country in his customized motorhome "Mozilla," spending the winters in Tucson or San Diego and the summers in New England. He parked his motorhome at the BMB start/finish line every year, so the BMB finish-line staff could avail themselves of its comfort for a nap, a fresh cup of coffee, or a Red Sox game. These days you'll find Dave working and riding at the PAC Tour training camps and trips, exploring the world with other long-distance touring cyclists.

Dave is a smart guy, a good friend and a really good Samaritan. He has the humor to laugh off the things that just don't make sense, and the compassion to understand the frailties of the human condition. He has the heartiest laugh you'll ever hear. If you get the chance to meet or ride with RUSA member # 4, thank him for his service, have a chat and a good laugh.

Blazing Saddles

Shenandoah Riders Feel the Heat in Inaugural Event



Photo by Bill Beck

Ed Johns climbing Route 7 to Snickersville Gap

—BY TIM SULLIVAN—

If you enjoy descending on nice downhills then the inaugural Shenandoah 1200 is the randonee for you. Of course the downside to the descents is that there is an equal amount of climbing. The altimeter on my bike (which is normally on the high side) registered 50,030 feet of climbing at the finish showing that western Virginia is not flat and it is a challenging course.

However, as it seems with most 1200 KM randonées, the biggest chal-

lenge comes not from the course, but instead from the weather. The Shenandoah 1200 was no exception. A record-breaking heat wave hit the area with temperatures in the high 90s during the day. It impacted everyone and accounted for the DNF rate: 30 finishers out of the 56 who started. Twenty-three of the riders who DNFed did so by Christianburg (which by the way did not live up to its name since it was hotter than hell there). There were only 3 DNFs on

the last 2 days with one due to a mechanical failure where the rear wheel would not turn. There were experienced randonneurs who were not able to cope with the heat.

The weather even affected the bike check in and registration on Wednesday evening after the area was under a tornado watch and a storm went through in the early afternoon knocking down trees. Matt Settle, the RBA who organized the ride, had to go around a detour and was delayed in arriving at Leesburg. In his absence the

check-in was handled by Bones, Pat Horchoff who came up from New Orleans to assist on the ride, Greg Conderacci and Andrea Matney.

The ride started at 4:00 a.m. on Thursday, which enabled everyone to ride out of Leesburg without any traffic. In the village of Waterford, approximately 8 miles from the start, we had to go around some downed power lines but everyone seemed to manage that fine.

■Continued on page 14

Shenandoah 1200K | Blazing Saddles

Going through Virginia and entering Maryland the group I was in was moving at a nice pace over rolling terrain. The first steep climb of the day in Maryland was on Spruce Run Road as we went over Catoctin Mountain at around mile 42. That broke up the group but we were rewarded with a great downhill on a well paved highway (MD 77) through a park area with gentle S-curves. My favorite type of downhill!

After Thurston we continued north to the first controle at Gettysburg. Bill Beck and Missie and Carl Wakefield staffed the controle, better to guard the water jugs from Boston-Montreal-Boston. Shortly after the controle we turned into the Gettysburg Battlefield Memorial Park. It was my first time there and the route took us through the area of Round Top and Little Round Top. It was very interesting with all the monuments to the different regiments. The road was quiet and it was a great place to ride. Matt deserves a lot of credit for using that as part of the route. It was one of my favorite sections.

After Gettysburg I started riding with Jim Koenig from Cincinnati. Jim and I then joined up with Bruce Taylor, another Southern Californian. We essentially stayed together until the Harrisonburg controle that evening. We headed back to Maryland and right before the next controle we went through the Antietam battlefield memorial. The rest stop

was at the aptly named Battlefield Market. By then it was starting to warm up so the timing was perfect with many riders taking advantage of the fact that the store sold milkshakes. At each of the unmanned controles the stores or restaurants were great about stamping the controle cards. It seemed that they were used to it from prior brevets.

After that we entered West Virginia and rode on to the next controle at Winchester, Virginia. That was an unmanned controle at a Sheetz gas station. Someone in marketing needs to work on that name. The only thing remarkable for me at that section was a flat tire about one-half mile from the controle, caused by my rim strip exposing the rim by the valve hole. Jim had a band aid that we tried to use to cover the exposed rim. But when I tried to put more air in the tire at the gas station it blew again. Luckily the station had duct tape and three strips of it worked in combination with the band aid to protect the tube for the rest of the ride.

After we left Winchester the day was heating up and we started riding on Back Road, marked by a section of continuous rollers with steep climbs on each. The rollers were steeper than those at PBP. This was an area that took a toll on many riders as we passed people lying on the edge of the road trying to cool off. Once we got off Back Road there was a store where we were able to get

water and food, and cool down. Matt had published a list of stores along the more rural sections of the route, which was good to know in advance. I was able to plan where I could get water and food along the route.

We arrived at the controle in Harrisonburg, a dormitory at Eastern Mennonite University, at around 10:00 p.m. or so. I had planned on just having dinner there and continuing onto Deerfield, where I had one of my drop bags, and sleeping there for a few hours. However it seemed that a majority of the riders planned on stopping at Harrisonburg. The dormitory worked great. There were plenty of beds for those who wanted to sleep. The controle staff consisted of Bones, Josie and Maggie Smith, Jim Logan and Matt McHale. There was a kitchen area upstairs where dinner was served, including lasagna. It brought back memories of Middlebury, VT and BMB.

After a fine dinner I continued on with 2 other riders who were both doing their first 1200—Judith Longley from Florida and Martin Laudie from Quebec. It was a nice evening to ride; all the evenings were. Throughout the ride it never got cold and I never had to use leg warmers or a jacket. One of the roads to Deerfield was called Jennings Gap Road. I am leery of roads that have the word Mountain or Gap in them since it generally means some stiff climbing ahead. But the climb to Deerfield was fairly

gentle.

The controle there was a Virginia Fire station manned by Pat Horchoff, Michael and most importantly Ruby Lee Bryant. When entering it the room was smoky, which was alarming since it was a fire station. However there was also the smell of bacon in the air. At 1:00 a.m. it was a smell better than the best French perfume. It turns out that Ruby Lee is a great cook who specializes in catering to the culinary needs of randonneurs. After having a shower and changing into fresh clothes I had a BLT sandwich with a homemade pasta salad. Matt had 10 cots there to sleep on but only a few were occupied when I arrived. I did not miss the opportunity to take one over for the next 2 1/2 hours.

I awoke to a breakfast of biscuits and gravy and potatoes. I declined Ruby Lee's offer of eggs but since I was in the South I figure I needed to have the biscuits and gravy.

