

AMERICAN RANDONNEUR



Volume Twelve Issue #3

August 2009

Message from the President

As RUSA President, I'm asked from time to time to describe our sport. We all know the short answer from our website, but it's really more complicated than that. Our big tent accommodates many styles and motives for participation in randonneuring.

For many riders, going really fast is very important. For others, even if not riding terribly fast, trying to set a personal best time is the goal. Challenges can come at all levels of ability and speed. For this writer, arriving at a control before its opening time might be a thing of the past, but watching others achieve their speed goals is absolutely inspirational.

Some members like long brevets and use them to work up to long events like PBP, LEL or our American Grand Randonnées while for others a 200-300k brevet is enough. Others enjoy riding permanents on familiar ground as they chock up mega kilometers and accumulate mileage awards, medals and pins.

The extra challenge of rough weather – nothing will stop them – is best for some while others will ride on dry days only. Some seek out the hilliest routes (and we have some doozies in several regions), while others enjoy flatter roads. Some do it in the dirt, while others ride only on pavement. I enjoy later-morning or nighttime starts, but others are real early birds. All of these are available, especially to the randonneur who enjoys travelling to other regions to do some exploring.

Visiting different regions to find new scenery and make new friends is exciting for some, while others prefer their familiar routes so they can compare their times over the years. I personally love any chance to ride with my best friends on Team Girlene as we take the “all for one and one for all” approach of riding and finishing together, while others prefer to ride alone. (For those of you who don't know about Team Girlene, it is important to note that sex chromosomes of any type are allowed.)

Some people volunteer and participate just to support the randonneurs. Running a checkpoint, being a RUSA committee member, or an RBA is really fun and rewarding. At this goes to press, we're making final preparations with a team of Santa Cruz Randonneurs to go help our friends at the Davis Bike Club with the 3rd running of the Gold Rush Randonnée. We'll live for all of the smiles from the riders as we camp under the full moon out in the middle of California's high desert, providing some small respite in their journeys toward achieving their individual goals. In the past, we've met randonneurs from all over the country and other parts of the world and we can't wait for that chance again.

Beyond the wonderful people drawn to the sport, we also have the diversity of machines – traditional bikes, tandems and recumbents. Some



LOIS SPRINGSTEEN

Contents	Page
Welcome New Members	3
RUSA News	4
Gold Rush Randonnée	6
Dr. C's Tips on Route Planning	10
Repairs: Derailleur Cables	12
RUSA Election Form & Bios	15-17
Shenandoah 1200K	20
In the Blogs	24
RBA Debate: Missing Riders	29
Ride Report: Alaska 600K	30
SR Application Form	32
Photo Gallery	33
RUSA Store	34
Membership Form	35

RUSA Executive Committee

President	Lois Springsteen
Vice-President	Mike Dayton
Treasurer	Eric Vigoren
Secretary	Edward Robinson
Board Member	Jennifer Wise
Board Member	Don Hamilton
RBA Liaison	John Lee Ellis
Brevet Coordinator	Mark Thomas
Medals & Awards Coordinator	John Lee Ellis
Membership Office	Don Hamilton
Newsletter Editor	Mike Dayton
Permanents Coordinator	Edward Robinson
Routes Coordinator	Scott Brittle
Rules Committee Chair	John Lee Ellis
Souvenir Coordinator	Jennifer Wise
Team Randonnée Coordinator	Bill Bryant
Webmaster	Don Bennett

RANDONNEURS USA, INC.
IS A TAX-EXEMPT 501(C)(3)
NONPROFIT CORPORATION

American Randonneur is a publication of
Randonneurs USA Inc.
226 West Avenue
Santa Cruz, CA 95060
Website: www.rusa.org
e-mail: lois_springsteen@prodigy.net
Phone: 831-227-6266
All rights reserved.©

■Continued on page 3

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
5529	Daniel B Weatherly	Homer	AK	5588	Ashok R Singh	Chester	NY
5530	Mitchell D Williams	Kansas City	MO	5589	Edward A Whittaker	Hoboken	NJ
5531	John Dennis	Ithaca	NY	5590	Steve Gleason	Golden Valley	MN
5532	John Wichard	Chesterbrook	PA	5591	Pascal Hannecart	Norfolk	VA
5533	Maggie Sullivan	Jericho	VT	5592	Alan Hall	Plano	TX
5534	Jim Yanoschik	Murrieta	CA	5593	James Costello	Millville	NJ
5535	Ken Coonley	Rockford	IL	5594	Charles Lotte	West Hills	CA
5536	Chris Sharkey	Issaquah	WA	5595	Aaron L Bratka	Xenia	OH
5537	David V Miller	Corvallis	OR	5596	Kari Crowe	Campton	NH
5538	Keith Snyder	New York	NY	5597	Aaron Bigio	Chestnut Hill	MA
5539	Andi Ramer	San Diego	CA	5598	Oral Powell	Montego Bay	Jamaica
5540	Don Ramer	San Diego	CA	5599	Michael Yates	Fort Worth	TX
5541	Margaret O'Kelley	El Paso	TX	5600	Rick Hall	Delavan	WI
5542	Alex Shnyra	Overland Park	KS	5601	James Simpson	Scottsdale	AZ
5543	Charles Eaton	Midland	TX	5602	Jane McClellan	Concord	MA
5544	Mike Morganson	Anchorage	AK	5603	Leslie Shapiro	Atlanta	GA
5545	John M Kerrigan	Midland	TX	5604	Cliff Hopkins	Silver Spring	MD
5546	Kendall Wong	Odessa	TX	5605	Clif Dierking	Severna Park	MD
5547	Ben Aranda	Milliken	CO	5606	Rick Stafford	Minneapolis	MN
5548	Meyling Sanford	Odessa	TX	5607	Blaine Conrad	Portland	OR
5549	Yolanda Guerra	Odessa	TX	5608	Charlie Ferrell	Minneapolis	MN
5550	Peter Norquist	Pleasanton	CA	5609	Michael Price	Anchorage	AK
5551	Dennis Ahem	Boise	ID	5610	Anna Price	Anchorage	AK
5552	Afra Zmrhal	Boulder	CO	5611	James Stollenwerck	Watch Hill	RI
5553	David A Loomans	Weston	WI	5612	Pat Damron	Monroe	WA
5554	Bill Gashler	Lakewood	CO	5613	M P Chandra	Irving	TX
5555	Chris D Priest	Lakeville	MN	5614	Kaitlin Zoe Haws	Seattle	WA
5556	Richard Moore	Edina	MN				
5557	Thomas Gosnell	Stillwater	OK				
5558	Michele Brougher	St Louis Park	MN				
5559	Craig Mosher	Ben Lomond	CA				
5560	Stephen Lamb	Tigard	OR				
5561	Randall Anderson	Minneapolis	MN				
5562	William L Kyburz	Vienna	VA				
5563	Marilyn E Anderson	Vienna	VA				
5564	Mike Ziemke	Merrill	WI				
5565	Nick Lucas	Mandeville	LA				
5566	Terry Keele	West Linn	OR				
5567	Paulo Irulegui	Redwood City	CA				
5568	Jeffery White	Midwest City	OK				
5569	Andrei Solodin	Saint Paul	MN				
5570	Ron Shaw	Chicago	IL				
5571	Kate Watkins	Anchorage	AK				
5572	Michael Henderson	Dolores	CO				
5573	Bryan Bema	Bremerton	WA				
5574	Michael Solecki	Wilton	CT				
5575	Tom Grenier	Anchorage	AK				
5576	Michael C Ahrens	Chicago	IL				
5577	Ted Archer	Corinth	TX				
5578	Don Counts	San Diego	CA				
5579	Rose Baker	Arlington	TX				
5580	Michael W Ryan	The Woodlands	TX				
5581	James D House	Maumee	OH				
5582	Ken Engh	Spencerville	OH				
5583	James J Van Campen	Mountain View	CA				
5584	Kristine L Symer	Tacoma	WA				
5585	Dija A Amer	Brooklyn	NY				
5586	Amie Holliden	Portsmouth	VA				
5587	Acmae El Yacoubi	Ithaca	NY				

President's Message (continued)

even eschew coasting and ride fixed gears on brevets. Some have hand-built machines, expensive clothing, gadgets and gizmos on every spare piece of handlebar real estate, while others take a simpler or less costly approach to their bike and other equipment and carry a wristwatch as their only gadget.

All of these personal styles work just fine under our rules and generous time limits as we express our athleticism and friendship. I bet I can speak for all of us, though, when I say that any day on a bicycle in the company of RUSA members is a really good day!

—Lois Springsteen



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.

RUSA NEWS

ACP Honors Five RUSA Members for Contributions to Randonneuring

On the occasion of reaching the 100,000th homologation of an ACP 300k brevet, the ACP has given special recognition to selected BRM riders and volunteers around the world. They have honored five RUSA members with this special award.

This is an acknowledgement from France to these energetic members for their many volunteer contributions and avid participation in our sport over the years.

The photo shows one of these handsome plaques.



The American honorees are:

- **John Lee Ellis** (Rocky Mountain Cycling Club);
- **Don and Phyllis Hamilton** (Columbus Outdoor Pursuits);

- **Tim Sullivan** (Crown City Cyclists); and
- **Mark Thomas** (Seattle International Randonneurs).

Please join me in congratulating these hard-riding volunteers for these well-deserved awards.

—Lois Springsteen



Former RUSA board member and treasurer stands in front of the RUSA banner at the start of the Race Across America in Oceanside, CA. RUSA was one of several cycling organizations that set up information booths at the event.

