

AMERICAN RANDONNEUR



VOLUME 23 • ISSUE #2 SUMMER 2020



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- A Year Riding with Friends — JOHN LEE ELLIS
- Long Brevets: Tips to Prepare and Finish Successfully — BETTY JEAN JORDAN



Pacific Atlantic Cycling Tour

www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us... 262-736-2453

notorangelo@pactour.com

Due to the uncertainty of the Covid-19 Virus our schedule of tours for the coming months can change. Check the PAC Tour website or contact our office for current plans. We have needed to cancel some current tours which we are planning to reschedule in 2021.

Canceled

Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago

May 28 to June 13 16 riding days 1,200 miles The the tour will focus on the history of building the highway and the cultural changes that happened during the past 95 years. We will stay in many original motels and eat at the popular cafes and diners on the "Mother Road".

Canceled

Andes to the Amazon in Peru

July 30 to August 8 9 days 300 cycling miles in 6 days This tour is organized by the Peruvian National Women's Cycling Team. The cycling is 80% paved roads and 20% gravel routes in the jungle. This tour travels on a boat on the Amazon for 300 miles and visits several villages.

Full- Southern Transcontinental

Mid September to early October

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

Cycling in Ghana Africa

November 5-17 13 days with travel days

This unique tour will ride a 320 mile loop of southeastern Ghana. Along the way we will meet and visit many local people of this beautiful country. Road conditions will range from good pavement to red dirt. Bikes with 35mm tires are recommended. The people of Ghana speak English. We will stay in nice hotels and eat in restaurants along the way.

Planning Ahead for 2021

PAC tour will have a full schedule of popular tours for the 2021 season including our Arizona Desert Cycling Camp during March. Many of these tours have been filling up one year in advance. We are listing these tours now so you can prepare to sign up when registration opens.

Arizona Desert Camp

Late February to Early April

This will be our 26th year of offering various tours in southern Arizona. Daily mileages average 50 to 90 miles per day.

Cycling Route 66 -Eastern States Rescheduled from 2019

Late May to early June

Amarillo to Chicago 17 days

Northern Transcontinental

Celebrating Lon and Susan's

100th Cycling Event Across America

August 32 days, 3,600 miles, 115 miles per day

This tour begins in Everett, Washington and crosses the northern states of Washington, Idaho, Montana, Wyoming, South Dakota, Minnesota, Wisconsin, Michigan, Ontario, Canada, New York, Vermont, Massachusetts before ending in Portsmouth, New Hampshire.

Andes to the Amazon in Peru

Mid October 9 days 300 cycling miles in 6 days

This tour is organized by the Peruvian National Women's Cycling Team. The cycling is 80% paved roads and 20% gravel routes in the jungle. This tour travels on a boat on the Amazon for 300 miles and visits several villages. And offers a good mix of cycling and cultural experiences.

Registration and Website updates will be available for 2021 in August 2020. Please do not sign up early or contact us for more information before then.

Check out the PAC Tour website for dates, prices, registration information and a full schedule of available tours.

www.pactour.com 262-736-2453

PAC Tour

Making good riders better since 1981



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Editor: Janice Chernelkoff

Copy Editors: Bob Olsen, Jayne Brown, Melissa Hall,
Betty Jean Jordan, Mary Gersema, and Katie Raschdorf

Data Collection: Lynne Fitzsimmons

Design: Mary Humphrey

Advertising: Jay Fichiolas

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Advertising: quadmod@gmail.com

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COVER—“Hope is being able to see that there is
a light despite all of the darkness.” —Desmond Tutu
Location: The Glen Art Theater in Glen Ellyn, Illinois

PHOTO DAWN PIECH

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President's Message

On my local, empty, bike trail in early April:
a sign of the times and some local wildlife.

—PHOTO DAVE THOMPSON



As I write this, RUSA events have been shut down. In most of the country group rides are forbidden. Our randonneuring and other cycling brethren around the world are in similar straits. It's time to focus on family, friends and community by doing what doesn't come naturally—staying apart—and by doing so, minimizing the spread of this virus. Social distancing is the new concept, the new normal.

While county and/or state rules allow many of us to ride solo, short distances close to home are either mandated or advisable. As randonneurs we are used to riding alone, after all being self-sufficient is the hallmark of our sport, but it's different when you have no choice!

In Florida, where I live, I have access to the Cape Canaveral National Wildlife Refuge and a growing number of interconnected bike paths. Florida isn't known for having the most cyclist friendly roads but my stay-at-home route, while flat and boring, is safe. Now, with many businesses closed, the roads and paths are generally empty. I can ride a 100km loop and only see

a couple of cyclists. Social distancing signs on the path are new. I keep myself amused along one part of the route watching for alligators. Occasionally one will be on the grass at the side of

the road or on the path. The two in the picture weren't exactly practicing social distancing! What you can't see are the babies that were swimming with the adults.

Shutting RUSA down was a tough decision. We all have a real passion for our sport and that came across in the email shutdown debate. Restarting could be just as difficult. However, we all have the same objectives—staying safe and healthy. I hope that by the time you read this edition of *American Randonneur*, we are all able to ride again.

—Dave Thompson
RUSA President
president@rusa.org



A selfie on the deserted bike path.

—PHOTO DAVE THOMPSON

From the Editor

My job as editor is normally simple...as long as I can convince a few friends and acquaintances to write about their riding, past or future. That's what *AR* mostly does...it celebrates our accomplishments as athletes, cyclists, and adventurers. There is some of that in this issue, but there is also mourning for what has not happened this year and thoughtful pondering over how different our lives are at present. There is wondering and worrying and efforts to be patient, persistent, positive and hopeful. In other words, this issue demonstrates some of the ways in which we are now, perhaps more than ever, randonneurs.

I hope we got it right in this issue. We could not ignore the effects of COVID-19, but there was and is more to be said and thought about. Celebrations, memories and plans still occupy space in our minds. We have a PBP report from John Kydd, and Dawn Piech has compiled a report on the first International Women's Day 100km (or less) rides organized by several regions across the U.S. as well as internationally. Dave Thompson writes about a 1200km randonnee completed in Thailand, making the ride seem almost easy despite the fact that it took place in Thailand. And Lorin Fowler optimistically offers a description of a 200km route in Maui for an event he hopes to offer in July.

Good memories also infuse John Lee Ellis's quick review of several rides with friends in 2019 as well as Kate Marshall's and Victor Urvantsev's article describing last year's New Jersey Dart. Kate and Victor encourage others to organize similar rides. Betty Jean Jordan, in a piece that offers helpful advice for the randonneur who has yet to attempt longer brevets such as the 600km, concludes with the tip that it is important to have fun, and

Escargots Volants ride the fleche virtually on April 15.

—PHOTO JANICE CHERNEKOFF

to enjoy the scenery and the company of your companions.

Randonneuring has been the kind of sport that has allowed us to set our personal goals and support others in achieving theirs. Vinnie Muoneke thinks through the ways that randonneuring has allowed him to accomplish his goals and achieve various RUSA awards. In this issue, Mike Dayton interviews George Swain who created a virtual brevet series for April and May to allow the goal-oriented to remain focused. Mike also mentions other events that are regulars on some folks' calendars such as Mary Gersema's fall Coffeeneuring Challenge and Nigel Greene's Rides of March. Randonneurs apparently are the kind of people who will create ways to remain motivated to ride and enjoy time on the bike (although some are riding entirely indoors) even during a pandemic. My fleche team, Escargots Volants, held a Zoom fleche on a Wednesday evening in April; we only rode for an hour, but it was great to be together, even if virtually.

Directly facing the pandemic, Mary Gersema and Nigel Greene look at what randonneuring has taught them that can be useful during this challenging time. Mary thinks about the strength required to be still... to stay home (or close to home) instead of exploring more distant roads. Nigel offers an invocation for the fortitude to face the changes and the unknown with courage...and as little fear as possible. Chris Newman also notes that, not surprisingly, being a randonneur equips us with a useful



skill set for dealing with a pandemic. And George Swain is clearly thinking along the same lines with his review of a book by Peter Walker titled *How Cycling Can Save the World*.

Hopefully, by the time this issue reaches your mailboxes in June, some of us will be able to safely do more rides in some parts of the country. In the meanwhile, I hope you are able to call up your randonneuring skills to help you endure through the COVID-19 crisis.

Be safe and stay healthy, please.

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

Aloha from Maui Randonneurs!

BY LORIN FOWLER, RBA MAUI

Maui's first ACP brevet is planned for July 18, as close to the summer solstice as I could get it without overlapping with one of Maui's most popular organized rides, "Cycle to the Sun," set for June 27. Our inaugural 200km brevet will have us ride around the mighty Haleakalā (a dormant volcano), mostly hugging the coast but also including a climb up to more temperate altitudes.