The route out of Deerfield was nice. Riding through the hills with Bruce Taylor in the early morning hours was peaceful. Traffic was minimal and the climbing in that section was not that steep. We also met up with Judith and Martin. We were rewarded with another great downhill through Douthat State Park that eventually led us to the town of Clifton Forge and the controle at the Bullpen Restaurant. It was just start-

■ Continued on next page

Shenandoah 1200K | Blazing Saddles

ing to get warm when we arrived there. For me it was one of those times where it was getting hot enough to affect your appetite.

The route out of Clifton Forge was the most difficult part of the ride. From seeing the route profile that Matt had published before the ride I knew that there was climbing ahead. I just thought it was one summit instead of the 3 that were ahead of us, with the last 2 being short but steeper than the previous one. So mentally the first two were false summits. The final climb on Jamison Mountain Road was very steep for (I recall) over a mile. After that climb Bruce Taylor and I stopped at an IGA supermarket on the route. It was around noon and once again the day was warming up. It was too hot to eat all the food that I bought but maybe I was just saving room for the hamburger I was going to be eating at Fancy Gap.

The rest of the route to Christianburg was gentler as we were following a river valley until about 5 miles or so to the controle where some short steep sections once again brought out evil words. Matt Settle was manning the controle when we arrived and he informed us that the area had a record high temperature that day of 94 degrees.

The climbing from Christianburg to Hillsville was not as bad but it was still challenging. The main part of the climb was at a steady grade followed by a few

short but steep sections. It helped that it was getting dark and the temperature was dropping. Once again I stopped at a store that was midway between controles. Normally I do not need to stop between controles. However the heat during this ride made it necessary, not only for buying fluids, but also to just cool down and rest.

I stopped at Hillsville long enough to get some food before doing the final climb to Fancy Gap. Jim Levitt was manning the controle with Claire Zecher whose enthusiasm was equal to her ability to make sure that we had plenty of food and liquids. Claire also made sure she took lots of photos to record the ride.

The next controle was only 13 miles away at Fancy Gap on the Blue Ridge Parkway. The location was a group of cabins with the rider check in at a lower portion of the area. After checking in with Annette Kamm and Susan Auburn the riders were trucked up to the food area manned by several members of the North Carolina Bicycle Club: Branson Kimball, Jerry Phelps, Chris Kamm, Byron Morton, Paul Smith and Mike Dayton. Mike had the barbecue cooking hamburgers that at the moment were tastier than a Double-Double from In 'N Out. It was a nice evening on the Parkway so everyone was sitting outside. The NCBC volunteers friendly atmosphere together with the knowledge that we

were now going to be heading north made it very relaxing. I personally enjoyed seeing Mike Dayton again and renewing our friendship.

The cabins at Fancy Gap also served as a sleep spot but I had chosen to have my drop bag delivered to Hillsville. So I had to leave the hospitality of Fancy Gap and descend back to Hillsville. I left Fancy Gap with another Ohio rider, Tim Carroll. It felt good not only to be turning north but also to be descending. I stopped at the controle at the Comfort Inn at Hillsville where Matt had 2 rooms, one for the controle itself and the other for showers and sleeping. When I arrived only one of the beds was being used in the adjacent room so I took a quick shower and got on top of the other bed for 2 1/2 hours. Tim Carroll continued on riding to Christianburg. Along the way he got tired and stopped for a few minutes along the side of the road. A driver must have seen him lying down and contacted the local rescue squad since the police and fire went out looking for a downed rider. They located Tim after he had resumed riding.

I woke up hungry despite the hamburger and beans from Fancy Gap and took my time getting ready for the days riding with two PB & J sandwiches made by Claire Zecher. The return to Christianburg was easier with more descending. The controle, now manned by Scott McCullough, was next to a

Waffle House so I had breakfast there and met 3 riders who had DNFed, including Jim Koegel, who I had ridden with on Thursday, and Henk from Ontario, who I remember from other 1200 brevets. The heat had gotten to both of them.

After Christianburg the route got easier since the climbs were less steep. The course still was not flat but it became a route with more rollers rather than one with outright climbs. We followed some river valleys from Christianburg before entering onto US 11 just south of Buchanan, which was the next controle at a Exxon/Burger King. The local bank temperature reading was 100 degrees. At one point there were about 10 riders in the restaurant all trying to cool down. Bruce Taylor and I left together and after 10 miles or so, and before we reached Natural Bridges. I suggested that if we found a motel we should share a room, get out of the heat and sleep for 1 1/2 hours and get back on the road by 6:30 pm.. We then came upon the Relax Inn where we had to try to explain to the hotel manager why 2 middle-aged men wanted a room for just 2 hours. Sometimes randonneuring can cause others to look at you strangely.

After a short nap we were back on the road and were able to stop in Lexington for a quick snack before continuing on US 11.

■ Continued on next page

Shenandoah 1200K | Blazing Saddles

The only time I considered the traffic on that highway to be bad was right before the town of Fairfield. We were riding at around 9:00 p.m. and there were more drivers on the road with little shoulder. I must say that throughout the ride I was surprised by the courtesy of the Virginia drivers. Since the sight lines on the roads were not that great due to the terrain, the drivers would wait behind us before proceeding. However, I later learned that Kelly Smith had someone throw a bottle at him and Judith about 20 miles from the finish.

After stopping for a late dinner at an Arby's in Staunton. I arrived at the Harrisonburg controle at around 1:00 a.m. The temperature was still 75—nice riding weather. There was still some lasagna left and I was able to sleep for 2 hours.

The controle was then being staffed by Bones, Jeff Magnuson, Bob Sheldon and Jim Lehman.

That left 115 miles on the last day. We left Harrisonburg on Highway 42 which once again meant gentle grades. Tim Carroll started riding with Bruce and me. He was good company with new topics to discuss. We arrived at the controle in Middletown, a Super 8 Motel manned by the Crista Borrás and Chuck Wood. They had just arrived, so after checking in we went to a nearby gas station/deli for a final meal before the last leg.

The first half of the last leg went fine. The only climb in that part was through a wooded area so it was not too hot. We then went along the Shenandoah River where it is fairly wide and people were out enjoying the river. But we still had to climb over

the Blue Ridge, which we did at Snicker's Gap. Normally it would not be a tough climb but at 1:00 p.m. it was difficult with the heat. My bike temperature (not sure how reliable that is) showed a temp of 118.9. After the climb, you turned off the highway, descending quickly into the village of Bluemont where the little general store had ice cream with a shaded porch in the front. A welcome stop, and I highly recommend the Banana Pudding ice cream. We stopped perhaps too long because when I got back to riding my legs started saying bad things. We stopped at a 7-11 store for a nature break and more water. Jack Holmgren from California was driving the course and saw our bikes and stopped to deliver socks filled with ice, a pure delight. Once placed on the neck it was enough to

refresh myself and allow me to complete the ride enjoyably.