Latest R-12 Recipients

John Shelso [2]	Cordova, TN
Jerald Cook	San Diego, CA
Lara Sullivan	Ely, MN
Jeff Sammons [2]	Brentwood, TN
Leslie Sutton (F)	Boulder, CO
Dennis Cook [3]	College Station, TX
Joseph Platzner	Bellevue, WA
Sharon Stevens (F) [3]	Richardson, TX
Dana A Pacino (F) [3]	Aledo, TX
Byron E Morton [2]	Raleigh, NC
Robert Higdon	Seattle, WA
Greg Courtney	Ames, IA
William Beck [3]	Woodbine, MD
Fred Hunley	Midland, TX
Christopher Gay	Seattle, WA
Jeff Elmer [2]	Allen, TX
Kitty Goursolle (F) [2]	San Ramon, CA
Kevin D Salyer	Lafayette, CA
Kevin Warren	Hopkinsville, KY
Jack Brace	Seattle, WA
Andy Speier	Seattle, WA
Donald Boothby [2]	Seattle, WA
Ronald Malinauskas	Chesapeake, VA
Michael J Dayton [3]	Raleigh, NC
Tom Norwood	Shoreline, WA
Bruce Richards	Richardson, TX

(F) = Female; [#] = No. of R-12 Awards

PASSINGS

John Bryan

John Bryan, RUSA #54 and a former RBA for South Carolina, died June 27 after a lengthy battle with lymphoma. He was 74.

Friends said John loved randonneuring and as the state's RBA had a reputation for creating challenging but scenic routes.

"There are many stories to tell about John's brevets from pre-RUSA and early RUSA times," said S.C. randonneur Phil Creel. "He introduced us to the sport in South Carolina and encouraged us to set challenging personal goals such as PBP and BMB. He also influenced our ideas about what constituted a challenging brevet route. His 1000k brevet on the Blue Ridge Parkway was a forerunner of the Shenandoah 1200."

John also directed Cycle South Carolina for several years.

He is best known as the founder of The Assault on Mt. Mitchell, an annual event to the East Coast's highest peak which has earned a reputation as one of the nation's toughest century rides.

Informally begun in 1974 when John first rode the route, the Assault now draws about 1,400 riders each year.

The City of Spartanburg, S.C., where the ride starts, recently honored John with a plaque and bike sculpture in front of the Spartanburg Memorial Auditorium.



GRR 2009 | Ideal Weather, Record Turnout

BY DAN SHADOAN

Davis, California is well-known as a bicycle-friendly town. This year the town was chosen to host the U.S. Bicycle Hall of Fame and was the start city for the Amgen Tour of California. Its 50 miles of bicycle paths garnered it the title “Bicycle Capital of the World” and it has 50,000 bicycles for 65,000 residents in 25,000 homes. So it seems right in line that this July the Davis Bike Club presented the third quadrennial Gold Rush Randonnée. The

1200 kilometer round trip tour travels from Davis north through the Sacramento Valley to Oroville, up the spectacular Feather River Canyon to Antelope Lake, down Janesville Grade to Susanville and then north through the sage brush and pinions to tiny Davis Creek, just a hair’s breadth from the Oregon border.

More cyclists registered for this event than ever before. The 105 entrants included, not only riders from the US, but also those from Canada, Australia, The

United Kingdom, Germany and Japan. 16 riders were registered for the Davis Bike Club, 11 riders for the San Francisco Randonneurs, 8 riders for the British Columbia Randonneurs, 4 each for the Oregon Randonneurs, and Seattle International Randonneurs, 3 for Rocky Mountain Cycling Club. Other various clubs were represented by less than 3 riders.

Near perfect weather conditions thrilled riders and volunteers alike, especially given the daunting experi-

ences of the previous two events. In 2001 riders encountered extreme cold, hail and thunderstorms in the Sierra. In 2005 they were baked by the 105 degree scorching heat of the high desert. Despite the better weather of 2009, the early morning temperatures at the high point of the GRR (6100 ft), between Taylorsville and Susanville, still hovered around a chilly 35 degrees.

An 83% overall finish rate this year as compared to

■ Continued on next page



Photo | Aaron Little

GRR riders heading out as a group on the relatively flat first section.



GOLD RUSH RANDONNÉE (CONTINUED)

71% in 2005, confirms the beneficial effect of more temperate weather on cyclists' abilities to arrive at the finish line within the official time constraint of 90 hours. Buried in the statistics are numerous other remarkable features of the event; for instance, of the 10 women on single bikes every one finished! This is not quite fair to the 4 women on mixed tandems because 3 of them finished too. Women had a 93% finish rate, compared to the men's 71%. Three men completed the ride on fixed gear bikes, one from Australia, one from the U.K., one from Ohio. We now have three riders who have ridden all three Gold Rush Randonnées!

More complete data analysis will be available soon at DBC's Gold Rush Site.

The Susanville control with its earned nickname of the "Black Hole" for riders abandoning in 2005, proved less fatal this year as more riders pushed on to Adin before sleeping. Those that slept avoided the hot climb north out of Susanville due to cooler weather. Therefore, Adin was the busiest control for this year's event.

Since the ride starts Monday at 6 pm and finishes at noon Friday, a lot of volunteers take an entire week off from work just to help support this event. And volunteers nearly outnumber riders. The service at the con-



trols is amazing, ranging from filling camelbacks and bottles, mixing energy drinks, retrieving personal drop bags, making sandwiches, serving drinks and soup, pumping tires and oiling chains. After looking at the tracking spreadsheet, no wonder the riders take such a long stop at every control.

Michael Lau provided us with much of this excellent route description and the pictures are from our Japanese rider Jun Sato.

The GRR course boasts 16 controls and 5 water stops ranging in distance between 20 miles and 50 miles. The

first 100 miles to Oroville is mostly flat but has 36 turns. Next, riders tackle an 8-mile climb up the Jarbo Gap. The descent gently drops into the beautiful Feather River Canyon. The canyon, through which the Feather River flows, is the most beautiful part of the ride. Riding this section during a full moon is particularly delightful. The bridges, both car and train frequently cross the river and sometimes cross each other. Moonlight reflecting of the silver bridges creates an almost ghostly sight. Riders occasionally hear trains passing on the track across the

river. After passing through 3 tunnels along the river, the course climbs gently at 2-4% grade to Tobin Resort at mile 144.

After Tobin, the climb gets steeper and steeper to Greenville control near mile 182. There is almost no traffic at night on this road. In the daytime, it is a different story. The road is narrow and the shoulder seems to be 6 inches wide in some places. Routine commercial traffic from Quincy to Oroville means that 18-wheelers are using the road too. Sometimes it seems trucks

■Continued on next page



GOLD RUSH RANDONNÉE (CONTINUED)



and cars fly by less than 3 feet away from you.

The next 13 miles after Greenville is relatively flat and picturesque as the road travels the perimeter of a small green-pasture valley named Indian Valley. The climb up the south side Janesville Grade is long but not very steep. Half way to the top of GRR is Antelope Lake at 5000 ft. The summit at 6100 ft is only 6 miles from the water stop. There are some small rollers at the top. Next, riders descend the infamous Janesville Grade, a vertical drop of 2500 ft in just 5 miles. Those five miles varies from

8 to 16% with 0.1 mile at 19%. The Susanville control is about 7 miles beyond the bottom of Janesville Grade.

Next the riders tackle a gentle 5-mile 1500 ft climb up another beautiful Antelope Pass with a great view of the Sierra Nevada plateau. After a short descent, the riders climb 4 miles to another pass we now call Joe Goldrush. After crossing this pass, the route takes riders to Eagle Lake where the water stop at mile 280 is located. The next 36 miles to Adin is relatively flat with some small rollers.

Adin control at mile 321

located at the Adin Community Center is the biggest control. The route continues northward through the Adin Pass (a gradual 10-mile climb with 2 mile steep section at the top) with a short descent to Canby. After Canby, riders take a quiet country road to Alturas along the Sierra Nevada's high desert. After the Alturas control at mile 365, riders have only another 20 miles to Davis Creek turnaround control located just a few miles south of the Oregon border. The riders then retrace almost the same route back to Davis.

Although GRR has only

24,000 to 28,000 ft of climbing, it is one of the toughest 1200 km rides ever. The climbs are concentrated in a 200-mile section including a 19% grade at Janesville Grade and some long gaps and passes. Getting lost and riding extra bonus miles is quite common on this ride. There are 18 and 36 turns in the return and outgoing legs between Davis and the first control at Oroville. Despite all the tough conditions, the hospitality and superb service of the GRR volunteers definitely make the Gold Rush Randonnée a worthwhile 1200 km event to repeat.