The ride starts and ends in the parking lot of the local restaurant, Bistro Casanova, where a table will be reserved for finishers interested in a glass of wine or bite to eat after the ride. We will roll out of urban Kahului, heading toward the small surfing town of Pā'ia. Once there, the first major climb of the day begins. This is also the start for people heading up to the summit of Haleakalā—10,023' at the very top!—but our ride will only hit the 4,100' mark. The ascent will take us through the artist cottage town

of Makawao and continue to the top of an area known as Olinda.

It's a mild climb up to Makawao, but once past there the climb gets more serious. With the gain in elevation, the temperature goes down and the route enters the Upcountry side of the island known for cattle ranching and "paniolos" (Hawaiian cowboys who trace their roots to Mexican cowboys taken to the island in the 1830s); very different than the tourist-dominated coasts!

The first control will be at the end of Olinda Road at a gate, after which

riders will begin a really big descent. Good brakes are mandatory! Riders will also need to keep an eye out for root heaves and road debris. Back down near Makawao the route turns toward Haiku, the region of Maui where lots of locals live and few tourists visit. The main road will take us through Haiku and back to Hana Highway, and after making that turn navigation becomes very easy for about eighty miles. It is about forty miles to Hana town with constant rolling hills, jungle vegetation, and majestic views of both the sea and waterfalls, all on a road that has fifty-nine bridges, many of which are one-lane. Expect rain as well in this area!

There are some opportunities for banana bread and maybe a few other foodstuffs/drinks along this portion of the ride but be prepared to keep riding until the next control at Hasegawa General Store in Hana town. Be sure to stock up here! Continuing on Hana Highway, the next section is even more remote and wild, with road conditions shifting from unpaved to just plain torn-up. Thankfully, the terrible surface conditions are only a few miles in total. Along this section you will leave the jungle behind and enter yet another climate but still enjoy super-rugged views of the coastline as you ride toward and through the tiny town of Kaupo, where famous aviator Charles Lindberg is buried. If the stars are aligned, Kaupo General Store might be open...but don't count on it!

Near the beginning of the climb up to Ulupalakua.

—PHOTO LORIN FOWLER





The road to Hana is famous for its photo worthy waterfalls, I would recommend taking a few photos of them but not all of them!

—PHOTO LORIN FOWLER



This road (above) between Hana and Kaupo sees little traffic and therefore isn't kept in the best shape.

Deep Haiku (below), very much a place where you can live in the jungle!

—PHOTOS LORIN FOWLER

As the road surface improves, the elevation profile changes to constant climbing again. Approaching the apex of this last climb, the route goes through Ulupalakua, the location of Maui's only winery, and Keokea, the penultimate control. There are a few businesses to choose from to get the brevet card signed after which there is a bit more climbing. From the intersection of Kula Highway and Kekaulike Road, the route goes downhill for the last 13 miles!

With the turn onto Pulehu Road—keep your eyes peeled as you'll be going 25-plus miles per hour so it will come up fast—it's just a few more turns back in the flat valley and I'll meet you at an outside table at the Bistro Casanova restaurant to sign your card and see if you are interested in a fine cold beverage.

My plan is to add more rides in 2021 and have a full super randonneur series by the next Paris Brest Paris in 2023. Mahalo for reading. 🚲



This Moment in Time

BY NIGEL GREENE

Can you be a randonneur when there are no brevets? Sitting here, it dawns on me that I am writing a message to an unknown future, putting my thoughts into a literary time capsule to be tossed into the turbulent waves of today's uncertainty to wash up on the shores of a future that will have blindsided the world. A future marked by a pandemic of death, illness, economic turmoil, and surreal new normals like social distancing and wearing masks in public. It is a future I cannot quite yet imagine, one unlike anything I have ever seen. But you know this already because all of that is already in the past for you.

What can I say today that will have meaning to all those who have lived through this and are looking back to something written before whatever comes next? Maybe this is a futile exercise. Maybe it helps to look back and see what we were thinking and where we once were.

As I write this, it is early April. Typically, the brevet season would be ramping up and, like many randonneurs, I would be emerging from the relative quiet of winter to once again take to the roads under my own power and explore the world in ever greater distances. This April, like many randonneurs, I find myself homebound, keeping the world at a distance, my travel limited. There are no events. The randonneuring season is suspended. Like many randonneurs, I am biding my time, focused on being

healthy today but fearful, yet hopeful, for tomorrow. This April, my rides are for mental health as well as physical health. The indoor ride on a trainer or stationary bike was once seen as a

last choice ride option but is now a welcome distraction—a reminder that I am not sick. It's a change of focus from the dire reality dominating the news. This April the world is a strange and unfamiliar place.

How can you be a randonneur when there are no brevets? Maybe it's an unanswerable question but maybe being a randonneur—or having been a randonneur—you learn that randonneuring is about more than completing brevets. For me, I learned that every big ride starts with a bit of uncertainty and honestly? With a tinge of fear. I learned to start nonetheless. I learned every big ride will have its difficulties and lighter moments so it's best to work through the difficulties and cherish the lighter moments because change is the only constant.

Park closed.
—PHOTO NIGEL GREENE





Helmet and mask.
—PHOTO JOYCE GREENE

Writing about randonneuring in the beginning of a pandemic seems utterly ridiculous, indulgent, beyond a “first world problem.” Lives are being lost, people are getting sick in ever-increasing numbers, millions of jobs have been lost, lives have been ruined, and the economy has sustained a major blow. The grim reality has me

constantly on edge and unsettlingly anxious. But this message is not about randonneuring, it’s about uncertainty, fear, working through the difficulties and cherishing the lighter moments. It’s about hoping that maybe, just

maybe, something I learned along the road will help me have the fortitude, the will, to keep moving forward and to cherish the lighter moments through all the change to come. Because change is the only constant. 🚲



Indoor training.
—PHOTO JOYCE GREENE

A Year Riding with Friends

BY JOHN LEE ELLIS

As an oft' solitary randonneur, it's a treat to ride with friends. Friends help each other get through the tough stretches, whether it's winds, climbs, heat or cold, or boring terrain. Friends are good company when you stop for a bite. Friends will helpfully stand around offering advice while you fix a puncture or repair a chain.

Some rando friends are your weekly cycling pals. Others you see only occasionally at far-flung events. Both are special.

Here are some memories of riding with friends during the 2019 season. I'm sure you have plenty of examples in your own riding!



Colorado Front Range Flèche

My friend Catherine Shenk reprised her team "Deer with Headlights" with our friend Ray Rupel, and we took in Doug McClerran from Illinois, who thought it would be interesting to ride a flèche in Colorado ... and make new friends!

We had lots of variety in our stops, including one at my house that included Catherine's home-made quiche.

Ray Rupel, Catherine Shenk, and our guest Doug McClerran at start of the Colorado Front Range Flèche.

—PHOTO JOHN LEE ELLIS



Doug and Catherine on final stretch of the Colorado Front Range Flèche.

—PHOTO JOHN LEE ELLIS

Ray, Catherine, Doug breakfasting on Catherine's homemade quiche.

—PHOTO JOHN LEE ELLIS



Mary Spence and Vinny Muoneke relaxing after the Sunshine 1200 (right).

—PHOTO JOHN LEE ELLIS

Sunshine 1200

In May, I rode the Sunshine 1200 in Florida. Jim Solanick and I ended up riding together a lot the first and second day. Jim—who has ridden dozens of 1200km's—is one of those far-flung friends you get to see every year or two here or there. The Sunshine was distinctive because we were biking through his home turf—South Florida.

I got the benefit of his time-polished technique for winding through midtown Miami and Miami Beach. Jim was a wealth of stories on features of the Intracoastal Waterway and local beaches. As night fell, he pointed out mansions of celebrities whose names were familiar. It made a long day just breeze by.

Jim Solanick gearing up for Day 2 of the Sunshine 1200 (below).

—PHOTO JOHN LEE ELLIS





RMCC contingent at PBP start—
John Mangin, Vernon Smith, Mike Turek,
Paul Foley.

—PHOTO JOHN LEE ELLIS



Tim Sullivan at the PBP start.

—PHOTO JOHN LEE ELLIS

Paris-Brest-Paris

Tim Sullivan and I were in the same start wave, so we decided to ride some together as we had PBP'15 and Colorado Last Chance in 2017. It was a great way to start PBP, bearing into the wind, passing and being passed by energetic crowds, and not talking RUSA business at all!

This PBP was particularly fun because our local Colorado/RMCC riders kept bumping into each other.

Here is the riding duo of Mike Turek and Pascal Ledru, earnestly relaxing at a café. Pascal even bought me an espresso. It was fun swooping into Fougères with them, buoyed by jokes and smart remarks.

Paul Foley and I had photo duals as we ran into each other at successive checkpoints. This one at Dreux on the home stretch was a fitting dénouement to our ride.



Mike Turek and Pascal at a
café on the way to Fougères.