Tim Carroll and I finished at 3:00 p.m. in 83 hours.

The volunteers on the ride were all terrific. Despite each of them being tired from their own lack of sleep they sought to ensure that each riders needs were met. Matt Settle did a great job in organizing this inaugural event. John Lee Ellis should also be recognized for providing Matt with advice and his own wisdom and experience in organizing a 1200 KM brevet.

There was food and beverages at the finish with people staying to welcome the riders who were still finishing and discussing their adventures during the ride. The main topic of course was the stifling heat and how it made a challenging course even more so.

Shenandoah 1200K Results

Michael Anderson.....	89:50	George Hiscox.....	78:36	William Olsen.....	87:39
Steve Atkins.....	79:49	John Holmgren.....	DNF	Lindley Osborne.....	85:58
Robert Barday.....	DNF	Chuck Howes.....	DNF	Curtis Palmer.....	84:33
Timothy Bol.....	79:38	Mark Jilka.....	DNF	Jon Pasch.....	78:45
Henk Bouhuyzen.....	DNF	James Johns.....	86:19	Guy Quesnel.....	DNF
Richard Carpenter.....	75:22	James Koegel.....	DNF	Paul Rozelle.....	87:15
Tim Carroll.....	83:00	Joe Kratovil.....	DNF	Henrik Schroeder.....	85:16
Wayne Cernak.....	DNF	Ted Lapinski.....	67:05	Bill Schwarz.....	DNF
William Cisek.....	87:39	Tim Laseter.....	DNF	Paul Shapiro.....	DNF
Dan Clinckbeard.....	85:58	Martin Laudie.....	DNF	Mark Sheehan.....	DNF
Greg Conderacci.....	87:15	Jonathan Levitt.....	DNF	John Shelso.....	87:02
Phil Creel.....	DNF	Judith Longley.....	82:02	Kelly Smith.....	82:02
Thomas Dembinski.....	DNF	Michael Lutz.....	84:33	Jim Solanick.....	79:38
Edward Dodd.....	DNF	Andrea Matney.....	87:15	Tim Sullivan.....	83:00
Paul Donaldson.....	85:58	George Metzler.....	DNF	Bruce Taylor.....	83:25
Art Fuoco.....	DNF	Christopher Michels.....	DNF	James Tolbert.....	DNF
Dan Fuoco.....	DNF	Larry Midura.....	85:16	Alejandro Torres.....	DNF
David Goodwin.....	89:17	David Nakai.....	85:21	Shawn Tyrrell.....	DNF
Geoffrey Hastings.....	89:17	Marcello Napolitano.....	DNF		



Photo by Don Boothby

Cascade 1240K

Ode to the SIR Oasis | By John Lee Ellis

Fender-clad bikes—sprinkled through the assembled peloton—functioned like that umbrella you pack just in case: prophylactically warding off the merest hint of clouds and showers from this year’s Cascade. Instead of rain jackets, riders were breaking out the SPF 50 sunscreen, and volunteers were breaking out the ice socks and water-melons. Those of us without fenders were naturally grateful for others’ fender amulet.

Ten months before, PBP riders had been asking

“Wetter than 1987?” (ACP answer: yes) As the landscape simmered and broiled on the Cascade, some of those same riders were wondering, “Hotter than 2006?” (apparently not, but quite toasty enough, thank you). And as what has become the two-out-of-three norm for the Cascade, the event had had to be rerouted because of excess snow in the west (and some road construction), while extra ice needed to be rustled up for the eastern plains.

And yet such was the

scenery, the event support, and the stamina of the riders, the Cascade was again a challenging and rewarding event. **Support? What Support!** - The Cascade is superbly supported—around 50 volunteers for a field of 68 riders this year—and on certain stretches their help was “very meaningful”—SIR Oases midway up long, hot pass climbs and on 40-50 mile stretches with no services in 100-degree heat on the plains. SIR draws not only from a broad volunteer base, but a broadly-based one,

including folks who live near the easternmost controls such as Quincy, spiritually one step away from Nebraska, who come out to lend a hand.

Since the Cascade is a stage-oriented loop, you see and get to know a number of volunteers as they travel with you from one overnight stop to the next. Who knows? A polite and winning impression early on might get you an extra portion of rancher chili and maybe an extra showering towel.

The Daylight 1200?—

Cascade 1240: Ice Socks and Glacial Valleys

The Cascade 1200 FAQ insisted you have lights mounted the entire ride, even if you intended to ride only in daylight. That was certainly possible on the Cascade. I spent perhaps a cumulative hour in darkness over the course of the event. The norm was not far from that. “Battery management” (for those of us using batteries) faded to a non-issue. Then there’s **Del Sharffenberg** (Oregon) who dispensed with dimness altogether: you’d see him in casual clothes as you were wolfing down your pre-dawn breakfast, and again similarly attired when you pulled in at the end of the stage. Somewhere in between, he’d passed most of the field. While it was light (somewhat) by 4:45am, the event started at a civilized 6am. And at the final overnight at Mazama Ranch, when riders put in wake-up calls for their customary 3:30 to 4:30am times, they were admonished that the ranch breakfast was going to be served at 5am, and no use getting ready to ride before then. A wise policy.

The Stages—The stage orientation (of 224, 206, 180, and 162 miles) made it easy to link up with other riders at the start of each day - the typical rider would be clicking in the pedals between 3:30 and 5am (days 2 and 3), so it was easy to find some camaraderie.

Day 1 from Monroe to Naches featured lush green farmland and small towns. As things heated up more

than you might have expected, White Pass late in the day was the gateway to the (hotter) east.

Day 2 from Naches to Quincy began with an echo of mountain greenery, and then moved out into the dry heat of ever more sparsely populated plains. Big winds from evening mountain storms made the final stretch over otherwise delightful Beverly Burke Road into Quincy an adventure.

Day 3 continued the eastern plains theme, but with the interesting geology of glacially shaped Lenore Lake and others in its chain, Dry Falls, and huge monoliths deposited by cataclysmic floods now standing tall in a sea of wheat.

Day 4 after a delightful climb to the event’s high point at Washington Pass descended past sea green reservoirs to the lush, rural landscape of the starting day, with some timber industry, and finished on quiet country roads. And the finish was downhill - perfect!