GRR 2009 RESULTS | 1200K

First Name	Last Name	Finish
Scott	Alumbaugh	81:48
Audrey	Adler	86:13
David	Auchard	DNF
Paul	Bacho	88:25
Gary	Baker	86:13
Wade	Baker	58:52
Tracy	Barill	74:57
Jeff	Bauer	82:21
Alan	Becke	DNF
Carol	Bell	72:55
Kenneth	Bonner	62:40
Linda	Bott	73:00
Henk	Bouhuyzen	73:00
Dana	Bradshaw	73:00
Tom	Bunker	DNF
Cheryl	Burns	88:40
David	Burns	88:40
Barry	Chase	74:57
Louise	Comar	76:58
Patrice	Courtier	87:40
Mary	Crawley	82:21
Achim	Dickmanns	75:47
Isabelle	Drake	74:42
Hans	Dusink	80:05
John	Ellis	DNF
Willi	Fast	79:30
John	Evans	80:34
Tim	Feldman	65:17
Kim	Freitas	86:56
Christian	Fritze	75:47
Steve	Godbey	78:57
Alan	Gosart	82:21
Kitty	Goursolle	86:13
Robert	Gray	78:46
Paul	Guttenberg	74:27
Tom	Haggerty	88:25
Christopher	Hanson	76:30
Nicole	Honda	81:36
Sam	Huffman	DNF
David	Ingalls	DNF
David	King	DNF
Ken	Knutson	86:36
Bob	Koen	87:40
Albert	Kong	70:56

First Name	Last Name	Finish
Manfred	Kuchenmuller	87:40
Robert	Lagasca	80:52
John	Lauer	DNF
Jerome	Lavigne	DNF
Peter	Lee	82:21
Dana	Lieberman	DNF
Aaron	Little	78:46
Jeff	Loomis	86:52
Earl	Magpiong	DNF
Thomas	Martin	62:40
Aron	Mason	85:43
Joseph	Maurer	85:06
John	Mazzola	DNF
Liz	Mazzola	DNF
Donald	Mitchell	80:52
Jeff	Mudrakoff	76:58
Mike	Mullenberg	87:40
Marcello	Napolitano	85:06
William	Olsen	82:21
Steve	Phillips	78:57
Massimiliano	Poletto	59:32
Cecil	Reniche-Smith	87:30
Steven	Rice	DNF
Edward	Robinson	82:21
Stephen	Royse	DNF
Paul	Rozele	78:46
Thomas	Russell	84:50
Kevin	Salyer	78:14
Jun	Sato	82:21
Del	Scharffenberg	70:42
Henrik	Schroeder	79:30
Gregory	Sherman	71:15
Ian	Shopland	82:21
Shai	Shprung	81:36
Bradford	Smith	70:52
Vernon	Smith	62:40
Andy	Sorensen	74:00
Karel	Stroethoff	86:13
Richard	Stum	79:12
Mike	Sturgill	62:40
Judith	Swallow	80:05
Jim	Swarzman	81:36
Joshua	Talley	68:00
Jack	Twitchell	86:52

GRR 2009 RESULTS | 1000K + 200K

First Name	Last Name	Finish
Bruce	Berg	DNF
Gintautas	Budvytis	68:00
Robert	Buntrock	62:40
James	Chou	76:58
Spencer	Frink	76:58
Jonathan	Gray	DNF
Rob	Hawks	DNF
Jack	Holmgren	80:52

First Name	Last Name	Finish
Ray	Holzworth, Jr	73:02
Wes	Johnson	86:52
Willy	Nevin	71:00
Vidas	Placiakis	68:00
John	Russell	72:54
Ken	Shoemaker	81:36
Carlton	Van Leuven	73:27
Doug	Wainwright	78:15
Laurie	Wainwright	78:15

Dr. C on Making Your Mark

BY PAUL JOHNSON

Recently I've been up on my box a bit about volunteering. After all randonneuring in the US of A is made and maintained by and for volunteers. If there were no volunteers there would be no events! The logical next step is to move from the preaching to practical tips, so I decided I'd take up the subject of developing a brevet (or permanent) route. That could be a whole book, but I want to keep it brief, this is July after all and we should be out riding our bikes.

Unfortunately my knowl-



edge is a mile wide and an inch deep. So I've opted for the smarter, more efficient approach: Simply get others to do the writing and then just

put it all together as a list. Not a "Dave's Top Ten Reasons" countdown list, but the collective wisdom of a number of randonneurs who have gone before.

I sent a note out to an assortment of folks with a wide range of experience in developing brevet (and permanent) routes, some old hands and some newbies. Rather than just cut and paste verbatim, I've grouped their comments in descending order of frequency. Hopefully a few nuggets will leap out at you whenever you undertake to develop a new route for your home club.

Here then are a few

things to consider before (or after) you raise your hand at the next club meeting when the RBA asks "Who wants to organize next summer's 300K brevet?"

* **Tip number 1: The controls can get in the way of a really fine route.** I heard this more frequently than anything else. The tip here is, don't assume that your favorite, most scenic, hardest climbing, beautiful back country route will make a perfect brevet. A beautiful or challenging brevet can be really degraded if it requires a control every 12 and a half kilo-

■ Continued on next page

Making Your Mark (continued)

meters. So before you get too committed to your route, check to make sure it is the shortest route between controls. If not, you are either going to have to plug in *more* controls, or change the route.

Tip Number 2: Take advantage of today's available technology in route development. There was a time, not too long ago, when 'technology' consisted of a Texaco road map, paper and pencil, and possibly a car to drive the route.

These days technology is a route maker's friend. Some of the tools most frequently mentioned were Google maps, bike route toaster, map my ride.com and Microsoft Streets and Trips. A GPS device is also very handy if you have one and know how to use it. These techno gadgets and on-line resources will help you develop a route that takes you where you want to go but avoids a new control at every turn.

Also frequently mentioned in my unscientific survey: Never underestimate the value of actually getting out on the road (preferably on a bike) to verify the route. It's a great way to find out if there is a rideable road or path where the 'dope scope' says there is. You can also find out if there is a shoulder, or road construction, or if there is a bad farm dog to be dealt with ... or not. Some of these factors may also persuade you that this is a part of the route you want to eliminate, and of course, by pre-riding the route you'll gain an appreciation for what the riders go through.

Use all the resources available to you, and know where they are. The RUSA website and certain other

Rando club Web sites have very valuable resource information to aid in developing a route. More than anything else though, there are people who are good at this, and they are willing to share their knowledge and advice. Nothing does a better job of moving you out of the scary zone than having another pair of eyes looking at your route and giving you feed back.

Tip Number 3: Think about the logistics of the event as well as the route itself. Things like adequate parking at the start and finish, a convenient place to eat, stay, or change clothes (a bathroom!) can really add to (or detract from) the success of the event.

Consider matching the route to the season or locale. If you're going to be riding along the ocean on a very tourist friendly stretch of beaches and motels, maybe it's best to run this event in late September rather than the 4th of July weekend. Check the local calendar too. If you can avoid getting mixed up in the Punkindale Zucchini Festival parade and street fair, that would be a good thing.

Tip Number 4: Keep it fun and interesting. As an experienced brevet rider, you know that scenic, interesting rides make the miles pass more easily. Consider a central or recurring theme in the ride. Covered bridges, mountain passes, or multiple ferry boat rides can add to the enjoyment. Though any randonneuring event represents a challenge to some degree, keep the first time rider in mind, and give them something (more than sore knees) to remember the experience by. On the other hand, chal-

lenging rides are fine, just be sure you practice truth in advertising. It's OK to create the knee busters heartbreak route with multiple thousands of feet of climbing, but if you do, be honest in promoting the event.

Tip Number 5: Start sooner, it ALWAYS takes longer to get it right than to plan it. I heard this repeatedly. This I know from personal experience. Even once you've done this a few times it still ALWAYS takes longer than you think. Be prepared to care! This activity takes on a life of its own. The closer you get to done, the more customized tweaks you'll want to plug in. These little 'finger prints' that will be your hallmark, and that add to the quality of the event, also add to the time demand.

Finally, every club has a

few 'classic' routes that get ridden year after year. They are just too good to leave off the calendar. Someone created those routes, and there are reasons they are so popular. There are many more great routes available to your club mates, they just have not been created yet. You could be the person who puts the next great route on the map!

Don't let lack of experience keep you from trying your hand at this. If you've ridden a season of brevets you have an appreciation for what makes a great route. As a rookie route creator said in his response: "Planning these things can be a bit of stress, but very rewarding." And really, isn't that a decent description of randonneuring generally: A bit of stress with a reward at the end?

Repairs | Derailleur Cables

A snapped derailleur cable doesn't have to be a show-stopper. These tips explain how to handle a roadside repair.

BY BYRON MORTON

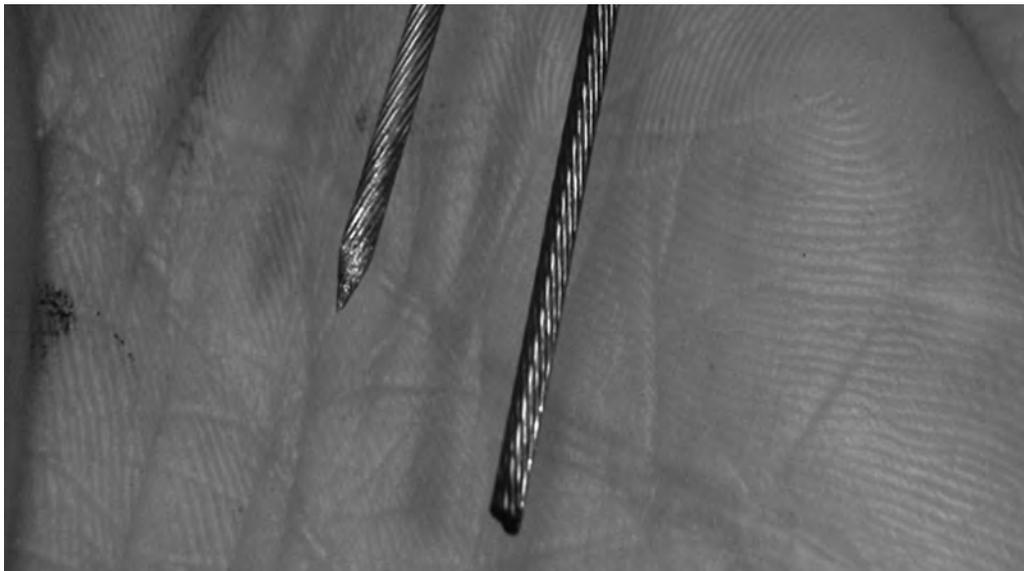
An ounce of prevention is worth a pound of cure — when it comes to critical systems like your brake and derailleur cables, nothing holds truer. A brake or derailleur cable failing on a brevet can, at its most benign, cause a DNF or worse, a crash.