—PHOTO JOHN LEE ELLIS

Paul Foley at Dreux.
 —PHOTO JOHN LEE ELLIS



Vernon Smith, Tom Ehlman,
 Oksana Kovalenko, Dustin Harding at
 Lunch Break #1 on the Dart.
 —PHOTO JOHN LEE ELLIS

JLE, Michelle Grainger, Foon Feldman,
 Mike Turek on a winter 100km.
 —PHOTO JOHN LEE ELLIS



Colorado Front Range Dart

A big challenge on these team events is to gracefully use up all that extra time, whether at an A&W restaurant for Lunch Break #1, posing in front of a sculpture display for an info control, or mysteriously encountering the other Dart team. Vernon Smith's Team Wild Cat Ptarmigans were old pros at "time management" after riding together the year before.

For part of this year, we have been constrained in our contact with friends. As randos, we've not been able to gather and share long-suffering but high-calorie randonnées with our friends. Let's look forward to many of these together moments coming our way!



Stillness

For many years, brevets have been the foundation of my springtime, and bike touring my summer escape. Building toward these experiences gives my life shape, and my free time purpose.

When life overwhelms me, I spin the pedals. My husband and I take a long tandem ride. Thoughts and worries release as miles pass beneath the wheels and I gradually uncoil.

Not this year. As I write, long rides are not an option. Brevets are canceled,

summer bike tour plans in question. My radius shrank from going as far as my legs could take me—which for randonneurs is pretty far—to staying tethered close to home.

The familiar envelops us in an eerie way. Businesses have shuttered. We see

little activity on our streets and quiet surrounds us. Every day it looks like Easter Sunday outside.

People keep their distance from each other. Those who can, work from home. Long days spent in motion have often been a balm to life's uncertainty, but they are impossible now.

The trees happily blossom, unaware of our plight. Their flowers are an invitation to frolic that we cannot accept. I ask myself why riding long means so much. What am I really giving up, when others sacrifice much more? I have my health, home, and work. Temporary stillness will result in long term public good.

But my framework for life has been altered and adjustment takes time. I practice becoming comfortable with stillness. I'm terrible at it. Afternoon sun pours in through the windows and I want to go outdoors.

Settled on my floor, I try to make sense of what is happening. The key is to not think too far ahead, I tell myself. Wait, that's brevet talk! It dawns on me that the skills I developed through randonneuring helped prepare me for some of this. We are in the early stages of a long-term event, and the cue sheet



The Anthem Marquee, Washington D.C.

—PHOTO MARY GERSEMA



is awful. We must use our practical skills to orient and guide us.

All facets of a brevet unfold in their own time. Momentary dissatisfaction wastes time and distracts from the work at hand. Bite the challenge off in pieces. Focus on the next turn, the mile ahead, the upcoming control.

Every pedal stroke we take is one less that we have to make. It sounds like a grade school saying, but this is my brevet mantra. It comforts me to repeat it when I feel like we're strung out going nowhere in the middle of a ride.

Don't forget to eat! Food is fuel, and we need it to keep us strong for big efforts. Consume what nourishes. Drink plenty of fluid and stay hydrated! Sleep as you can. Keep pedaling.

An unexpected pleasant moment may occur. It may not seem like it now,

Focus on the next turn, the mile ahead, the upcoming control.

but it's possible! Unassuming and fleeting, perfection has broken through on many a long brevet. Keep pedaling.

Look out for fellow riders. If somebody is on the side of the road, give a shout. Ask if they are okay. Maybe they're taking a break, but perhaps something has stilted their progress and you can assist somehow.

We cannot see the finish line, but it will eventually arrive. It will. We must keep pushing. We're climbing what feels like an interminable mountain, it's raining, we're cold, our quads ache,

and we wish we'd worn a different chamois. Every pedal stroke we take is one less that we have to make. We'll get there. Only this time we reach it largely through stillness, and that is proving to be its own endurance event. 🚲

International Women's Day "Together We Ride" 100K Populaire

BY DAWN M. PIECH, RUSA #10146

In the 1890's, the bicycle was a catalyst for the early women's movement. The bike offered an inexpensive and easy mode of transportation that allowed women to become self-reliant and more independent. As cycling evolved from transportation to sport, cycling clubs were born, and women's-only cycling clubs also began to appear. As women began to compete in cycling, they found themselves striving to equal the men in sport with the result that a new image of an independent and strong woman began to emerge.

Every March 8 is International Women's Day, and it was first celebrated in 1911, eight years before the 19th Amendment gave women the right to vote in the United States. It has evolved

into a day to celebrate the achievements of women, and it also serves to rally ongoing support for worldwide gender equality. I have always celebrated International Women's Day but with it



**"I am woman,
hear me roar..."**

HELEN REDDY,
SONGWRITER

falling on a Sunday in 2020, I developed the idea for a bigger party. The theme this year was "Each for Equal."

I envisioned a virtual bike ride around the world to celebrate and raise awareness for the work being done to create equality. I wanted to make people aware of the fact that in some countries, it is still illegal for women to ride a bicycle, and that the bicycle is a catalyst for women to rise out of poverty. The bike is an essential tool to bring freedom to women and girls in developing countries. It breaks down the transportation and safety barriers that have historically kept girls from accessing education, healthcare, and opportunities for employment. In my view, this International Women's Day virtual bike event could work to move the needle on gender equality, recognize work that still needed to be done, and celebrate women's accomplishments to date.

In the fall of 2019, I approached Greg Smith, my Regional Brevet Administrator for the Driftless Randonneurs, with my idea to host a

Tessie Reynolds.

—PHOTO WIKIMEDIA COMMONS



Kirsten Dennison and Dawn Piech at the Dr. Bertha Reynolds historical marker in Lone Rock, Wisconsin.

—PHOTO ROBERT BOOTH

virtual bike event to celebrate the rich history of International Women's Day. He was instantly on board. Greg helped me get the word out to all RUSA RBA's as schedules for 2020 were being finalized. Ten regions added calendared 100km populaires or WOMEN'S DAY events to their schedule: San Francisco Randonneurs (California); Rocky Mountain Cycling Club (Colorado); Indiana Randonneurs (Indiana); Minnesota Randonneurs

(Minnesota); Adirondack Ultra Cycling (New York); Willamette Randonneurs (Oregon); Pennsylvania Randonneurs (Pennsylvania); Lone Star Randonneurs (Texas); Seattle Randonneurs (Washington); Driftless Randonneurs (Wisconsin- Quad Cities-Eastern Iowa).

After the regions were committed, I hired a graphic designer (Umbrella Works) to assist in developing an official patch and brand for the event. I also hired Falls Creek Outfitters to



work with me on the production of the patch. In addition to the 100km populaire, I also added two shorter distances (15km and 30km) to be more inclusive of individuals outside of RUSA who wanted to participate. Basically, these shorter ride options would be a personal ride, completely separate from the 100km RUSA populaire. With the weather in early March being so unpredictable in many regions of the United States, I felt that three options seemed logical to give participants options.



International Women's Day pre pop.

—PHOTO TIBOR TAMES

Minnesota Randonneur Kate Ankofski introduces the three speakers.

—PHOTO NICK RICHTER

REGIONAL REPORTS

Several regions submitted short reports and photos showing what a wonderful day it was.

Driftless Randonneurs (Wisconsin, Quad Cities and Eastern Iowa)

Robert Booth

I had the privilege of riding with national ride organizer Dawn Piech as well as 3 new RUSA members on their first event. I thought, “Why a bicycle event for the 100th anniversary of the 18th amendment?” Historically it made sense because in the 1890’s the bicycle changed from the bone shaker to the diamond frame we know today. This coincided with the rise of the women’s suffrage movement. Susan B. Anthony, who was a key player in the suffrage movement in America is quoted as saying: “Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything



else in the world.” Our route passed through Lone Rock, Wisconsin, and we stopped at a historical marker to Dr. Bertha Reynolds. She overcame significant gender barriers to become one of the first female physicians in Wisconsin some 20 years before women had the right to vote. She was described as a force fiercely dedicated to her patients. In 1923 she enlisted the help of a 21-year old barnstormer—a then unknown aviator Charles Lindbergh—to fly her across the flooded Wisconsin River to her patients.

Minnesota Randonneurs

Kate Ankofski

The Minnesota Randonneurs joined forces with The Fix Studio in Minneapolis to celebrate International Women’s Day. Rather than risk typical Minnesota March riding weather, we opted for a presentation on three of the obstacles that often keep women from tackling longer distances: safety concerns, self-doubt, and family obligations. Speaking about their safety advocacy work around the Twin Cities, Risa Hustad covered the evolution of bike laws and recommended tactics we can use to feel safer on our bikes. Luci Russell started their session asking the audience to close their eyes and picture who they most admire—a meditation that concluded with the takeaway that we, too, are capable of amazing things. Sveta Vold closed the session by detailing her experiences learning to ride first in Belarus, then as a young mother in the United States, where the Minneapolis bike community helped her embrace not only a new town but a new way of life.