As you might expect, **Ken Bonner** eschewed the stages, riding straight through (with support). That meant he was well-rested in time to greet the other finishers! Perhaps because of the heat, the event felt like an overture of lush green amid volcanic peaks, followed by extended middle segments on the arid eastern plains, finished off by a lush finale reprise at the end. The middle movements predominate in my memory and seem like the chief subject matter of the ride, but

that’s not necessarily a bad thing - the landscape throughout was evocative and the terrain challenging.

The Climbs—Fixie aficionado **Jake Kassen** finished PBP’07 on fixed gear but brought his multigear (and fendered) bike for the Cascade. Hmmm ... why might that be? The climbs on the Cascade were extended and sometimes tough but not mean or ornery. (The ornery aspect was the heat.)

White Pass (4,500’)—Softened up by said heat, many riders started the 20-mile climb from Packwood late afternoon. The shadows were on the wrong side of the road, but enticing nonetheless. Don’s Boothby’s SIR Oasis a bit over halfway up with watermelon and cool drinks to remind riders what hydration meant. The ski area at the summit with its painted-on snowflakes lent a cool impression, even if the temps were still not arctic.

Chinook Pass Rd.—Day 2 began with a 44 mile climb up to the Lodgepole campground on the way to Chinook Pass. Possibly the most pleasant climb of the ride, with mild temps. Mark Thomas and company offered fresh-brewed coffee at the campground, enhancing a good mood on the descent.

“Yes, That Climb”—In some ways tougher to face was the ½ mile climb out of the Columbia River valley under late afternoon furnace conditions on Day 2. Riders flying down into this valley

felt the blast furnace gusts and knew they were in for something, as they could spy “that climb” on the opposite side of the valley. Many a rider spent extra minutes cooling off at the Vernita rest stop. I procrastinated long enough in fact for a cloud to drift over and reduce the heat quotient on “that climb” to “not too bad.”

Loup Loup Pass (4,020’)—The hottest, toughest pass of this year’s route, starting with a sharp climb out of the Malott control at the hottest part of the day. Like an ever-receding

■Continued on page 22

but welcome mirage, Joe and Jesse Llona were perched towards the summit with their SIR Oasis. A bit later, riders such as LSR K-Hounds **Val** and **Robin Phelps** caught the only rain of the event, a chilling thunderstorm towards evening. (And Val asserts that the black eye he showed up with at the finish was *not* the result of marital squabbles.)

Washington Pass (5,477’) + Rainy Pass (4,855’)—The most scenic climb, and a spectacular welcome back into the green domain on the west slope as the start of Day 4. Fortified by the Mazama Ranch rancher breakfast, a cool, refreshing climb to dramatic rock formations at the summit. Belying its name, Rainy Pass a couple miles further on was just as clear and sunny.

The 1000k Easy Ride?—A close-knit contingent of nine 1000k riders mainly bunched

Cascade (continued)

together, polishing off their Randonneur 5000 requirement. Their reward for doing a “mere 1000k” was 12 extra miles on the third day (at the base of the Loup Loup climb) and finishing off with a 260km Permanent on the final day. (That was everyone’s final stage, but the 1000k riders got an extra card in a new color, pink, no extra charge.) **Isabelle Drake** had done PBP almost on a whim, and after the San Diego flèche this spring had her R-5000 in the bag. **Carol Bell** and **Maile Neel** from the DC area, and **Chris Hanson** could tell similar tales. A dramatic way to finish off your R-5000.

Vignettes—A wall of **sauna-like moisture** hitting you as you pass irrigated crops on the “dry heat” east-

ern plains, complete with small flying insects stuck in your sunscreen.

A succession of crops—alfalfa, wheat, peach groves, and hops (who but a Bavarian like **Lothar Hennighausen** would recognize hop cultivation?) on those eastern plains. And for the agriculturally challenged, signposted crops as you headed into the Quincy overnight stop.

Popping and snapping tar on backroads in the afternoon heat.

Snowy Mt. Rainier looming over a green landscape like a vanilla ice cream cone.

The lonely, evocative **Farmer** control, a grange hall in an ocean of wheat.

Will You Come Back?—I rode this event

to try something new. The Cascade is different from BMB and PBP and the Last Chance (although the eastern segment shares more than you’d expect with the Last Chance).

My Colorado experience was a plus in terms of solar radiation, dryness, wide-horizons terrain, l-o-n-g climbs, and altitude (I live at the altitude of Washington Pass). But the Cascade was scintillatingly different, too. I liked the stage concept. The geology was intriguing. And the SIR support and event organization are magnets enough to return.

Then, too, there’s the prospect of riding the original route one day “as written” without snow detours. Put this one on your list!

■Continued on next page

Photo by Mark Thomas



Riders Tom Knoblauch and Brad Tanner approach the Dry Falls secret control.

Cascade (continued)



Photo by Don Boothby

Cascade rider Urs Koenig grabs a little shade at an SIR Oasis.

2008 Cascade Results

1240km Results

Adler, Audrey	90:56	Grabiak, Larry	89:22	Ryan, Jim	83:08
Aoyama, Eiji	88:50	Grant, Peter	90:05	Scharffenberg, Del	82:46
Applewhaite, John	DNF	Hamilton, Ryan	82:31	Shopland, Ian	DNF
Barill, Tracy	83:55	Haynes, Martin	90:04	Simmons, Eric	DNF
Beebe, Ward	87:00	Hennighausen, Lothar	90:04	Smith, James	DNF
Berube, Thomas	DNF	Hofstede, Jeffery	DNF	Stroethoff, Karel	DNF
Blauer, Anthony	88:50	Honda, Nicole	91:40	Stum, Richard	DNF
Bonner, Ken	64:41	Huffman, Sam	DNF	Swarts, Geoff	85:33
Boxer, Daniel	87:44	Knoblauch, Tom	85:16	Tanner, Brad	81:51
Butt, Clyde	DNF	Koen, Bob	DNF	White, Charles	83:55
Chang, Jennifer	DNF	Koenig, Urs	81:11	Wolfe, Michael	81:51
Chase, Barry	86:24	Larson, Lesli	91:14		
Coldwell, Charles	84:09	McHale, Mike	DNF		
Devereux, Drew	DNF	Mikkelsen, Ole	85:40		
Dulieu, Michelle	92:20	Moore, Barry	DNF		
Ellis, John Lee	85:16	Moore, Peter	DNF		
Fingert, John	DNF	Morse, Josh	92:20		
Fleck, Chester	79:15	Olsen, Mark	89:18		
Fox, Mike	89:18	Olsen, William	89:18		
Fritzingler, Micah	82:27	Phelps, Robin	86:41		
Gilbert, Anthony	91:40	Phelps, Val	86:41		
Goursolle, Kitty	91:14	Read, Dave	88:20		
		Rice, Steve	90:04		
		Roehrig, Mark	88:20		