Anytime you service your bike (or have your bike serviced), make sure your

without warning. Typically, individual wires in the cable will break and they'll begin to fray causing noticeable issues with shifting and braking.

Derailleur cables are also susceptible to wear inside of the shifters as they are wound up within the lever. With bar end or down tube shifters, this is less of an issue and typically much easier to spot a damaged or fraying cable. With integrated brake/shift levers, spotting

Byron Morton is an experienced randonneur and mechanic. He "wrenched" for several years at North Road Bicycles, a shop owned by PBP ancien Gilbert Anderson.



Note the finished ends of the cables. The finished ends make it much easier to feed the cable through your shifter and housing.

cables and housings are in excellent condition.

Anywhere a cable enters/exits housing or passes through a cable guide, it's susceptible to wear and fraying. When in doubt, replace.

Make sure your cables move smoothly. Cables seldom catastrophically fail

damage can be a bit more complicated. Generally, most modern integrated shifters have covers over the shift mechanism to keep it clean and protected with only a small port to insert/remove the cable through.

So what do you do when a cable fails on the road? If

you packed a spare cable in your tool kit, things are looking up for ya'.

the smallest cog or chainring, releasing the cable tension. Depending on where your cable broke, you may be able to push it back through the shifter and out of the access hole. If the cable snapped right at the head, you may need to use something small and sharp to pick the cable head out of your shifter. In a worse-case-scenario, you might not be able to get the broken old cable out of your shifter. If this is the case, see the section below for what to do if you don't have a spare cable.

Carefully feed the new cable through your shifter and housing and tighten the cable anchor bolt on your derailleur. Shift through your gears using the adjusting barrel on the derailleur (or frame) to dial in shifting.

Don't worry about trimming off the excess cable — just create a small loop, weaving the cable through the loop until you can get home and trim things up.

So you snapped a cable

You riders with down-tube or barend shifters can wipe the smug look off your face and get to replacing your cable. The rest of us with integrated levers, let's work on getting the "stump" of broken cable out of your shifter.

Click your shift lever to

■Continued on page 14

Cable Repairs (continued)

and don't have a spare with you — you packed your cell phone, right? Wait, wait, wait — don't reach for the phone yet, there are options.

With most derailleur systems, a broken derailleur cable will result in the chain moving to the smallest cog or chain ring (there are some systems that do work backwards). With a double or triple chain ring, you'll still have a 2-speed/3-speed gear range.

If the small cog is too high to be comfortable you can use the limit screws to move the derailleur up a cog or two. Use a small screwdriver to run the high limit

screw (marked with "H") in a bit (turn the screw to the right) moving your derailleur inboard towards the bigger cogs. Depending on the derailleur you're using, you may be able to move up 2 or 3 cogs making for a more reasonable gear ratio.

If you snap a front derailleur cable on a triple crank, you may be able to run the low limit screw in enough to keep the chain on your middle chainring. If the limit screw isn't long enough, you can wedge a stick into your front derailleur parallelogram to hold the cage over the middle ring.

Cable Guide: A Few Tips

- If you do your own service, invest in a good pair of bicycle-specific cable/housing cutters. Even the best hardware store cutters do a poor job of cutting housing and cables.
- Make sure the correct housing type and ferrule is used and that the ends of the housing are free of burrs. Also check to make sure cables are properly routed through cable guides — especially the guide under the bottom bracket.
- Make sure your cables are free of kinks and sharp bends — especially where they enter the housing. Anytime you disassemble a bike for packing/travel the cables are susceptible to kinking where they exit the housing.
- When you buy a new cable, the end opposite the head is typically finished (welded or soldered) in some way to keep the cable from fraying. For the best results when replacing a cable, especially on the side of the road, leave this end intact — once a cable has been trimmed, it is more susceptible to fraying and more difficult to feed through shifters and housing.



Make sure your cable housing is cut smoothly like the one on the left. The housing on the right has a burr that will cause poor shifting and abrade the cable.

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 (pages 16-17) 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, go to RUSA's Website at www.rusa.org.

RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Candidate bios are on pages 16-17. Members may vote for TWO candidates from the nominees listed below. The third position is for RBAs only. Check the box to cast your vote. You may also vote online at www.RUSA.org.

- Candidate #1: Ed Felker
- Candidate #2: Phyllis Hamilton
- Candidate #3: Greg Olmstead
- Candidate #4: Cecil Reniche-Smith
- Candidate #5: Jennifer Wise

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:
Edward Robinson
3750 N. Sam Houston Blvd.
San Benito, TX 78586

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

RUSA Board Member Candidates

ED FELKER

I have been randonneuring since 1996, primarily through brevets in the Washington, D.C. area. I have completed six 1200K randonnees, and have met many of you at brevets around the country.

I enjoy volunteering. I currently administer the RUSA R-5000 award and write a column for RUSA's American Randonneur newsletter. I volunteer for the D.C. Randonneurs

and served on its board. I maintain The Daily Randonneur blog that publishes randonneur stories and photos.

I wish to help RUSA continue its responsive governance and seek out new ways to support members and organizers. I hope you give me your vote!

Home: Washington, D.C.;
Member since 1998.



PHYLLIS HAMILTON

I have worked for National City Bank for 36 years in various roles. I have been a RUSA Member since 1999. I have been cycling since 1981 and with my husband, Don, started randonneuring on our tandem in 1997, after being inspired by other friends who were also randonneuring. We completed a full brevet series in 1998 and 1999 and followed that up with successfully

completing 2 Paris-Brest-Paris. We continued participating in the Ohio Brevet Series as both riders and event workers, again completing a full series in 2001 and 2003. In 2007 I was part of the RUSA Volunteer Team working for the ACP at Paris-Brest-Paris.

I have assisted my husband, Don, Membership Chairman for RUSA, in processing applications



since 2000. If elected to the board I will assist the organization in making prime decisions and in keeping RUSA successful.

Greg Olmstead

If elected, I intend to serve on RUSA's Board with the same skills I use to run my small business. Both roles require listening to new ideas, solving problems, finding new members, all within the constraints of a budget and within the framework of the organization's mission.

I believe in RUSA's mission and goals, and want to work towards making RUSA an even more valuable asset to its members.

Currently, I ship brevet medals as a RUSA volunteer. I've been a part of RUSA since 2006, completed 65 events from 100K to 1200K, and earned the R-5000 and R-12 awards.



RUSA Board Member Candidates

Cecil Reniche-Smith

As a relative newcomer to randonneuring, I was thrilled to be nominated for the RUSA Board. It was not until 2007 that I discovered the sport, but after my first populaire, there was no turning back. Since 2007, I have explored every aspect of the sport from a fleche

to a series to my first R-12, and, soon, my first 1200; meeting great people along the way and spreading the gospel of the brevet. If I am elected to the Board, my hope is that I can continue to introduce new riders to the sport, and to help keep the traditions alive.



JENNIFER WISE

It's an honor to be elected to the RUSA board. I'd like to be re-elected and here's what I bring to the table. As a RUSA founding member, I bring historical perspective to board discussions. As the organizer of the Boston-Montreal-Boston 1200k Grand Randonnée, I have event organizational experience. As a past President of RUSA, I understand the workings of the organiza-

tion. I bring my retail bike business experience to managing the RUSA Store. As a past President of Randonneurs Mondiaux, I maintain a unique bond with our international colleagues. I am dedicated to this organization and each of its members. I respectfully ask for your vote in this election.

—Jennifer Wise
RUSA Member #1



RBA Liaison Candidate

JOHN LEE ELLIS

The past year as RBA Liaison has only confirmed what I've experienced anecdotally for years: that our RBAs are a diverse and hard-working bunch! Both aspects are important. RUSA values the diversity of the different regions, terrains, ridership, and RBA style. And as each RBA knows, doing our job well requires a fair amount of sweat and care. The personal touch counts for a lot.

And personally, I can vouch for

another "active" season hereabouts, beset with weather challenges (wettest spring in years), new developing riders who show great promise, and ramping up first-timers to their own new high water mark, whether it's a first brevet, an SR series, or a 1200k (some of these quite early in the season for Coloradoans, an added challenge).

I would be pleased and honored to be your RBA Liaison for a second year.



Photo by Cathi Read



DOWN IN THE VALLEY—AND OVER THE HILL

Shenandoah 1200K Riders Put Their Climbing Abilities to the Test

BY VICKIE TYER

Leesburg to Harrisonburg – 225 miles – day 1

At 4:00 a.m. we headed out in a very light misty fog for Gettysburg where Abe Lincoln said, “Fourscore and seven years ago our fathers brought forth on this continent a new nation ... and that government of the people, by the people, for the people shall not perish from the

Earth.” I knew this was going to be awesome and it was. The history lesson back in time was wonderful. If only we could have spent more time there. We crossed a few mountain passes where it was like a rain forest, and we would descend and look back at the fog covered mountains and marvel at the beauty.