Our cake, and eat it too.

—PHOTO DAN DRISCOLL



Bianchi Dama team director Heather Mason at Saratoga Monument in Schuylerville, N.Y.

The monument commemorates the 100th anniversary of our first victory over the British in the Revolutionary War.

—PHOTO JOHN CECERI

Rocky Mountain Cycling Club (Colorado)

Michele Granger

It is a great honor to be a part of an organization, a club, and a community that supports women in cycling. I had a wonderful time riding with women from the Rocky Mountain Cycling Club last weekend, to honor women on the International Women's Day 100km ride. We talked, took in the beautiful views, pushed each other's physical limits, and had smiles on our faces all day. What a wonderful way to share the experiences of cycling. Not only does this event bring women together doing what they love, it also supports women in sport. I was honored to be a part of this wonderful event.

Lone Star Randonneurs (Texas)

Dan Driscoll

LSR women have a reputation for being some of the Sweetest, Toughest, most Helpful ladies in the Rando World. Since many LSR rides attract more women than men, celebrating women is a natural...we were all thrilled!!! We had 23 riders for our LSR populaire, and more than half were women, but many more did their own ride and showed up for the shindig. We can't put into words how proud we are of all our LSR women who have collectively ridden more than a million randonneuring kilometers, including more than fifty 1,200kms.... These Ladies have earned our love and respect.

Colorado Gals Celebrating.

—PHOTO MICHELE GRANGER



Adirondack Ultra Cycling (New York)

John Ceceri

The route visited two area museums that have strong ties to women. The first was the Tang Teaching Museum at Skidmore College in Saratoga Springs named for alumna Frances Young Tang

and featuring many exhibits by women artists. The second museum was the Hyde Collection in Glens Falls, NY, founded by Louis and Charlotte Hyde, with Charlotte curating more than two-thirds of the collection herself. It also features works by women, several





Colorado International Women's Day group.
— PHOTO MICHELE GRANGER

The start at Adirondack Ultra Cycling in Schuylerville, N.Y. L-R: Heather Mason, Robert Novick, Phil Pinto and Ken De Long.
— PHOTO JOHN CECERI

with ties to the suffrage movement. The ride was co-hosted by the Bianchi Dama and Heather Mason. Entry fees were waived for all female riders.

In addition to rides in the United States, the event had participants from Australia, France, India, and the United Kingdom. Harriet Fell, one of the first Americans to finish Paris-Brest-Paris in 1975, also participated!

What a wonderful day it was!
We are all connected and continue

to inspire ourselves and others to be powerful agents of change. "Together We Ride" was a day of unity as we all partnered and rode together in support of equality. The bike is a symbol of hope and solidarity.

To see photos and ride reports of the day, you can view the public FB page: <https://www.facebook.com/groups/2587066751413662/>

To see more details about this event: <https://inspyrdcyclist.wordpress.com/2020/01/28/international-womens-day-2020-together-we-ride>

NEXT YEAR

As I look ahead to 2021, I have identified four goals for growing the event:

Find Additional Sponsors to Help with Graphic Design Fees and Cost for Patches

This year, in addition to the two sponsors (Falls Creek Outfitters and J&R Cycle and Ski) and some personal contributions from fellow randonneurs, I covered the majority of the associated costs. I would like to find additional sponsors to help with the graphic design fee, and production and shipping of the patches. In the fall of 2019, I did reach out to some cycling-related organizations that I felt were aligned



with the mission of International Women's Day, but these connections did not work out for this year's event.

Be More Inclusive of Riders of All Abilities

With the goal to continue to be more inclusive of riders of all ability levels, ages and on all terrains, I may have anything over 3-5 miles count toward obtaining a finisher's patch. This would open up the event to more riders and types of riding (ie, mountain bikers, leisure riders, families). This would also allow regions to post rides greater than 100km for those who may want to host a longer distance (ie. 200km or 300km) or possibly a weekend of ride options. With International Women's Day landing on a Monday in 2021, I was also thinking to include the Saturday and Sunday prior to International Women's Day (March 6 and 7, 2021) in the event to provide more flexibility in scheduling a ride or celebratory event.

Increase RUSA Participation (or Involve More RUSA Regions)

I also hope to build a larger RUSA community of regions to participate. As RBA's are thinking of submitting their schedules this fall, I challenge each of you to think about hosting an event in 2021. It sure would be neat to light up the entire Randonneurs USA March calendar with equality rides in celebration of International Women's Day.

Increase Outreach

I would also like to increase the outreach of this event to grassroots organizations to include more advocacy groups and clubs within and outside of the US.

In conclusion, I would like to extend my gratitude to the following RBA and ride leaders for hosting an event: Greg Smith and Robert Booth; Rob Hawks and Angela Navarro; John Lee Ellis and Oksana Slobonyuk

“Emotion without action is irrelevant.”

JODY WILLIAMS,
NOBEL PEACE LAURETTE

Kovalenko; William Watts and Lydia Trott; Rob Welsh and Kate Andofsky; John Ceceri Jr; Michal Young; Andrew Mead; Dan Driscoll; Theo Roffe. I also want to thank all individuals, within and outside of RUSA, for participating in the inaugural International Women's Day “Together We Ride” bike event.

If you have comments, suggestions, or feedback on this year's event or input, sponsorship, or partnership ideas for next year, please contact me at iwdbike@gmail.com 🚲

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

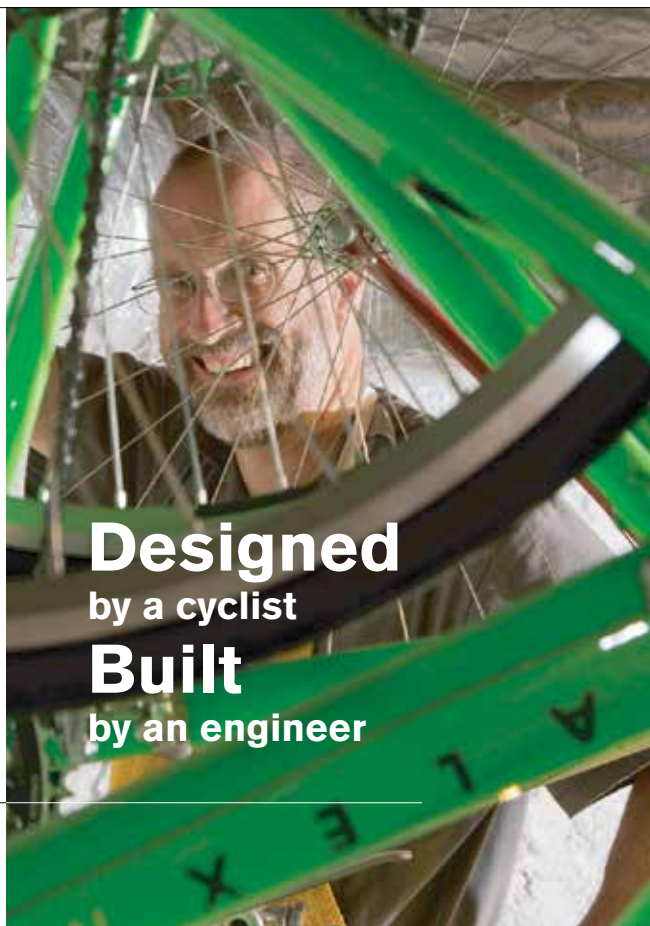
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

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The Longest Brevet

Way back at the start of the year—when all we had to worry about as randonneurs and randonneuses was the demise of our beloved permanents program—an energetic email debate evolved about what exactly makes a randonneur a randonneur. People had varying opinions, including the belief that riding a 600km was an essential requirement. Years ago the then RBA of Pennsylvania Randonneurs, Tom R., told me that his view was that a randonneur was a cyclist who could ride and finish a 200km at any time—no matter how ugly that attempt might be.

The email discussion started me thinking about the actual definition of randonneur. The explanation on the RUSA website surprised me. A randonneur/randonneuse is defined as “a male/female *allure libre* cyclist,” with *allure libre* explained as “self-paced long distance cycling.” It goes on to say that, “in randonneuring, tenacity is more celebrated than speed.” In randonneuring, “finishing the ride is everything.”

To me, a successful randonneuse is a cyclist who is determined, resourceful, and positive. She supports her fellow cyclists in a sport known for its celebration of self-reliance. She is tenacious and relishes the journey. The randonneuse can overcome myriad

challenges to cross the finish line.

I have found that long-distance cycling and the attendant tools and equipment often provide me with resources for other parts of my life. That piece of furniture requires a hex wrench? Got it (or three or four). Need a really bright light to find the dog running around in the woods? Let me just grab that headlight. Short on cash? I think I have a few bucks in my saddlebag.