1000K Results

Bell, Carol	63:52
Dougherty, Patricia	71:25
Drake, Isabelle	63:28
Frink, Spencer	DNF
Hanson, Chris	63:52
Houck, Timothy	63:20
Kassen, Jonathan	63:58
Neel, Maile	68:02
Sturgill, Michael	DNF

2008 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	flèche
CA: Santa Cruz	17-Aug					
CO: Boulder	20-Sep	09-Aug			10-Sep	
FL: Central	16-Aug					
LA: New Orleans			20-Sep			
NC: Raleigh	16-Aug					
NE: Omaha				20-Sep		
NJ: NYC and Princeton	14-Sep	10-Aug				
NY: Central	16-Aug					
NY: Saratoga	21-Sep 11-Oct	08-Aug 10-Aug				
NY: Western	7-Jun					
OH: Columbus					30-Aug	
OR: Portland		02-Aug	23-Aug	20-Sep		
PA: Eastern					1-Aug	
WA: Seattle		09-Aug	23-Aug	13-Sep	21-Aug	

Event Legend

Type	Code	Description
RM randonnée	RM	Events of 1200km or more which are sanctioned by <i>Randonneurs Mondiaux (RM)</i> . This category includes <i>Paris-Brest-Paris</i> .
ACP brevet	ACPB	Brevets of 200km, 300km, 400km, 600km, or 1000km, sanctioned by the <i>Audax Club Parisien (ACP)</i> . In Paris-Brest-Paris (PBP) years, ACP-sanctioned brevets act as PBP qualifiers. French brevet medals are available for these events. ACP brevets may be used to qualify for other awards such as the <i>Super Randonneur</i> and <i>Randonneur 5000</i> medals.
ACP flèche	ACPF	A 24-hour team ride patterned on the rules of the <i>Flèche Velocio</i> . Traditionally held at Easter, teams of 3-5 cycles strive to cover a distance of at least 360km. One of these events is required to qualify for the Randonneur 5000 award.
RUSA populaire	RUSAP	A domestically-sanctioned ride of any distance from 100km to 199km, run in a similar manner to a brevet. Credit is given toward RUSA medals only. Populaires may not be used as PBP qualifiers.
RUSA brevet	RUSAB	A domestically-sanctioned brevet of any distance from 200km to 1199km. Credit is given toward RUSA medals only. Domestically-sanctioned brevets may not be used as PBP qualifiers.
RUSA arrow	RUSAF	A domestically-sanctioned team ride run in the same manner as a flèche. The minimum-length arrow is 360km in 24 hours; however, arrows may be longer and may be held at any time of year. Credit is given toward RUSA medals only.
RUSA dart	RUSAF	A "short arrow": minimum of 180km in 12 hours. Credit is given toward RUSA medals only.
RUSA permanent	RUSAT	An established route of 200km or more that may be ridden by prior arrangement with the organizer. Credit is given toward RUSA medals only and a given route may only be counted once in any calendar year. Permanents may not be used as PBP qualifiers.
RUSA permanent populaire	RUSAT	A permanent of any distance from 100km to 199km.

2008 RUSA-Sanctioned Events

Region	Distance & Date
AR: Little Rock	(100 km) 10/25 (200 km) 10/25 (300 km) 10/25
AZ: Casa Grande	(200 km) 8/16, 11/01, 11/15
CA: Los Angeles	(200 km) 08/16
CA: San Diego	(200 km) 08/16, 09/20
CA: San Francisco	(200 km) 08/17, 10/04
CO: Boulder	(200 km) 08/16 (200 km) 09/13 (129 km) 10/05
GA: Atlanta	(200 km) 09/06
IA: Cedar Valley	(206 km) 08/16
IL: Chicago	(200 km) 08/16
LA: New Orleans	(180 km) 08/16 (200 km) 11/15
MA: Boston	(350 km) 08/16
MA: Westfield	(100 km) 08/23 (186 km) 08/23 (100 km) 10/12 (170 km) 10/12
MD: Capital Region	(200 km) 08/16
MO: Kansas City	(200 km) 08/16 (200 km) 09/20
MO: St. Louis	(200 km) 08/16
NE: Jackson	(200 km) 08/16
NJ: NYC and Princeton	(191 km) 10/12
NM: Cedar Crest	(300 km) 10/25 (200 km) 12/06
OH: Columbus	(200 km) 08/16, 10/18
OR: Portland	(200 km) 08/16 (100 km) 11/01 (112 km) 11/22
PA: Eastern	(150 km) 10/18 (200 km) 10/18
TN: Nashville	(360 km) 08/16 (600 km) 09/13 (250 km) 09/27 (200 km) 10/18 (100 km) 11/29 (200 km) 11/29
TX: Amarillo	(200 km) 09/06 (300 km) 09/06 (200 km) 09/07
TX: Austin	(200 km) 08/17, 9/13, 10/25, 12/06
TX: Dallas	(200 km) 08/02 (300 km) 08/02 (200 km) 08/16 (200 km) 08/17 (200 km) 08/30 (300 km) 08/30 (200 km) 09/20 (300 km) 09/20 (400 km) 09/20 (200 km) 10/11 (300 km) 10/11 (400 km) 10/11 (600 km) 10/11 (200 km) 11/22 (300 km) 11/22
TX: Houston	(200 km) 08/16 (300 km) 09/13
VA: Northern	(200 km) 08/15, 08/16, 08/17, 09/06, 11/01, 12/06 (1000 km) 10/11
WA: Seattle	(200 km) 08/16 (110 km) 09/07

2008 U.S. 1200K

Location	Type	Date	Distance	Contact	Web Site
CO: Boulder	RM randonnée	9/10	1200K	John Lee Ellis	http://www.rmccrides.com/lastchance.htm

Ask Bill | A Look at RUSA's Rules

Hello Bill,

I'm new to randonneuring and saw something at a local brevet that I found confusing. While waiting for the start, I observed a couple of riders changing the start time on their brevet cards and getting ready to take off. I asked them about this and they said they were ready and didn't want to wait for the start; they would just adjust the opening and closing times on the subsequent controls to reflect their early start. They said an extra 15 minutes of daylight in the morning on quiet roads would be better than doing more riding in the dark later on. I don't know what happened to them after that, but are we allowed to do this?