We crossed the Potomac River and I yelled out, “Look there, I think I see George

Washington crossing the river in his boat through the fog!” He didn’t wave back.

In Maryland we passed through the Antietam battlefield where 23,000 lost their lives. And then to the Shenandoah Valley. I fully expected some sections of the valley would be flat, some sections, well not so! It’s all hills one after another.

One time my riding companion, Sharon, yelled

out Harper Borough sign here. The mileage was right, and the cue sheet said left, but the sign was right. We headed up a sucker of a hill steeper than a couple of Cherry Pies and it was a dead end! We both agreed it was the right road. If you are going to get a few bonus miles, be sure they have some incline to them just for fun.

■Continued on next page



In contrast to last year’s event, the 2009 Shenandoah 1200K saw milder temperatures and several rain showers.

SHENANDOAH 1200K (CONTINUED)



We left the last control of the day with two friendly Canadians and enjoyed three hours of rain through the dark to arrive in Harrisonburg. Thankfully, it wasn't cold, just rain, with big climbs and sweeping descents. I was glad I had a newspaper in the drop bag for our shoes.

My mom was in Harrisonburg volunteering, where she remained all weekend. They worked her to death. She was supposed to be well-rested at the finish so she could drive us home, but she wound up not so well-rested!

We slept three hours and were off the bikes 4 hours, 15 minutes. We would later find out three hours sleep was like an eternity.

Harrisonburg to Mt. Airy – 225 miles – day 2

We didn't bother to shower, just cleaned our bottoms and put on fresh clothes, lubed the chains and we were off.

After breakfast in Deerfield, we would catch groups of riders at stops and then spread out. We rode through a beautiful forest along a river with Paul, who we would come to know as the WGR – World's Greatest Randonneur or sometimes called Basket Boy. Paul does not waste any money on fancy gadgets or equipment. Well be sure you don't judge

a book by its cover. Paul was smooth and fluid on his bike and steady as they come. I will describe his ride as a bike of many colors; you get the idea. Everyone on the East Coast seems to know and respect him. We would finish two nights with Paul and be glad he was with us.

We enjoyed a fun stop at a hunting store on this stretch. We recognized this was the closest facsimile to a convenience store we were going to see and we walked in and asked if they had guns for hunting by bike? We joked and laughed and visited with four local guys for way too long.

We fueled up in Roanoke and enjoyed a fun little hill on Ivy Street. We laughed about Miss Ivy over and over. In traffic now, cars were everywhere, zipping through a light. I looked up and yelled "GEAR DOWN!" Standing in my granny, hoping I didn't skid out on the gravel, we climbed up about 40 feet and collapsed at the stop sign to suck air and laugh our heads off. We came to have a good time! We caught our breath and started up the climb that took us to the Blue Ridge Parkway, where we rode along, but mostly up, for a long time. We met Phil and



Vickie Tyer at the Mt. Airy control

gave him water and met our tandem friends who were running out of fluids. We came to the bad road that led to Floyd that we all agreed we hated for the high traffic. A store wasn't open so we asked for water at a house and filled up. It got dark and Sharon stormed on up and over the rollers through the night toward Floyd, I stayed close to the light behind me that was Phil, where I felt a little safer.

Seven or eight of us holed up in Floyd for way too long. It was ugly. You could see folks falling apart and struggling to get back on their bikes. The volunteer told us, "Oh, the road to Mt. Airy is nothing like what you have climbed so far; it's much easier." I would repeat that over and over as we climbed up and up and up to the

Parkway again. What was she talking about? Where was she, I just wanted to slap her!!!! It was all in fun, she meant well and we were all good-natured about it, so much so that the next day I had to tell her how many times we cussed her and how that kept us awake, and we laughed again. We laughed a lot. We finally made it to the top and enjoyed the downhill to Mt. Airy. This was a downhill I didn't enjoy. My hands hurt from holding the brakes! We passed riders coming back up and we began to dread the return trip.

We pulled into Mt Airy when it was nearly dawn. I had a list of four things I needed. The volunteers, a group of local riders, were wonderful and asked what did we need? I listed: Check my air, lube my chain, check my cleat and recharge my phone. Presto: they did it all and I slept for about 45 minutes. This is where we were told not too much sleeping—get back on or you won't make the control back in Floyd. We took their advice. They were great because they were randos!

Mt Airy to Harrisonburg – 200 miles – day 3

Shortly after dawn we were going back up that climb to the Parkway again. It wasn't that bad. We went up

■ Continued on next page



SHENANDOAH 1200K (CONTINUED)

with Phil. Paul left a little before us. The return to Floyd was beautiful until we got to the bad traffic road. After Floyd we had 35 miles of that road to Roanoke, but it ended with a huge fast wonderful descent into town. We rested in Roanoke for about an hour, Sharon slept and I rested.

Then on to Buchanan we went. The last leg was 90 miles of Hwy 11 to Harrisonburg—say it quickly and it sounds fine, until you ride all night long, until you ride all night long. Our little band of weary warriors now included Sharon and myself, and Paul and Gator (who I renamed Oscar), and Mary and Tom. We lost Phil outside of Floyd. Sharon and I made a stop somewhere and rested and let the group go. Sharon was sleepy, and as we rode on I got sleepy. We caught up with Paul, who we think was just waiting for us because he is the WGR. I fell apart then, so we slept on the side of the road on some pavement somewhere, then got up and rode on, then got cold and colder. We caught Tom and Mary and Gator and they looked really bad. I said, “What happened to you guys, you were fine and we fell apart now you guys are all falling apart?” Gator had a flat. This is when the Funometer ran out. We

trudged uphill and uphill and uphill and finally crossed under the interstate where there were services!! Tom DNFed here and got a room. His wife Mary laughed later, “I just left him somewhere, I don’t even know where to come back and find him and he has no clothes and no cell phone.” At the truck stop I bought a T-shirt and tube socks and made leg warmers. Sharon wrapped plastic on herself. We got a newspaper to put under our jerseys. At some point I asked everyone whether we wanted to get a room and sleep on the floor for an hour or so. Paul said, “NO. Keep going,” so we did. Smart move, thanks Paul, WGR. I had one of those red cans of stuff and we trudged on to Harrisonburg to arrive just after daylight.

Harrisonburg to Leesburg – 120 miles – day 4

We got almost an hour of sleep! The sun was shining and this was a new day! What a glorious day to be on a bike. The Funometer was full again! And downhill, woo woo. I even got out my phone, took pictures and sent an update to Twitter from my bike! We hammered into Edinburg where we knew a big climb awaited over Edinburg Gap

through a beautiful forest. But stop! There were two new randos we had not yet met. We were instant best friends with Dave Goodwin from the DC Randos and Dave from Kentucky. This was our luckiest move, to run into Dave Goodwin from DC. He took us under his wing and showed us the way home. He did just what Dan D would do. He set the pace and led and told us about the climbs and the roads and what to expect and where to stop. We came up on Mary and Paul and Gator and about 10 other randos. We made another stop and all took off together. We stretched out in a long line and went to our last control in Front Royal. We tanked up and followed the lead Dave set for us. This is where I almost fell asleep but held it off with my MP3 player. Then it was the home-stretch and it was exhilarating to be near the finish. All we had to do was stay on the bike and pedal pedal pedal. Dave took us into



Sharon Stevens climbing Willis Gap Road near Mt. Airy, N.C.

Leesburg and the hills never let up to the very end.

The finish

The finish was a rush. We all hugged and congratulated one another and took pictures. And other riders were there to cheer for us. It was time to tell stories and eat. And boy did I eat. Mom was there, still working, checking riders in. She worked for four days non-stop and was trashed when it was time to drive home. She was a trouper. We eventually loaded our stuff,

■Continued on next page

SHENANDOAH 1200K (CONTINUED)



took our first showers, and drove 20 hours home and made it to work Tuesday morning. A few notes:

- **Wildlife:** How about a real baby bear? It was just a flash but it was real and about 30 miles from the finish. We also saw snakes, possums, muskrats, deer, rabbits and squirrels, no buzzards and no skunks and no dillos either (I guess that's a Texas thing).

- **Climbing:** The climbing has been reported from 48,850 to 52,500 so lets just say about 50K.

- **The Texas Wind:** So how did two flatlander girls from Texas climb all those hills and make it to the finish in time? The Texas wind trained us well, thank you Mother Nature.



SHENANDOAH 1200K RESULTS

First Name	Last Name	Finish
Alain	Abbate	DNF
Hamid	Akbarian	DNF
Henk	Bouhuyzen	82:24
Andy	Brenner	82:45
Stephen	Bugbee	DNF
Tim	Carroll	70:11
Wayne	Cemak	77:43
Carey	Chappelle	87:32
Martin D	Cochran	87:39
Greg	Courtney	82:25
Justin	Crawford	84:32
Phil	Creel	DNF
Paul	Donaldson	88:13
Richard C	Felton	87:32

First Name	Last Name	Finish
Ian	Flitcroft	81:50
Mary J	Florian	88:12
Thomas	Florian	DNF
Scott	Gater	87:08
Dave	Goodwin	87:39
Lary	Gabiak	DNF
Ron	Himschoot	DNF
Glenn	Himstedt	DNF
Scott	Howes	DNF
Branson	Kimball	81:50
John	Morris	87:08
Jeff	Mudrakoff	87:08
Robert	Nolte	DNF

First Name	Last Name	Finish
Henrik	Olsen	DNF
Mark W	Olsen	87:58
William M	Olsen	87:57
Jon	Pasch	70:11
John	Preston	83:44
David	Rudy	87:39
Juan	Salazar	82:45
Matt	Settle	88:38
Catherine	Shenk	82:24
Viktoriya	Shundrovslaya	DNF
Jim	Solanick	81:11
Sharon	Stevens	87:39
Michael	Sturgill	83:44
W. David	Thompson	82:45
Vickie	Tyer	87:39

IN THE BLOGS | Randonneurs Online

BY ED FELKER

The brevet season has generated many tales of adventure and inspiration. You were there, but isn't it fun to read about the ride a few days later and recall all the fun? There are some posts that simply stand out for their audaciousness.