Similarly, the memories of rides—especially the longer brevets—comfort me at times when I’m stressed

or unable to sleep. I can reach back and be with my friends, cycling along the back roads of Pennsylvania, New Jersey, or France. These thoughts never fail to both comfort me and inspire me to pursue new adventures.

Sadly, the “new adventure” that the entire world is experiencing now has nothing to do with cycling. At a time when training might provide physical and mental salvation, there are no series’ or 1200kms on the horizon. I find myself a bit flummoxed as to how being an active RUSA member for over a decade, a three-time PBP ancienne, and thrice a K-Hound can help me



Practicing social distancing as far as the eye can see.

—PHOTOS CHRIS NEWMAN



This may be my new riding companion.

—PHOTOS CHRIS NEWMAN

weather the terror I sometimes feel. I wonder if my business will survive, if I will bring the virus home to my elderly mother who now lives with us, and what my community, country and planet will look like when this pandemic finally, mercifully abates. I have used my *allure libre* skills in so many areas of my life. I tell myself, “If I can ride all night through the rain and cold I can certainly (insert challenge here).”

Perhaps I need to think of the pandemic lockdown as the longest brevet imaginable.

Brevets require extensive planning, which did not actually happen for this pandemic. But with two weeks in and what seems like a lifetime to go, it's not too late to start that list.

1. Make a plan and keep a schedule. The key to success is staying organized and focused on the ride.

2. As much as possible, keep a positive attitude. Realize there will be rough spots but no rough spot or hill lasts forever. This brevet does have a finish line; the catch is that the organizer keeps moving it. Learn to be okay with that.

3. There is only one control on this route, so the food had better be fabulous, varied, and plentiful.

4. Keep close tabs on your fellow riders. Everyone will be experiencing unique challenges. A kind word, goofy video, or Zoom meetup might be a lifesaver.

5. Be creative when you encounter that detour. My friend JB is organizing a virtual *flèche* and Nigel started a Facebook exercise challenge for April where anything goes—even spreading twelve yards of mulch!

6. Alcohol is served on this brevet.

Right now it's April, and hard to imagine what the *arrivée* celebration will look like. I suspect—as you are reading this at some point this summer—the champagne toasts might still be on hold. Hopefully, we will ride together again in the fall. Stay safe, be kind, wash your hands. We are all *randonneurs* now. 🚲



Thailand ISAN 2020 – 2024kms

BY DAVE THOMPSON

This was a different kind of ride for me due to the culture and distance. Early on, I thought about planning ahead, booking spots to sleep, but I really didn't know how many kilometers I'd cover in a day, and I had been assured that I'd be able to find hotels. As a backup, I knew that the ride provided sleep stops that were advertised as providing “mats.” As it turned out, there were a couple of hotels as part of the ride, one of which I used.

Traveling to Pak Chong from Bangkok on January 31, I arrived in good time, checked into my hotel, and found something to eat. Pak Chong isn't very exciting; it's a fairly busy town with lots of traffic, street food, and stores. I wandered and picked up some beer and snacks to kill time. My hotel

was right across the street from the start/finish location: very convenient.

Due to the length of the ride—2024 kilometers—the minimum speed was 10kph. That provided 202 hours to finish. Some riders had signed up for the 168-hour time limit, but there didn't seem to be much point in that

because the start time was similar and you were only opting to ride faster while receiving the same support, same number of drop bags, etc. Even though we had eight-plus days to finish the ride, there were only six drop bags, with the first drop bag being at around kilometer 350, more than I'd want to ride that first day or any day, if possible.

I hung around on February 1, sorted my drop bags, organized what I was going to carry with me, including a heavy jacket in case of rain (mistake), leg warmers (another mistake), non-cycling shorts, t-shirt, etc. Because it was the dry season, we never saw a drop of rain. The temperature never got below 60F/15C. One of the items issued with a 500 Baht deposit (about \$15) was a small domino-sized cellular device that was hooked into a tracking system. I didn't realize until later that the ride organizer actually had these manufactured to his specifications. They needed charging about every two days. Interestingly, there were never gaps in cell service, unlike the US or Canada.

Two hundred riders registered for the event, and the DNF rate was about 10%. Most of us headed out at 7:00 am that first day, and I was often in the company of other riders. The road surfaces were generally very good although both days one and two featured some sections paved with large stone that was very bumpy and hard on the hands. I finished on day



Floating hotel on the Mekong River.

— PHOTO DAVE THOMPSON

Dinner on the road—
charcoal cooker with buffet.

—PHOTO DAVE THOMPSON



seven at 4:50 pm, for a time of 153:50. I didn't realize until I finished that there was only a handful of riders ahead of me; perhaps I was number eighteen to finish.

The route was relatively flat with lots of services. The profile makes it look like all the climbing was on day six, but it was actually more equally distributed over a lot of rolling sections. A 7-Eleven was located every twenty to thirty kilometers, and there were also lots of street food stalls and small shops. Temperatures hit the mid 90's each day. The route followed the Mekong for half the ride, counter-clockwise with a slight headwind from the northeast. The balance of the ride had a slight tailwind, on average, though not so much as we worked our way back east to Pak Chong. Once we were along the Mekong, Cambodia lay

to the east; further in the ride, Laos lay across the Mekong.

I rode about 300km per day although a couple of days were a bit shorter, and I had substantial night riding on just one day. Usually, I was able to stop by 7:30 pm, and then I generally rode out around 4:00 am. That was perfect because I had several hours of cooler riding before the heat of the day. The period between 1:00 pm and 4:00 pm required many liquid refreshment stops; 7-Eleven had ice.

My plan allowed me to stop early enough for some dinner. By 8:00 pm on day one, I had 300 km under my belt and saw a motel as I came into a town. There were two ways to find motels: Google Maps and watching for signs with "24" in them, which meant registration desk times. Two nights out of the six were a bit of a scramble for

Streetside food prep always safe to eat.

—PHOTO DAVE THOMPSON





Motorcycle transport.
— PHOTO DAVE THOMPSON

food, but I always had beer. Two nights had restaurants close by. One night the clerk bundled me into his jeep, and we went into town to pick up something. Another night I used the restaurant at my accommodation.

Day six, with most of the climbing, featured two longish climbs with significant grades. The first climb was in the cool before noon, but the second

was in the heat of the afternoon and I fried. My heart rate soared with the climb in the heat. Pouring water on my head made no difference as there was no evaporation effect.

I seemed to gradually advance through the peloton, probably due to my steady approach and short stops. Stop; pour water on head; cool down with ice water; eat a California roll,

sausage, or some such thing from 7-Eleven; get back on the bike; and keep plodding. I seldom rode faster than 25 kph, but remember that 10 kph minimum; my time in the bank kept accumulating even though I had long night stops.

Overall ride organization was excellent. I'd wondered about six drop bags but with the riders so spread out, it was the only way. Volunteers were at many controls, and they were very helpful.

Impressions of Thailand in general and along the ride

Bangkok is very clean; however, out in the countryside, not so much. Outside the city, there was a lot of plastic trash along the roadway. Plastic is everywhere. I've never seen so much single-use plastic. The street food is not a concern and caused me



American Randonneur — CALL FOR SUBMISSIONS

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

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

- Ride reports
- Ride promotional articles
- Technical and gear articles
- Training, health, nutrition articles
- Collage articles incorporating tweets, facebook quotes and/or short quotes from blog posts
- Reprints of blog posts (However, original material preferred)
- Reports on non-rando long-distance/endurance events of interest to randos
- Letters to the editor
- Book reviews
- Cartoons, sketches or other humorous articles

Length of articles: articles of up to 2000 words. No minimum length requirement, but please contact editor about longer articles.

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

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

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

Paid advertising: is available. Please contact Jay Fichiolas (quadmod@gmail.com) for details.

Submission deadlines:

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

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

Clockwise route bordering Cambodia and Laos.



no stomach issues. The food is cooked in front of you, everything very clean and bagged in plastic. Water is drinkable, but five-gallon bottles of water are everywhere. Ice is safe, too. The service economy is huge. I don't think that anyone eats at home. Street food is everywhere; sidewalks are crowded with vendors: sausages, squid, veggies, fruit, noodles, rice—all clean, all safe to eat even for westerners. And it's all incredibly inexpensive. The food is generally spicy.

People are friendly, and the traffic is polite - walk out and they'll stop. In all the time in Thailand, I never heard a horn blow. It's such a contrast with North America. In Thailand they join their hands in a prayer form and bow, greet you, and wish you well.

For the most part, no one speaks any English, but somehow we managed.

Restaurants often have picture menus in Bangkok. Outside the city, not so much, but you can see the food in front of you. We pointed, waved hands, and people helped as best as they could. Money is fairly easy to manage, all in local currency. Mental math is 30 Baht per USD. Prices are unbelievable. Hotel rooms on the ride ranged between

\$10 and \$15. An ice cream bar cost 30 cents. Bangkok is more expensive, of course, running us about \$140 per night, including a huge buffet breakfast and a short order cook for omelets and so on. Tips are NOT expected, but I often left 10%.