Wow, that is a serious no-no! The event organizer sets the departure time and all riders must leave when he or she gives the signal to depart, or up to one hour after that. But one cannot leave early for any reason. Anyone changing a brevet card as you describe should expect to be disqualified, and I assume these riders were once they turned in their cards at the end of the ride.

Dear Bill,

My local club keeps track of the distances we ride each season and awards a trophy to the rider who accumulates the most miles ridden on club rides. But I've noticed RUSA doesn't do this in its various awards. Why not? I would think it would be swell to hold a nationwide competition of this sort.

Yes, some randonneuring clubs around the world do indeed try to proclaim one of its riders to be atop the heap



Bill Bryant has been riding brevets since 1983 and is a two-time finisher of Paris-Brest-Paris. An organizer of local randonneuring events since 2000 with Lois Springsteen, he is also one of the founders of Randonneurs USA. Bill was on the RUSA Board of Directors from 1998-2006 and its President 2004-2005. Bill is also the recipient of the 2006 American Randonneur award. He is currently working on an in-depth history of Paris-Brest-Paris.

each season, but Randonneurs USA sees it another way. First, our sport is supposed to be “noncompetitive long distance cycling.” The RUSA founders took that seriously, and not just for the rides themselves but for the awards too. Virtually all our awards can be earned by any number of participants who fulfill the requisite distances, just like earning a medal if you finish the brevet successfully, or the Super Randonneur medal for doing a series of four brevets in a single season. The RUSA Board thinks this approach will encourage more riders to participate in randonneuring than just those who think they might win a singular award that is earned by doing the most kilometers, or being the fastest, or climbing the most hills, etc. Remember, if you seek out a “winner,” then by definition you need to have a lot of “losers” or “also-rans” and that is not in keeping with our ethos of camaraderie. Thus, each year you’ll see many randonneurs and randonneuses of all abilities earn various RUSA awards; the recipients are

often rather different in terms of their athletic talent and riding speed—but they are also fairly equal in terms of the willpower they bring to finish each event. In this sense earning a Super Randonneur, Randonneur-5000, R-12, Ultra-Randonneur, or RUSA Distance medal makes one a member of a fraternity of determined riders and this is consistent with the idea that anyone who completes a brevet within the time allowance is considered to be equal to his or her fellow finishers. It is for this reason that American brevet results are published alphabetically, and not by arrival time. And finally, there is a more practical reason most folks will probably not have considered. Our yearly insurance fees for being a touring-oriented organization are considerably lower than if we organized racing events. RUSA offers low-cost event insurance that is used by a large number of the Regional Brevet Administrators around the nation. If American randonneuring was more competitive, with finishing lists organized by arrival time for exam-

ple, then many of us would all find our brevet event entry fees and yearly RUSA dues to be a good bit higher. One of the good things about randonneuring is, in my opinion, that it remains a fairly low cost form of organized cycling and this helps us in the long run. Still, if you want some type of ranking award more than the fraternal type of award, then I suppose RUSA's award program is bound to disappoint you. However, our friends at the Ultra-Marathon Cycling Association organize a yearly mileage competition that you might like; many RUSA members participate in various UMCA events and award programs. Check it out at: <http://www.ultracycling.com/>

Hi Bill,

A randonneuring friend and I have a friendly wager we hope you can settle. He says Paris-Brest-Paris is the oldest cycling event still held on a regular basis. I think there is at least one older event, judging by what I infer from the RUSA website. It says PBP is the oldest event still held “on the open road.” I suspect there must be something else. Can you settle the matter?

There is a track race in Australia and a short hill-climb race in England that have both been held more-or-less annually since the late 1880s. Thus, they pre-date the first PBP in 1891 by a few years and you win the bet.

Have a question about randonneuring? Send it to: bill_bryant@prodigy.net.

IN THE BLOGS | Randonneurs Online

BY ED FELKER

American Randonneurs have been very busy this year with brevets, flèches and two 1200K randonnees completed before July 4th. As randonneuring continues to grow in the United States, so do the number of blogs devoted to our beloved sport. These days randonneurs can easily create their own blogs and give us a front row seat to their cycling adventures.

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Starting off with the grueling Shenandoah 1200K, Kelly Smith has written what I consider the definitive account of the ride, during which he dug deep into the proverbial “suitcase of courage” to persevere through searing Virginia heat and unrelenting hills. Fortunately Kelly gave me his funny and gripping story to put up on my blog, The Daily Randonneur, and it’s worth a read. See his story, titled “The Idiot’s Guide to the Shenandoah 1200,” at: dailyrandonneur.wordpress.com.

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Mike Dayton gave us the other side of the ride through posts documenting the S1200 control at Fancy Gap on the Blue Ridge Parkway. He brought a group of North Carolina Randonneurs up to man the overnight stop there. See his account and photos at his Research Trailer Park blog at: ncrandonneur.blogspot.com.

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Coming at the end of June, the

Ed Felker is a member of the DC Randonneurs and keeps the long distance cycling community updated through his blog at dailyrandonneur.wordpress.com.



Cascade 1200K has also generated compelling blog posts. Host club Seattle International Randonneurs kept us updated throughout the ride via the official C1200 blog at seattlerando.org/C1200, and the blog has also posted a report from finisher Charles Coldwell titled “The Prodigal Son Returns.”

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Geoff Swarts wrote about his successful and dramatic C1200 at his Green Hornet Randoing blog. Learn everything you ever wanted to know about ice socks at greenhornetrandoing.blogspot.com. Meanwhile, C1200 volunteer David Rowe writes about the heat during the randonée and the impressive generosity of fellow volunteer Ralph Nussbaum at his readytoride.biz blog.

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A gripping account of another kind was posted by RUSA President Mark Thomas at his Mark’s Rando Notes blog. A group out for the Seattle Crystal Mountain Climb permanent encountered a driver careening uphill who swerved right into their lane as they descended the twisty Mud

Mountain Road. Bob Brudvik tumbled right over the hood when the driver broadsided him. Fortunately Bob was not seriously hurt and the group managed to stop the driver from leaving the scene. Read the entire story at: rusa64.blogspot.com.

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Back on the East Coast, Eastern Pennsylvania RBA Tom Rosenbauer has been staging some terrific brevets this year leading up to his 1000K in early August. Rookie randonneur and recumbent rider Dan Blumenfeld of Pittsburgh has been showing up and making it look easy. Dan has written about his rides at his randanneuring.blogspot.com.

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Finally, how many of us celebrate their wedding anniversary riding a 400K on a tandem? Ron Anderson posted a touching account of his and his wife Barbara’s fifth anniversary at Tom’s 400K. See their story at Ron’s Double Super Secret Tandem Rando Society blog at: doublesupersecrettandemrandsociety.blogspot.com.