Let's start with a favorite of this column, Mark Thomas of Seattle International Randonneurs, who filled us in on a 1000K *unsupported checkout ride* at his Mark's Rando Notes blog. Mark, Geoff Swarts and Vincent Muoneke volunteered to check out the Oregon Randonneurs' Portland-Glacier 1000K on June 19-21. Mark even posted updates to his Facebook page.

While not technically supported, the trio enjoyed plenty of help and encouragement from strangers along the way. We tend to recall the jerks who yell at us from passing pickup trucks, but in the end they are vastly outnumbered by the generous souls who slow for us, give us a ride when our bikes break down and take a minute to do something nice.

In recalling those situations on their ride, Mark gave a tip 'o the hat to our buddy caffeine. I too view the bean and cycling as inextricably interwoven. Here's how Mark put the personal "support" from the *Coffea* plant:

Regular support came from caffeine, my favorite performance enhancing drug, in its many and wondrous forms: diner coffee, Starbucks DoubleShots and Frappuccinos from convenience store refrigerators, chocolate bars, iced tea, caffeine tablets, cola nuts from Africa (courtesy of Vincent's dad), caffeinated Clif Blox, and of course, espresso wherever possible. (I couldn't, however, bring myself to

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



go for the Red Bulls that worked so well for Geoff).

RBA John Lee Ellis reminded me recently that he keeps his Colorado randonneurs up-to-date at his Colorado Brevet Series blog. As if RUSA's hard-

between 48,000 and 55,000K. No matter -- it was billy, no doubts about that! Note that I do not consider myself a climber -- I consider myself a generalist -- someone who is, in general, ok on any terrain.

So, while I was initially terrified by the sheer amount of climbing involved, I was also delighted to discover that the area affords a wonderful location for a beautiful ride -- one filled with trees -- what a concept! (the antithesis of eastern Colorado). There is even shade to ride in now and then!

You may have realized in the last American Randonneur that I have a soft spot for the Alaska Randonneurs. I look at the photos and the routes on RBA Kevin Turinsky's Alaska

Randonneurs blog and think about the vastness of Alaska and it all looks like such *authentic* randonneuring. (For a report on Kevin's recent 600K, see page 30).

It's nearly impossible to write this column without relaying something from Kevin about the challenges facing Alaska randonneurs. Check out his announcement of the

July 18 Denali Dirt Road Randonnée, a 300K jaunt he calls "The most committed brevet in Alaska." Why? Kevin's description of the ride says it all:

This is a huge, billy, remote, wilderness ride on a dirt road. There are no services. There is no support. There are wild animals, and the weather can be extreme. The only way to get out of the park is to either ride your bicycle out, or possibly get a ride on one of the camper busses...Remember, the spirit of randonneuring emphasizes self-sufficiency. If anything on your bike breaks, you gotta fix it. (Have you ever replaced a spoke, 19 hours

■ Continued on next page

Blog Roll | Blogs Listed in Stories

Mark's Rando Notes: <http://rusa64.blogspot.com/>

Colorado Brevet Series: <http://coloradobrevets.blogspot.com/>

Alaska Randonneurs: <http://alaskarandonneurs.blogspot.com/>

Utah Randonneurs: <http://blog.subrevet.org/>

The Daily Randonneur:
<http://thedailyrandonneur.wordpress.com/>

working RBA's don't already have their hands full, we have John and others (see below) who also keep the vibe strong with write-ups and photos from their events.

John recently posted Greg Courtney's ride report from the Shenandoah 1200K. Greg noted that Virginia is a little different than the Front Range of Colorado, the home turf for JLE's brevets and, in a few short weeks, his Last Chance 1200K Randonnée. Greg introduces his 1200K ride with this observation:

The estimates are still rolling in on what the total vertical is for this ride—somewhere

In the Blogs (continued)

into your ride, in the driving rain, at 40 degrees F?)

Returning to the lower 48, the Utah Randonneurs hoped that June's history as the driest month of the year would bring a respite from recent cool, rainy conditions on their June 20 Bryce Canyon 200K Brevet. After I ride a brevet in Alaska, Utah will be next on my list. Here is an excerpt from RBA Lonnie Wolf's report at his The Utah Randonneur blog:

The forecast looked pretty grim but everyone tried to stay optimistic, after all even weathermen are wrong sometimes! The forecast winds hadn't appeared yet and good progress was made towards the first control in Tropic, a little town just outside Bryce Canyon National Park. The climb up the bike path through Red Canyon was lined with flowers and along with the deep reds of the hoodoos

on each side it was quite spectacular. Once on top of the plateau we could see for miles. There were many rain squalls in the area and it looked to be only a matter of time before we got wet. But hey, if you don't ride in the rain then you don't really ride do you!

Finally, as the author of this column I'll exert a personal prerogative to steer you to the recent MG Thursday posts by randonneuse and my tandem partner Mary Gersema on The Daily Randonneur. In her weekly column she takes on the nuances of randonneuring beyond the distances, the weather, and the clock. Check out her three-part series on Socially Acceptable Bragging. Here's how a randonneur makes sure their weekend triumph is not somehow overlooked when they get to work on Monday:

1. Your coworker says hello and asks "What did you do this weekend?" This is an open invitation to brag (with some humility, of course. You must maintain the spirit of randonneuring). You may immediately state that you rode x miles over the weekend. This will usually impress your coworker.

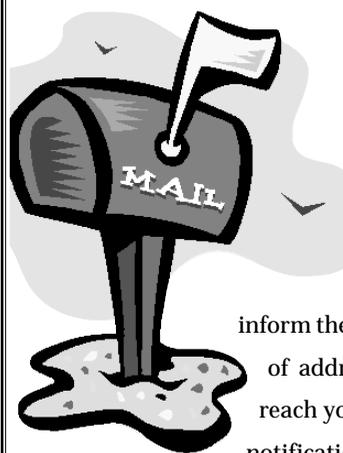
2. Your coworker says hello and asks "How was your weekend?" This question requires you to respond in such a way that your colleague will ask you a follow-up question. Do not simply answer "My weekend was good," as this is not likely to open the door for further discussion about your ride.

For example, you may say

"It was great, but my ankle is a little sore today." This is an excellent prompt for an additional question. You are almost guaranteed a "Really, why does your ankle hurt?" And then you may state that you rode x miles over the weekend. As in #1, this will usually impress your coworker.

(Note: If you choose to make a statement regarding your personal pain, make sure it is pain in a normal area. Words like "saddle sores" freak people out and they will be loathe to ask you why you have them.)

That's all for this edition of In the Blogs. Keep on riding, and keep on writing!



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.

Ask Bill | The Perfect Bike?

Ask Bill—August 2009

Dear Bill, I have a carbon racing bike that I find very comfortable on long rides. But on the brevets I often see riders on classic steel frames, complete with full fenders and a hefty front bag. Is one bike better than the other? And in your opinion, what qualities make the perfect randonneuring bike?

I don't know if any of us could agree on exactly what a "perfect randonneuring bike" would look like, but I think the qualities we would want in an excellent randonneuring bicycle would include:

- Fit/ergonomics for the long distances inherent in randonneuring (failure to find the best possible fit will eventually cause injuries).
- Predictable handling and a comfortable ride (this category also includes a very comfortable saddle).
- Excellent reliability (to avoid being stranded during a brevet).
- An effective method for carrying the lights and extra clothing randonneurs need to ride unsupported for at least 400 kms.
- Light overall weight (without compromising long-term durability).

These are the five main characteristics I think randonneurs should carefully consider when purchasing a purpose-built randonneuse. (If adapting a racing frame



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.

for randonneuring, then one should be ready to accept a substantial number of compromises.)

In addition, proper fenders and well-positioned, reliable lamp mounts are essential (but riders in dry regions will obviously not care about fenders. However, should they travel to ride brevets in regions that do see rain, then they will want a bike that accepts fenders easily.) Another thing that is highly recommended are regular wheels with 32 or 36 spokes (depending on the rider's weight.) When made by an expert wheel builder, I find the venerable Mavic Open Pro rims to be very good for randonneuring. They offer a good compromise between lightness, durability, easy tire mounting, and cost. Their box cross-section also offers a more compliant ride compared to heavier rims, or those with a more pronounced "v" shape. With 24-28mm width tires, like the excellent Michelin Pro 2 Race, hand-built Open Pro wheels are

hard to beat for good rolling resistance, acceleration, cornering, braking, and long-term durability.

I'm assuming that you are like any other randonneur and will need to carry extra layers of clothes and the other items needed during a long brevet. If not in a handlebar bag, then you have your extra stuff in a rear rack "trunk" or saddlebag? Otherwise, it will be a waste of time for us to compare the performance between a stripped-down carbon racing bike to a classic steel randonneuse fully equipped to ride for days on end. With all things being similar like components, saddle, wheels, lights, racks, bags, fenders, and whatnot, then we can narrow our discussion of the two bikes you ask about. Basically, it all boils down to the frame and fork.