Thailand is a delightful place to visit and a great place to ride. 🚲



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As my deadline for writing this article approached, the rapid spread of COVID-19 began to instill terror around the world and my initial plan to review a book and two short films on the Tour Divide seemed somehow trivial given the context. In searching for something a bit more relevant, I picked up a book that had been on my list for a while with a title and message of hope for the future. I may have been grabbing at straws, but at a time of general panic and helplessness, a title like *How Cycling Can Save the World* proved irresistible.

Written by *Guardian* reporter Peter Walker, this book contains a compelling argument for the many ways that cycling can help make the world a better place. The author's clear prose, careful research, and non-dogmatic approach make this book both accessible and convincing. While the title of the book may appeal more to committed cyclists than the average citizen, I was pleased to find that it was not simply some breathless polemic but rather a carefully researched, measured and highly readable narrative with broad appeal.

At the core of this book are the claims that a sedentary lifestyle is making us less healthy, while our reliance on fossil fuels has made our world less safe and our future less certain. In response, Walker argues that increases in transportation cycling could have a dramatic impact on morbidity and mortality rates in both industrialized and non-industrialized countries, while reductions in fossil fuel consumption might just turn

How Cycling Can Save the World

BY PETER WALKER

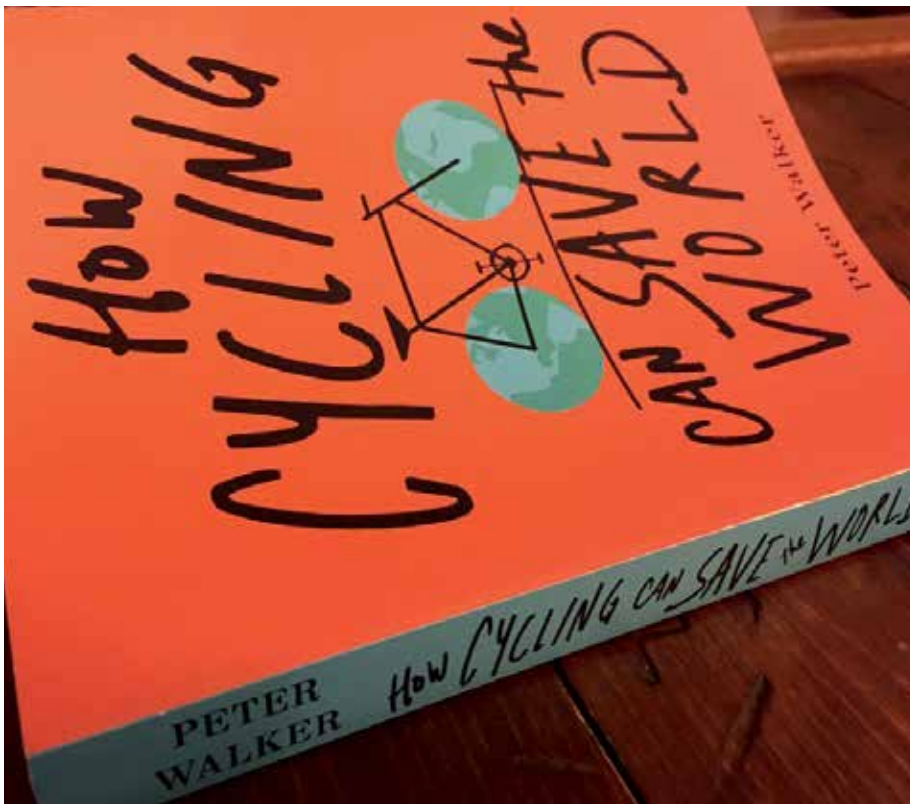
Penguin Books
2017, 271 pages

around the most devastating impacts of climate change. Research suggests that even 30-60 minutes of exercise per day has a dramatic impact on health, and anyone who has ever commuted to work by bike will tell you that this practice also generally makes one feel better both physically and spiritually. The problem is that there are substantial obstacles that prohibit bicycle commuting from becoming a more broadly accepted practice.

Walker argues that in order for transportation cycling to have a dramatic

impact, it needs to transcend the in-group of diehard enthusiasts who ride their bikes on public roads despite the hazards. Since, as Walker argues, "Cycling is a benign activity that often takes place in dangerous environments," our first job is to make our environments safer to ensure that the use of bicycles is more appealing and accessible to all. Cities that have committed to getting more cyclists onto the roads in recent years have seen great results. His research shows that there are several strategies that seem important to include, the best of which may be to separate bicycles from motorized vehicles wherever possible. Walker also argues that mandatory helmet laws are often counterproductive as they tend to reinforce the suspicion that cycling is unavoidably dangerous and reduce the number of people who ride. While he is not against riders choosing to use helmets on their own, and I certainly wear a helmet whenever I ride, Walker argues that helmets are "less road safety devices than a symptom of a road network where no cyclist can truly feel safe."

The good news is that there are plentiful examples of cities and countries that have embraced non-car-centric approaches to transportation planning that can be used as models. Holland and Denmark are the most obvious examples, of course, but cities in Japan, China, and the United States have also taken concrete steps to tip the scales in favor of health and safety. It would be easy to look at cities like Copenhagen and Amsterdam (where over 25% of all commutes are undertaken by cyclists across all age groups) and assume



they have always been this way, but as Walker points out, these cities currently have more humane traffic policies as the result of hard work and vision, and not by accident. In some cases, this work was pioneered by individuals who became passionate advocates for road safety following personal tragedies involving themselves or loved ones.

Walker identifies the persistence of what he terms “vehicular cycling,” a point of view that argues that cyclists should individually claim their rightful place in the flow of traffic, as one of the obstacles we need to overcome. He shows how this perspective privileges enthusiasts and yahoos who are largely

male and small in number over other parts of the population. While this point of view might have the impact of making an individual person safer, this old fend-for-yourself, share-the-road mentality is actually counterproductive because it reinforces the idea that to be a transportation cyclist one has to be a bit crazy or self-destructive, or both.

Walker explains that recent successes, as well as possibilities for radical future acceleration of transportation cycling, are connected to developments in technology. While he points to several early (and somewhat anarchic) examples of bike share philosophy, it was the introduction

of GPS and remote billing technologies that have made broadscale bike shares like those in London, New York, Beijing, and elsewhere possible. To design and further refine infrastructure, urban planners also currently have access to troves of data that demonstrate how riders actually navigate through space. Strava, for instance, has made its vast data set available to cities that want to make improvements based on how people actually use the streets around them rather than how they “should” use those streets. Walker also outlines how electric bikes may be used in both commercial settings and as a way to extend the typical range of bicycle commuting to those outside the urban core. There are even plans to integrate future driverless cars with existing or future bicycle networks.

Peter Walker is bullish on the potential for improvements in infrastructure to enable positive social change. Perhaps with wisdom, guidance, and a little old-fashioned pressure, politicians will realize that carefully designed, long-range infrastructure projects that prioritize human-powered vehicles over cars could stimulate the economy, make us healthier, and use resources more equitably and sustainably all at the same time. While this country has a long and profound love affair with the automobile, and the size, scale and geographic features of our nation are different from those found in small and compact countries like Denmark, Walker argues that what works in small countries is generally scalable to larger ones. It is clear that we are at an inflection point. Rates of obesity and morbidity continue to grow in the world’s richest countries, climate change predictions become increasingly bleak, and major investments may be necessary not only to improve aging infrastructure, but also to jumpstart the economy as a way out of pandemic-caused recession. It is a time for action and this book (and cycling generally) may, in fact, help save the world. 🚲

The good news is that there are plentiful examples of cities and countries that have embraced non-car-centric approaches to transportation planning that can be used as models.

Long Brevets: Tips to Prepare and Finish Successfully

BY BETTY JEAN JORDAN

You've done a 200km. Maybe you've also done a 300km or a 400km. Are you ready for a 600km or even longer? As a relative newbie to longer brevets, I'd like to share some things I've found helpful in finishing successfully.

I've approached longer distances incrementally. Following a yearlong focus on centuries, I did my first 200km in December 2013. After a few years of 200, 300, and 400kms, I set my sights on Paris-Brest-Paris (PBP) 2019, which I'm happy to report I completed successfully. My first 600km in 2016 was a big step in preparing for PBP. It

certainly wasn't easy, but I specifically remember getting off my bike after finishing that first 600km and thinking, "I can do a 1200km."

Make Up Your Mind

Logistics are crucial to completing a long brevet, but the number-one factor in determining your success is your

attitude, before and during the event. Tell yourself that you will successfully complete your long brevet in the weeks or months leading up to it. Share your plans with family and friends so they can encourage you. Yes, plan carefully and consider contingencies, but don't let the possibility of failure take root in your mind.