Thanks everybody for sharing your stories. I’m sure we’ll see new blogs and interesting blog posts soon from the Rocky Mountain 1200K, Last Chance, and the RUSA 10-year anniversary rides, among all the other brevets still to come. Keep on riding...and writing!

— WWW.RUSA.ORG —

Product Review | Supernova E3 vs. Schmidt Edelux

We could not have picked a better night for the Bike Light Shoot-Out.

July 4, an evening traditionally filled with fireworks and fireflies, presented the perfect opportunity to test the firepower of two new LED lights made for the Schmidt dynohub.

The route: a 200-mile, point-to-point overnight jaunt from the state Capitol in Raleigh, NC to the Capitol grounds in downtown Richmond, Va.

The lights up for testing have been a source of ongoing debate on many listservs, including Randon.

- In one corner: the Supernova E3, a cylinder-shaped light in a sleek aluminum housing. The vital statistics: a 100,000-hour LED lifespan, full brightness at only 5 mph, and a built-in stand light for roadside visibility.

- In the other corner: the Schmidt Edelux. A true lightweight at 85 grams, the Edelux is shaped like a kettle drum and also housed in aluminum. It too has a stand-light, powers up at low speeds and features a sensor setting that can automatically turn the light on at dusk.

The lights are within a few dollars of each other, although neither is cheap. Expect to plunk down \$200 or more for either one.

Since the Edelux was not available until June of this year, I ordered a Supernova in the spring and put it to an early season test. The light threw a hot white pear-shaped pattern on the road, providing

excellent light in front of the wheel and good visibility along the edge of the road. It also did an impressive job of lighting up street signs.

My initial impression: the Supernova's LED was a step up from the beloved Schmidt E6, which uses a yellow-hued halogen bulb.

But how would the Supernova stack up against Schmidt's Edelux? As luck would have it, riding buddy Branson Kimball got an Edelux just in time for our July 4 permanent. The head-to-head match-up was on.

We left downtown Raleigh at 6 p.m. and headed north through the rolling hills of several neighborhoods before popping out on Bike Route 1. We would follow the bike route for the majority of our journey.

Branson had been running his light ever since we'd departed. It was visible on the road even in the daylight. This did not bode well for the Supernova's chances—and my suspicion was correct.

About 40 miles up the road, conditions were finally dark enough to evaluate our lights side-by-side. The results: The Supernova was superior to the battery-operated LED lights of riding partners Jerry Phelps and Paul Pavlides. But the Supernova literally paled in comparison to Branson's Edelux. Time and time again, his light overwhelmed mine. In fact, it was so much brighter that I found myself relying on his beam—even when he was behind me in the pace line.

Some observations: the

Edelux has a more yellowish hue than the Supernova and has a beam pattern reminiscent of the trapezoidal shape of the E6 but considerably wider.

Some randonneurs have complained about a dark spot that the Edelux leaves just in front of the bike. Branson also pointed out that weakness. In areas where potholes are plentiful, that might pose a drawback. Even so, in my opinion the Edelux's superior brightness more than makes up for that perceived flaw.

Meantime, the Supernova—or at least my model—is not without its own flaws. When the light is used upside down (and that's possible since the beam is symmetrical), water can leak into the housing. Supernova's engineers have assured owners that moisture will not damage the light's electronics. At last report they were working on a fix.

Okay, bottom line time. Both of these new LED lights mark a technological advance from the very fine E6 lights that randonneurs have been using for years. Both go a long way toward making night riding safer and more pleasurable. But for my money, the Edelux is the way to go. It's lighter, it's brighter—and it's watertight.

—Mike Dayton

RUSA Board Member Candidates

BILL BRYANT

Along with the satisfying sporting achievement from finishing a brevet, the people drawn to randonneuring make one's participation—whether as a rider or as an organizer—very rewarding too. Our sport has been good to me and I'd like to give something back to RUSA and its members. I would like to continue to build upon the successes we made during its first decade, and I can do that by serving on the Board of Directors again. I have a strong record of contributing to RUSA over the years and with your vote I can carry on with that effort.

- Member of RUSA Founders' Group, 1998
- RUSA Board Member 1998 to 2006; RUSA President 2004-

2006

- Representative at Randonneurs Mondiaux meetings 1999-2007
- Member RUSA Rules Committee; primary Rules revision(s) writer
- Coordinator for Team Randonnée Events
- Membership Co-Coordinator 1998-2000
- Principle author RUSA Handbook; numerous RUSA website pages; numerous randonneuring articles for *American Randonneur*; Newsletter Editorial Committee member; PBP 2003 Yearbook Co-Editor; assistant editor PBP 1999 Yearbook
- Creator of *La Société Charly Miller*, R-12, and Ultra-Randonneur Awards
- Organizing Committee 2001



Gold Rush Randonnée; GRR control co-captain 2001 & 2005

- RBA with Lois Springsteen for Santa Cruz Randonneurs; presented 29 brevets, one Flèches-USA event, and six permanent routes since 2004; co-organizer with Lois of four Davis Bike Club brevets
- Rider: 50+ brevet & flèche participations; PBP finisher in 1983 & 1999
- Recipient of the 2006 American Randonneur award

ERIC VIGOREN

This has been an enjoyable year, and I consider myself fortunate to have been an integral part of the RUSA leadership. I was excited to be elected to fill the remaining year of an empty position on the RUSA board. As RUSA treasurer, I have worked closely with others to continue to automate and simplify some of RUSA's accounting procedures. These behind-the-scenes

activities help the organization function more smoothly. One major change is that RUSA now earns interest on its reserve funds. The key to RUSA's success is the commitment of its volunteers. I am proud and happy to be such a volunteer, and I hope you'll allow me to continue to serve on the RUSA board as treasurer. Thank you!



RUSA Board Member Candidates

EDWARD ROBINSON

Since riding my first brevet in 2003, I've been privileged to complete 59 randonneuring events, including five brevet series, a flèche, the Lone Star 1000K, numerous Permanents, and PBP 2007. I'm proud to have earned the R-5000 Award and two R-12 Awards along the way.

I've been equally privileged to be involved with Randonneurs USA off the saddle. Currently I serve on the club's Executive Committee as Permanents Coordinator. I also work to promote randonneuring in south Texas, where I'm both a

Regional Brevet Administrator and a Permanent route owner. I've served, as well, on the Editorial Advisory Board to the *American Randonneur*. All these activities have allowed me to give back to the sport that I cherish.

It's an honor to be nominated to a position on RUSA's Board. I'd like to receive your vote so that I might further serve randonneuring in the U.S. at the Board level, working in particular to expand RUSA's membership while enhancing the services that we enjoy throughout the year.