Taking the various aspects of randonneuring into consideration, and how participants might adopt differing approaches when doing the same ride, no, I don't believe a classic steel

bike is automatically better than a modern carbon frame/fork, but neither is the carbon bike necessarily better either. Long experience has shown that a fine randonneuring bicycle frame and fork can be made from carbon fiber, steel, or titanium (or some combination thereof.) It is equally true that poor randonneuring bikes can be built from all these same materials—everything depends on the frame-builder's design and construction skill, combined with his or her knowledge of our sport. I think choosing your framebuilder (or factory) is as important, if not more important than pondering the material itself. Letting the builder use his or her expertise to select the material and construction method to best serve your cycling needs (and finances) is a smart way to go. Moreover, racing and its overriding emphasis on lightweight equipment casts an unhealthy shadow and too many American randonneurs obsess about finding a bike frame that weighs a few ounces less than another—even when the cost of shaving those final few ounces costs a *lot* more money. When looked at in this light, sometimes a steel frame and fork will be just fine for a lot of randonneurs. Remember, the

■Continued on page 28

Ask Bill (continued)

total difference we are talking about between two reliable 58-60 cm frames is about the same as five or six Clif bars at most—not much in the overall picture for someone riding 24 hours or longer if you ask me. (If they were sprinting to win a race, then that would be another matter.)

No matter what type of bike they get, too many randonneurs then go and load their new masterpiece with lots of extra equipment for a long brevet. A careful selection of lights, clothing layers, and miscellaneous equipment can be combined

‘To enjoy randonneuring you do not need to be equipped with the same cutting-edge carbon bike like the latest racing hero of the moment—but nor do you have to use some sort of “historic reenactment” from the 1956 Paris-Brest-Paris.’

with a lightweight steel randonneuse to end up being lighter than an over-loaded carbon or titanium model.

Anyway, given that brevets have pretty generous time limits and there is

no prize money or fame if you beat another randonneur to the finish line, the type of frame material won’t matter much so long as you are pleased with the basic characteristics as I’ve outlined above. To enjoy randonneuring you do not need to be equipped with the same cutting-edge carbon bike like the latest racing hero of the moment—but nor do you have to use some sort of “historic reenactment” from the 1956 Paris-Brest-Paris. Mainly, if you are already comfortable on your current bike for long rides, then that is a very good starting point. And if it will happily accept racks, fenders, lights, and whatnot, then you’re in business. However, too many carbon racing bikes drafted into randonneuring service are hampered by the lack of suitable rack/lamp/fender mounting points and safe fender clearances, along with too-short chainstays. For me, these types of things are “show stoppers” and can be handled better with steel frames and forks purpose-

built for long-reach brakes and brazed-on attachment points for racks and lights. Personally, I like the ride characteristics and durability of steel frames and forks—but that is just me. I also know many randonneurs are perfectly happy with carbon fiber or titanium too.

Thus, I do not believe there is any one “best” type of material, or style of bike construction that will ensure success or enjoyment in randonneuring. On a recent randonné I saw all of this demonstrated quite well. At the end of June we ran our ultra-hilly Big Basin 200k Brevet here in the Santa Cruz Mountains. It has about 13,000 feet of climbing on cruelly steep slopes and you’d think one would want the lightest possible bike. As it turns out, the first two riders arrived together and their bicycles illustrate my point well. One fellow had a racy carbon Specialized Tarmac, while the other rode a lugged steel Rivendell Rambouillet, complete with a Carradice saddlebag. With these two very different bikes, they ripped through the course at a pace that left the rest of us shaking our heads in amazement—but at the end both riders were all smiles and proud of what they had done. I think this shows that more than the machine itself, or what it is made of, it is the rider that counts most in our sport.

RBA Debate | The Case of the ‘Disappearing’ Rider

On a recent brevet, a registered rider “disappeared” from the event. The RBA later learned the rider, who was present and signed in at the ride’s start, decided he was not ready to ride. Rather than telling the RBA he was a DNS and had abandoned the event, as the cue sheet requested, the rider headed home without telling anyone associated with the ride.

This caused headaches down the route because a volunteer working the turnaround spent a couple of hours waiting for and searching for the rider. The RBA commented, “It is very difficult to convince volunteers to help out when they are inconvenienced like this simply because someone cannot pick up a phone.”

The RBA’s question to the RBA listserv: how would you deal with this situation? Following are the responses of several RBAs.

Bethany Davison **RBA, South Carolina**

Here are my ideas:

1. Mention that abandoning riders must contact you. Put that notice on your Web site or in an e-mail to riders before the ride.

2. Stress this point in the morning announcement a few minutes before the riders leave.

3. If possible, try and remember who drove what car. Crazy and impossible, but it helps me.

4. Have a form that each rider signs the morning of the

ride promising that they will call you or leave you a message, and that the phone numbers given are ones where someone can be reached.

Greg Jones **RBA, Pacific Coast** **Highway Randonneurs**

On my registration form I request the rider’s cell number. This number, along with the emergency contact phone number, goes out to all of the volunteers with the riders’ list. If someone goes missing, we at least have their cell number – not that they always pick up while riding, but you would hope that the abandoning rider would answer the phone if he or she is at or on the way home. A call to the emergency contact if he is a couple of hours past the control closing time may be in order as well.

Rob Hawks **RBA, San Francisco** **Randonneurs**

On our longer brevets, we have a day(s) of event phone contact number that is published on our route sheets and in our rider document. We also mention this number to call in case of abandon at the pre-ride meeting. We generally don’t have manned controls, but when we do, we always get an up-to-date rider roster showing all the DNS entries as well as who signed in so that the volunteers there know who to expect and who not to expect. We’ve also taken to having the lead riders make a call to the day-of-

event number to indicate they are at the last checkpoint.

After the ride, if we’ve had any DNF entries, I’ve made an effort to either phone those riders or e-mail them just to check in and let them know we wondered how things turned out. We usually know something of their circumstances when they abandon, but touching base the next day usually makes a good impression. We’ve been lucky that some riders who were running late or did not show would call the morning of the start to let us know what is going on. We’ve also been lucky in that any rider that has abandoned has made contact with us.

Bob Waddell **RBA, Ohio**

I’ve also had this happen to me on rare occasions. I would explain to the rider the situation. Make sure he understands the amount of effort your volunteers put into tracking him down. He may not be tuned into the fact that we make sure every rider gets safely back to the finish. Next year I’d use the situation to explain to everyone at the pre-ride briefing the importance of reporting in for emergencies or mid-ride DNFs. On one occasion I had the authorities out looking for a rider that got lost, was off route and didn’t make the closing time. He had also failed to check in with a volunteer at the mid-way control, so we were assuming the worst.

Like others, I have requested that all riders provide their on-bike cell phone numbers. I have also started asking everyone to register their vehicle at check-in so that I can scan the parking lot to see if their vehicle is still around. I also have not hesitated to call the emergency contact and let them know that a rider is missing. If you can catch the spouse before the rider arrives at home or calls home, he’ll not do it again.

Tom Rosenbauer **RBA, Eastern Pennsylvania**

On my Eastern PA series, I have pre-printed sign-in sheets at each control — this helps me track down “lost” riders — in the case you mentioned, I would know that the rider was somewhere between the start and the first control stop.

I encourage all my riders to carry a cell phone for emergencies — I probably would have called the rider cell phone number to try to get a status update (or leave a message to call me).

If I still could not locate the rider after being several hours overdue at a control, I would probably start calling the emergency contact numbers for that rider (as a last resort).

I can certainly sympathize with your situation — it is always very worrisome when riders are long overdue at a checkpoint — it’s easy to start imagining that the worst has happened.

Photo | Kevin Turinsky



Sam (front) and Max, just after they've crossed Isabel Pass (3,280 feet) and ridden past Rainbow Ridge (about 130K into the ride).

Ride Report | Alaska 600K: June 27-28, 2009

BY MAX HUFFMAN

The Alaska 600K, which I rode June 27-28 with my brother Sam (an Oregon rando), was such a remarkable destination ride, I wanted to recommend it before anybody's travel plans are set for next year!

Sam and I grew up in Alaska. We went there last week to visit home, to cycle through the long daylight hours, and to travel roads through the interior of the state that we had ignored when we were younger. I was not highly confident. Since I first joined the D.C. Randonneurs in 2007, longer

brevets have presented me a substantial hurdle. I rationalized that even if I quit at the second turn (see the following paragraph), it would be my strongest ever ride.

The cue sheet had six cues, occupying one quarter of a page. That makes the route sound more complicated than it was. In fact, there are two turns on the Alaska 600K. Ride Highway 4 north, take a right on Highway 2, and take a second right on Highway 1. The end comes when you reach Highway 4 again.

The Richardson Highway runs from Valdez to Fairbanks, and the ride picks

it up at Gakona Junction. For much of the 140 miles to Delta Junction, where it meets the Alaska Highway, the Richardson follows the Trans-Alaska Pipeline. The first half of that leg winds through forests of black spruce, stunted by the harsh interior Alaskan climate; perma-frost bogs; countless lakes and streams; and meadows of lupine. We rode in a near-constant, sub-40-degree drizzle. Before the first control at Paxson Lake, 56 miles in, four cars passed us.