Mental toughness is a must-have during a long brevet. The biggest issue I struggle with is sleep deprivation. An hour or two of sleep often is enough to keep going, but it can be hard to make it to a planned sleep stop. I sing to myself or talk with my riding companions to stay awake. We tell each other silly jokes. Here's one of my favorites: Why does a chicken coop have two doors? Because if it had four doors, it would be a chicken sedan.

Also, feel free to pull off the road to a safe place, set the alarm on your phone, and take a short nap. I did this several times during PBP.

Riding companions are wonderful, but you'll likely find yourself riding solo during part of your long brevet. Get comfortable with entertaining yourself in your head. I might pick a category and think of an item in that category for every letter of the alphabet. I've also

An appropriate sign found along the way—taken on first 600K (Double Caesar).

—PHOTO BETTY JEAN JORDAN





composed haikus while riding.

On my first 600km I had to will myself through the last few hours. With 45 miles to go, I began to think about the best thing I could remember at the corresponding age. I wouldn't let myself think about negative things as I counted down the miles. I even did my best to remember things from my youngest ages: cupcakes for my 4th birthday at pre-K, learning to swim when I was 3, dressing up as a leopard for Halloween when I was 2. I really couldn't remember anything from when I was 1, but I was grateful for the people who loved and cared for me. When I considered my best memories as a whole, it helped me see what's most valuable in my life: my husband, our animals, experiences, and the things I've learned.

My rando buddy, Graham, is one of the most positive people I've ever met. He shared a great analogy that is as applicable to life in general as it is to long brevets. He said you have to keep your mind either positive or neutral. Positive isn't Pollyanna, but instead recognizing the truly good things:

feeling energetic at the beginning of the ride, appreciating beautiful weather, and so on. Neutral is acknowledging that conditions might be difficult, but you don't dwell on them, and you might even think of constructive ways to work through them. The main thing is, don't let difficult conditions drag you into a bad place mentally. On my qualifying 600km for PBP, Graham laughed when I told him, "I don't think I've had many negative thoughts on this ride, but I've spent a lot of time in neutral!"

The Pain Cave

Face it; you'll experience some physical discomfort on a long brevet. Be as proactive as possible to minimize

A bunch of goats on the roof.

—PHOTOGRAPHER UNKNOWN

the pain. Change your position on your handlebars frequently. Occasionally stand while pedaling.

Make sure you have a comfortable saddle well before your long brevet. If you have one that you like for 200 or 300kms, it should work well for longer brevets. Saddles are very specific to individuals. I rode for about 18 years before I found one that was comfortable. Until then, I assumed that pain in my nether regions was simply part of the sport that I love. Then, when I

Logistics are crucial to completing a long brevet, but the number-one factor in determining your success is your attitude, before and during the event.

happened to find a saddle that works for me (the Adamo Prologue), it was like magic. It has served me well even through PBP. Your local bike shop might let you test ride saddles to help you find the best fit for you.

Saddle fit can be more challenging for women. I won't go into detail here, but if you would like more guidance on women's saddle fit, search the Internet. Most articles on this topic reference the pioneering work of Cobb Cycling.

Additionally, beware of hot spots on the bottoms your feet. I experienced these for the first time on my first 600km about five miles from the end. I wiggled my feet and toes as much as I could and kept talking to myself: "C'mon feet! Hang in there for just a few more miles!" Later, I read up on hot spots and found several helpful tips for preventing them: move the cleats back on your cycling shoes, use shoe inserts (readily available from general sports equipment stores), and take

your shoes off at each control.

Practice riding in less-than-optimal conditions that you might encounter during your long brevet: cold, heat, wind, dark, rain, etc. Even a few short training rides in such conditions will help keep you from being taken by surprise during your actual event.

Equipment

At least a few days before your brevet, make a list of all the equipment you'll need. Inevitably, I think of additional items to add to my initial list. Consider lighting, reflective gear, clothing for various temperatures you might experience, rain gear, sunscreen, eyewear, toiletries, and charger cables. You'll also need repair equipment and food.

On 300kms and longer, I use a bag attached to a rack on my bicycle. My rando buddies laugh at my large bag, which I have affectionately named the Yogi Bear picnic basket. However, this

bag easily holds everything I need for long brevets. It even sufficed—stuffed to the gills—on PBP, and I didn't have to use a drop bag. You might try various setups to find what works for you.

Think about how you'll address lighting and recharging devices during your long brevet. I have a dynamo hub on my front wheel that powers my front light and a USB charging port. Battery powered lights, standard or rechargeable, also work well with proper planning. Test your system ahead of time to help make sure it runs smoothly during your long brevet.

Navigation

Don't discount the importance of good navigation in successfully completing a long brevet. I never blindly upload a gpx file to my bike computer. Instead, I recreate the route turn by turn in a cycling app and then upload that file to my bike computer. This gets me familiar with the route

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Savor the scenery, enjoy the companionship of your fellow randonneurs, and stop to read an interesting historical marker.

beforehand and helps me maintain my bearings during a ride. Besides, I love maps! I also carry a cue sheet as backup, but I rarely refer to it.

Nutrition

Although I have no formal training in nutrition, I'll share what works for me. I try to eat a moderate amount about every hour and a half. It might be an energy bar, some fruit, nuts, or a sandwich. I prefer to eat mostly "real" food and try to keep it fairly nutritious. An occasional candy bar tastes good and is calorie dense, but I don't feel

well if I try to subsist on only processed convenience store food.

Protein is important in addition to carbohydrates and fats. Some of my favorite protein-rich foods to carry in my Yogi Bear picnic basket are hard boiled eggs and sandwiches (pb & j, turkey, or cheese). Also, I'm rather infamous among the Audax Atlanta club for eating sardines during rides.

Your body can absorb only so many calories per hour; therefore, you'll be facing a calorie deficit fairly early in your ride. It's important to eat regularly to minimize that deficit and sustain

your energy level. Remember to stay hydrated, too.

One Last Tip

If you're feeling overwhelmed by all these things to consider for your long brevet, remember perhaps the most important thing of all: have fun! Savor the scenery, enjoy the companionship of your fellow randonneurs, and stop to read an interesting historical marker. Embrace the unexpected yet memorable parts of your ride, like having to wade across a creek because a bridge is out.

You can even plan for extra fun. One of our Georgia routes is only about a mile from Goats on the Roof, a store that literally has goats on the roof! On one ride, I convinced my companions to ride the extra couple of out-and-back miles. With the small pieces of fake fur and tape I was carrying, we were ready for the special photo op. Preparation paid off! 🚲

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Deep DNF: PBP 2019

BY JOHN KYDD

How to draft an epitaph? My ride is over but not finished. After making it to Brest and crossing the beautiful bay with a bit of time to spare, I had soup and set out on the return. My thoughts were of the kindness of the locals all along the route and at all hours, offering water and snacks while dispensing encouragement: “Allez, allez!” and “Bonne route” with cowbells by day and quiet clapping at night so as not to disturb the neighbors.

The start of the route out of Brest was like most of the ride, a series of undulating hills. Soon I was in the flow again, but after a few miles out, my chain shifted off inside the front crank. This happens from time to time and can be corrected by a back pedal or stopping to put the chain back on. I back pedaled and the chain jammed between sprocket and frame and no amount of tugging or reverse pedaling would release it. I'd never encountered this before. The odd thing about a disaster is how it creeps up, waiting to be realized.

I felt certain I could fix it. I've had hundreds of chain jams and cleared them but this one seemed to have a mind of its own, marrying itself between crank and frame. Pulling failed. Putting my full weight on the chain failed. Forcing the crank either way did not move it and simply ground it deeper into place. I thought of breaking the

chain elsewhere but realized that this would reduce my leverage. The only remedy was extracting the entire crank and my careful overload of tools did not include a crank extractor. A big hex was not enough for this crank.

Hope doesn't die gracefully; it flailed until I realized that I needed to run my bike miles back to Brest to find a mechanic to fix it. All the comfy downhills on the way in were now torments on the way back. Running

uphill in cleats on concrete was not a Nike experience. What I had biked in an hour now became many hours, and the time I had in the bank was spent and then deeply overdrawn. Logic be damned I told myself; I'm not done yet.

Arriving in Brest again, the harried mechanic was busy with the needs of others. No one to blame. The man was kind though and when my turn came, he was surprised that he could not lever the chain free with any tool and agreed that the only way to fix it was to remove the crank.

Leaving Brest, a second time I knew I was many hours behind my cut off time. I could not find a single soul early in the alphabet of my group. I was now four or five letters behind. So, I set my hopes on the miracle of making up lots of hours of time, pushing far past my normal pace.

The roadside was littered with bikers lying dazed in the grass. On the way out I felt badly for them. Now I was beginning to feel a foreboding kinship

John Kydd at the start line
(in blue and white jersey).