RBA Liaison Candidate

JOHN LEE ELLIS

I have been an endurance cyclist since the 1980s and Colorado RBA since 1998, when RUSA was formed. It's been an honor to work as a RUSA volunteer and Board member, too. I'm proud of how the Colorado Brevets, like other series, has mirrored the RUSA's evolution – offering more

ways to entice new randonneurs, and more challenges to keep veterans motivated – from spring populaires to mountain 300k's to the windiest 1200k around. It's service to members that keeps us busy, and is the greatest reward. It's what we're here for. I would be pleased to be of service to the RBA community, too.



Photo by Cathi Read

RUSA Board Member Candidates

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

RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Members may vote for TWO candidates from nominees listed below. The third position is for RBAs only. Check the box to cast your vote.

- Candidate #1: Bill Bryant
- Candidate #2: Edward Robinson
- Candidate #3: Eric Vigoren

Your Name: _____ RUSA #: _____

This section is to be filled out by RBAs only.

- Candidate: John Lee Ellis

Your Name: _____ RUSA #: _____

Please send this form to:

**Mike Dayton
RUSA Secretary
2266 The Circle
Raleigh, NC 27608**

All ballots are due to the RUSA secretary by October 15.

A Look at Our Unique Routes

Arizona RBA Susan Plonsky recently polled fellow RBAs about characteristics that make their routes special. Here's what they told her.

Landmark Brevets

- There are **lighthouses** (Texas Brownsville 200, Three Capes 300 in Oregon, Santa Cruz Randonneurs in California), **covered bridges** (Covered Bridges 400 km in Oregon), and **ghost towns** (Black Mountain Side 200 km in New Mexico).

- Traveling the **oldest continuously-used road** in the U.S.; Old Mine Road: Eastern PA 300 km, 400 km, 600 km, 1000 km.

- Riding across the **old-est suspension bridge**:

Roebing's Delaware Aqueduct: Eastern PA 600 km, 1000 km

National Park Brevets

- **Zion & Bryce National Parks** (Utah).

- **Grand Canyon & Saguaro National Parks** (Arizona).

Brevets Featuring Natural Wonders

- **Highest** brevet in North America, and crossing

the **Continental Divide** twice: Grand Loop 300 km (Colorado)

- The **lowest** brevet: the Palm Desert 400 km (San Diego) which descends to 220 feet below sea level.

- Also crossing the **Continental Divide** twice: El Malpais 300 km (New Mexico).

- Crossing the **Appalachian Trail** 4 times and riding on it for 1 mile: Eastern PA 300 km..

- Crossing the

Mississippi River: Iowa 400 km & 600 km.

- Passing three **volcanoes**: Seattle Randonneurs.

- And passing through one of the largest **lava flows** in the U.S.: El Malpais 300 km (New Mexico).

- The only series to ride past ALL of the **California surf breaks** named in the Beach Boys song Surfin' Safari: Pacific Coast Highway Randonneurs.

Brevets Featuring Food

- The final control of the Verboort Sausage Populaire (Oregon) is the annual **Sausage and Sauerkraut Festival** in Verboort, Oregon. (Vegetarians, please pack a lunch.)

- The most caffeinated brevet is the **Coffee Cup Classic** 300 km (Colorado) Most controls are Starbucks or other coffee shops. Powered by this energizing elixir, riders cross the Continental Divide at Loveland Pass (11,990 ft.) both outbound and on the way back.

- The **chile** capital of the world is on the Radium

■ Continued on next page



Surf's up! Foster Nagaoka and Janeene Nagaoka enjoy the seashore scenery during on a brevet by hosted the Pacific Coast Highway Randonneurs. Photo by Greg Jones.

Unique Routes (continued)

Springs 200 km brevet (New Mexico).

Brevets & Other Sports

- The **Baseball Brevet** (Central New York) starts near the Town of Peterboro, NY, where the second professional women's baseball game was played, and then heads east to Cooperstown, NY, home of the Baseball Hall of Fame.

- The Boston 300 km shares some of its route with the **Boston Marathon**.

A Ride Through History

- **Civil War** history is evident on the brevets of the Middle Atlantic states. The Lost River 200 km hosted by ROMA in Virginia visits the battlefields at Cedar Creek and Fishers Hill. DC Randonneur brevets travel through the battlefields at Gettysburg, Antietam and Harpers Ferry. Farther north, the Berkshire 600 and Boston 600 pass by Bennington Battle Monument in Bennington, Vermont.

- Civil War monuments aside, there is no region of the country with more history than New England. RBA Tracey Ingle puts it this way, "You can't spit without hitting a historic something-or-other." The Boston 200 km

and 400 km travel through Concord. The battle there was the initial conflict of the **Revolutionary War**.

The Boston 300 km travels through Uxbridge, home of the **first woman soldier** who in 1782 disguised herself as a man to join General Washington's Continental Army.

- New England history isn't just about wars. The Boston 600 km travels through Leominster, birthplace of **Johnny Appleseed**, and also one of the earliest centers for the development of the American plastics industry. You can thank

Leominster for those Pink Flamingo lawn ornaments.

Getting Your Money's Worth

Two brevets are tied for the **Most Bang for the Buck**. They are: Texas 200 (Brownsville) and the Three Capes 300 km (Oregon).

- Texas 200—In the course of a mere 200 km, one can experience palm trees and coastal estuaries, heavy industry alongside ocean-going vessels and oil-drilling platforms, the Texas-Mexican border—a transition

zone between the America we know and a rich, ancient culture we have yet to explore, subtropical croplands, and the windy, wide open spaces typical of the south Texas coastal plains. Pretty reasonable bang for the peso, all on the southernmost brevet route in the continental U.S.

- Three Capes 300—Variety is the draw on this brevet. Over the course of 300 kilometers, riders travel through acres of vineyards and a coastal rain forest, past acres of sand dunes and over a few mountain passes (low passes, but passes nonetheless). Roadside attractions include historic lighthouses, friendly llamas and, for the gamblers, a casino!

Lastly, the Zen Brevet

- Sometimes you don't need to see something extraordinary to have an extraordinary brevet experience. This is from Houston Randonneurs:

"The road to Fayetteville is quiet and pretty, and when we get there, Orsak's Cafe is waiting with sandwiches and homemade desserts. The best thing, though, is the people along the way—waving to us from front porches or tractors, asking where we're riding to this time, stopping to offer help when we are fixing flats."



Andrew Black and John Henry Maurice on Oregon's Covered Bridges 400 km brevet.