After 75 miles the Richardson encounters the Alaska Range. Alaska Range mountains rise from close to

sea level, and mountain passes are commensurately low. Our highest point on the ride was about 3200 feet, total elevation gain a trivial 13,000 feet, and no climb involved more than about 500 feet of elevation gain. Pedaling past Summit Lake, the mountains rose with their magnificent white mantle of snow – much of it fresh that week – and the burden of countless unnamed icefields draped over their shoulders and lying across their laps. And for a wonderful 20-mile stretch, the clouds lifted and the road surface dried.

■ Continued on next page

Alaska 600K (continued)

On the descent from the pass, the wind stirred up by the mountains hit us with its full force. Pedaling hard down a 2 percent down-grade, we struggled to make 12 miles per hour. Buzz, a cyclist from Anchorage, showed his strength riding into that headwind, and soon was out of sight.

The wind let up, and we enjoyed some warmer weather on the short climbs over the next 20 miles. During this stretch Andy, riding a recumbent, passed us on a long straight-away through Fort Greely, an Army Base-cum-missile site. We arrived in Delta Junction, mile 138 on the ride, at about 4:30, and checked in with RBA Kevin Turinsky. At 5:30 we departed Delta Junction to the southeast following the sign reading “Tok” and “Canada.”

We rode this stretch with Buzz, settling into the quiet as the late afternoon turned to evening and the light traffic evaporated. This stretch of highway is mostly flat and mostly straight; the scenery uninterrupted interior Alaska taiga. Buzz flatted twice, the only two flats for the group on the entire ride. After 61 miles we reached the Dot Lake control, where Kevin and others waited. Andy was gone by the time we arrived at 9:30. The evening chill was setting in, and I was soaked through. But Tok was only 47 miles distant, and somebody had told us it was mostly downhill.

Moose come out at

night. We saw three full grown cows, one with a calf, on the next stretch of road. The sun started to emerge and pink sky appeared to the north. (Recall that at that latitude, on June 27, sunset comes sometime around midnight.) Cars were nearly non-existent. We did not move fast. By the time we hit Tanacross, 12 miles short of Tok, all three of us were sleepy. Thankfully Buzz had planned to stay the night, and had a room in Tok he was willing to share.

We were awake at 6:30. A full sit-down breakfast with Buzz was a real treat. Kevin stopped in to check on us before heading to the second-to-last control at Chistochina. Sam and I followed Buzz out of town – Andy, who had stayed in Tok as well, was already gone – and Buzz set a monster pace for the first 15 miles. Before

long, I and Sam independently decided to let Buzz go. We saw him and Andy again at Mentasta Lodge, where (once again to Sam’s chagrin) I insisted on a sit for a cup of coffee.

The last 200 kilometers on the Tok Cut-Off from Tok to Gakona Junction was the hilliest part of the loop. It was also the most dramatic scenery, though that is partly because the clouds had finally lifted and we could view the Wrangell mountains in all of their glory. (Amazingly, even with the sky clear, I could not see Russia in the distance.)

After Mentasta we flew through Nebesna (which comes at the bottom of the ride’s fastest descent) at about mile 300. I was by now riding mostly out of the saddle due to sores. We shed wet outer clothes and dried off in the sun, the temperatures

finally reaching into the 60s. We caught up to Andy and Buzz in the hills south of Nebesna, and met them again, with Kevin, at the Chistochina control. The last 33 miles is mostly a blur. We climbed the steepest hills of the ride, which were mercifully short, and followed a low plateau through thin spruce forests, then took a quick descent in a hailstorm to the town of Gakona. We found the car at 5:30, 35 ½ hours after leaving it.

The group gathered at the bar at Gakona Lodge for a beer (Alaskan Pale Ale, of course) before splitting up. Kevin is a new RBA, for the first time permitted to hold a full series, and is extraordinarily energetic. This ride will be repeated, but he talked, too, of a possible 1200K sometime in the future. If he holds it, I hope I can qualify.



Sam and Max on a quiet section of the Richardson Highway near Black Rapids.

Photo | Kevin Turinsky

Super Randonneur Medal Application

In 1952, the Audax Club Parisien created an honorific recognizing randonneurs who had completed, in the same year, the series of brevets of 200k, 300k, 400k and 600k. This honorific is called the Super Randonneur Award. Randonneurs may request a medal commemorating their accomplishment by submitting the request form shown below. This request form, filled out correctly and including verification numbers for the brevets, should be submitted with payment to RUSA, which will collect the forms and forward them to the ACP person responsible for Brevets de Randonneurs Mondiaux. The medal design is changed every Paris-Brest-Paris year.

SUPER RANDONNEUR Medal Application Form

Last Name: _____ First Name: _____ RUSA #: _____

Address: _____

City: _____ State: _____ ZIP: _____

Club: _____ ACP Code: _____
no abbreviations

	Brevet	Date	Organizer or Name of Event	* ACP Brevet Number
Brevets de Randonneurs Mondiaux	200k			
	300k			
	400K			
	600k			

*The ACP Brevet number can be found on the ACP sticker on your returned Brevet card or check the Brevet Results on the RUSA web site.

Signature : _____ Date: _____

Include medal payment of \$7.50 to Randonneurs USA. Mail to:

Nicholas Bull
RUSA Super Randonneur Award
6113 N 9th Rd
Arlington, VA 22205

Deadline for submission is October 31. Medals are sent out after year's end.

PHOTO GALLERY



Photographer | Charles Lathe

North Carolina rider Charles Lathe snapped this shot on a June 600K as riders emerged from a small forested area into the morning sun.

American Randonneur

Randonneurs USA Member Souvenir Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL	S & H
RUSA CLASSIC LOGO JERSEY	SHORT-SLEEVE TOURING JERSEY: S-M-L-XL-XXL	\$65.00				
RUSA LONG-SLEEVE JERSEY	LONG-SLEEVE RUSA JERSEY S-M-L-XL-XXL	\$75.00				
RUSA PBP 2007 JERSEY	SHORT SLEEVE JERSEY: Size XXL only	\$65.00				
SHORT SLEEVE WOOL JERSEY	MENS SIZES: L - XL - XXL WOMENS SIZES: S - M - L	\$90.00				
LONG SLEEVE WOOL JERSEY	MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$95.00				
RUSA SLEEVELESS WIND VEST	RUNS SMALL: S-M-XL-XXL	\$55.00				
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00				
RUSA T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL	\$12.00				
RUSA FLECHE T-SHIRT	WHITE SHORT SLEEVE with Black Trim: M-L-XL	\$12.00				
RUSA WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$5.00				
RUSA CYCLING SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00				
RUSA LAPEL PIN	SINGLE PIN	\$2.00				
RUSA LAPEL PINS	2-9 PINS	\$1.75				
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25				
RUSA REFLECTIVE SASH	SAYRE Sash: Yellow: Limit 2 pp	\$5.00				
RUSA REFLECTIVE ANKLE BANDS	SAYRE: Yellow Velcro: Sold in pairs: Limit: 2 pr pp	\$2.00pr				
REFLECTIVE SCOTCHLITE TAPE	9" Strip of 3M Reflective Adhesive Tape	50¢				
RUSA REFLECTIVE YIELD SIGN	YELLOW & ORANGE REFLECTIVE TRIANGLE: Limit 2 pp	\$5.00				
RUSA SOCKS	SNUG FITTING CYCLING SOCKS: S/M or L/XL	\$10.00pr				
RUSA COTTON CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$16.50				
RUSA WOOL CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$27.50				
RUSA WOOL CAP w/ EAR-FLAPS	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$31.50				
RUSA DUFFEL BAG	WHITE LIGHTWEIGHT NYLON WITH RED TRIM	\$10.00				
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00				
PBP 1999 YEARBOOK	PBP 1999 STORIES & RESULTS	\$7.00				
RUSA HANDBOOK	MEMBER RULES, REGULATIONS & ADVICE	\$6.00				
RUSA LOGO DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				
RUSA TOP TUBE DECAL	5" x 1" REMOVABLE (BLUE & WHITE LETTERING)	\$0.25				
PBP 2007 DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				

Number of Items

SHIPPING & HANDLING (USA):

\$5.00 for first item. Add \$1.00 for each additional item
(except decals, strips or under 10 pins)

To order online, visit the RUSA Store at
www.rusa.org

Subtotal

S & H

Total

NAME _____ RUSA MEMBER # _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ EMAIL _____ DATE _____

PAYMENT METHODS:

PAYPAL: www.paypal.com and send payment to souvenirs@rusa.org

CHECK: payable to Randonneurs USA; send to RUSA Souvenirs, 10 Bliss Mine Rd, Middletown, RI 02842

Questions? Email us: souvenirs@rusa.org

1 20 2009



Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal *New Member*

Name : _____ RUSA # _____

Address : _____

City : _____ State: _____ ZIP: _____

Country : _____ Tel: (_____) _____

Email: _____

Local Club : (full name) _____

Birth Date : _____ Gender (M/F): _____

Signature: _____ Date: _____

Randonneurs USA keeps personal member information private.

Membership Types and Terms: Please Check One

Individual Membership

One Year \$20.00 Two Years \$40.00 Three Years \$60.00

Foreign Membership (if residence and mailing address is outside the United States)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

Household Membership (limit two names; please add the second person's information below)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

----- Complete this section for Household Membership only -----

Name : _____ RUSA # _____

E-mail: _____

Birth Date : _____ Gender (M/F): _____

Signature _____ Date _____

Memberships are active for the calendar year. Members agree to abide by the membership policy.

If RUSA publishes a RUSA Membership Directory, may we list your name and mailing address?

Yes No

Make check payable to Randonneurs USA in US Dollars. Amount Enclosed: \$ _____

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.