—PHOTO SHAB MEMARBASHI



Above Brest.
—PHOTO JOHN KYDD



with them. Setting my dwindling hopes on the next control, I made it but shaved off only an hour and a half of my deficit. Sitting down I told myself to plot the hours and somehow find a way. I struggled to add up the hours. Adding danced with addled: I had pushed far too hard. My mind would rally itself to make sense by stringing together a few coherent thoughts only to collapse in an embarrassed heap and then try again a few minutes later. Tired muscles cramp. Tired minds can't reason. I truly could not add. Failing to pass that sobriety test, I used my phone and calculated that this delay would make me have to go far faster on my way back than I did on my way out. Never was a calculator sum more ugly. I couldn't believe I was angry with my phone, but hope was not dying gracefully.

I could not deny the math and none of my fantasies of recuperative time travel bore fruit. I felt like the nervous knight in Bergman's *The Seventh Seal*, trying to slow down the chess game to gain a few more hours of life.

A tired mind makes odd associations and I set upon making lemonade from the lemon: if I had to fail, I resolved to do a damn good job of it. Wandering more deeply into this realm of cognitive sputtering, it felt oddly human to fail at so many levels. Given how much of life is spent worrying about avoiding failure and seeking success, realizing such a full-fledged failure in the flesh felt like an achievement, or better said, an *embodiment* of failure. This failure had a body even greater than the body of success. This was immense: a body of dread, of overwhelm, of infirmity, of loss. This is a body that knows, but cannot face, its limited time here until it joins the earth that sustained it.

Success gathers others. Defeat does the opposite. I was sentenced to my separate cubicle of shame like the pods

in *The Matrix* where none knew they had thousands of neighbors sharing the same isolation and powerlessness.

This failure was born in disbelief, rode on through anger and sadness and parked far short of acceptance. I told myself that this was just the death of a dream and that unlike the knight, I had a life to return to. But now there was no finish line, no beers to be hoisted in happiness and no hard-earned sense of satisfaction followed by a long well-deserved sleep.

When I could finally think clearly, I stopped blaming my chain and entered the community of the fallen: the non-finishers. There were many at Carhaix in far worse shape than I; hard-training folk with thousand-yard stares. I lent my phone to a few who needed to call spouses to say they would not make it. Helping healed some of the sting.

I noted an odd beauty to those who did not finish. Stubbled jaws streaked with salt and eyes rimmed red with effort, they were too tired for pretense. This was an honest community of the utterly spent.

Some stared in silence. Others were angry and adamant that they would "never do this again." The best for me were those who just told their stories. Stories of bent rims, crashes, horrible leg cramps and guts in full rebellion. There was shame and regret

for not having trained harder, despair at the infidelity of their bodies and for some, a dark determination to return in four years and "finish the damn ride."

From their jerseys I noted riders from Russia, Japan, Italy, Germany, Belgium, Australia and Greece. The more stories we shared, the more life returned: isolated and alone rode into suffering together. Each had given their all.

When our extended table broke up, there were no hugs. Slim smiles were punctuated with a few handshakes and shoulder slaps as we wandered off.

For all the wonders of the road, this DNF showed me the wonder of riders who had the courage to fully face failure.

Wandering out into the night, the word epitaph came to mind and I recalled that it translated as "over a tomb." That was the feeling: a grief deeper than any success I could remember. TV images of losing teams and disconsolate Olympians played in my mind and I realized I no longer just felt for them, I felt *with* them. Something in me grew. I was now riding with everyone: DNFs and finishers. I wanted to know their DNF stories as much, or maybe more, than the stories of those who finished. My riding was now bigger, sadder and strangely happier and that was the gift of my deep DNF. 🚲

Interview with George Swain: The Virtual Brevet Series

What a bummer. All of RUSA's spring rides had to be called off because of the Coronavirus pandemic. We didn't fault RUSA one bit. There was no question that board members had done the right thing by canceling the rides on the schedule.

RUSA members were disappointed. They'd been looking forward to a series of long, challenging brevets. They were rested and ready to hang out with their cycling buddies. I am sure they could almost taste the sweet camaraderie of riding together hour after joyous hour. In a flash, the promise of all that riding disappeared.

A bummer indeed, until New York randonneur George Swain came up with an idea. George found out that

RUSA had cancelled the 200km he'd planned to ride on March 28. George missed the challenge and structure of RUSA's brevets, so he decided to do something about it. He dreamed up a way that all his rando friends could pursue a new series.

George put together an abbreviated series—50km, 100km, 150km and 200km—then revived an online Facebook group, the Hudson Valley Randonneurs, so that riders could log

their rides (either indoor or outdoor under the circumstances) and also share about their experiences.

George announced his idea on Facebook and other Internet communities. Dozens of randonneurs, still hungry for a little riding structure, quickly signed up. In no time flat, the Virtual Brevet Series was off and running. The season began on March 28, the date of George's canceled 200km, and was scheduled to wrap up on May 31.

I completed the first 50km of George's series and then caught up with him virtually for a Q&A about his new online adventure.

A little background first: how long have you been riding distance events?

I have been riding as a randonneur since 2007. I started my love affair with long distance cycling back in 1998. I got into century riding then found my way into the deep dark hole of randonneuring in 2007.

(Laughter.) We are glad to have you.

Thank you.

Let's switch gears to the group you've formed.

The Hudson Valley Randonneurs. We don't actually exist. We are just a

George Swain's bike on one of his Hudson Valley routes in New York.

—PHOTO GEORGE SWAIN



The author took this photo after riding a 50K as part of George Swain's Virtual Brevet Series.

—PHOTO MIKE DAYTON

loose-knit group of local riders and folks who love to ride long distances in New York's Hudson Valley. We don't have a brevet season. However, I've hosted permanents in this area since the very beginning of the permanents program. I set up the Hudson Valley Randonneurs on Facebook as a way to stay connected with people in this area. I also used it to connect with people who would come to ride permanents.

I'm not an RBA, although I've thought about being one. I've wondered whether we should establish a region here. But we're about two hours from four or five series. Setting up a region just didn't seem like it was all that necessary. Plus, it's a helluva lot of work to be an RBA.

Then I started hearing about all these cancellations going on because of the Coronavirus. I'm in full support of the RUSA Board's decision about that, but I'm also sympathetic to the disappointment that people had as a result. We were missing the community and all the social benefits. We are also missing the structure that a season provides.

I work in education and I've spent the last three weeks helping schools convert their programs to online learning programs. It occurred to me: why don't we use online tools to create an environment where people could do their own rides in their own way, and just share with each other. It's asynchronously social because while you're not doing it at the same time, you're doing it with people who care about you and can give you a pat on the back.

What is the name of your group?

The virtual region is the Hudson Valley Randonneurs. The current challenge is called the Virtual Brevet Series.



What are the rules?

This series is just like a regular series. You have to complete four events. The distances are all dialed down because in these times it's hard to get out and do a full long ride. I also wanted to be mindful of safety and the restrictions people might have in their area to be off the roads. I created a series consisting of a 50km, a 100km, a 150km and a 200km. You can do the events indoors or outdoors.

Do you need any proof that the event has been completed?

Nope. We are going on the honor system. Riders are encouraged to post online about their rides to get the excitement going and to share the social benefit of it. But it's not a requirement. I'm not going to go back and double-check the submissions. However, I will ask riders at the end

to provide a summary ride report—something like, “These are the rides, these are the distances, and this is what I've completed.”

We will have awards. One is the V-SR Award of the four distances. The other awards are volume awards. There's the V-50 for people who ride eight 50kms, the V-100 for people who ride six 100kms. You have the V-200 for people who ride four 200kms.

Here's our most important question—will we get certificates?

[Laughing] Absolutely! There will be certificates of completion. And there may be more bling to come. I'm working on that.

How much of a headache will this be for you? Will you need help from volunteers?

It's not a bit of a headache. And no,



Selfie.
—PHOTO GEORGE SWAIN

Is there any fee?

No cost to join, it's all free. If I do put awards together to mail, I may ask for postage reimbursement.

I want to credit the people that have come before me. The Coffeeneuring Challenge that Mary Gersema and Ed Felker put together was really an inspiration to me. (Editor's note: see <https://chasingmailboxes.com/>.) I've participated in that every year and it makes Octobers a lot of fun. And I was also inspired by Nigel Greene who started a Facebook group to encourage spring training each March, and that has recently expanded. (Editor's note: search "Spring Forward Challenge Yourself to Keep Active in April.") Those two virtual cycling events inspired me to create this one.

I don't need any help except spreading the word. I tried to create something that would not be too labor-intensive. Instead, it's a labor of love and I got a big boost the first weekend watching everybody's results and photographs as they showed up.

Have you thought about getting RUSA involved in any way?

Not necessarily. I know RUSA has been dealing with some insurance issues regarding the permanents program. I serve on a couple of boards myself, and I want to be very clear that this is not a RUSA program. That's because I do not want RUSA to bear any liability. This is my own virtual creation.

How many riders currently participate?

There were about 130 people in our Facebook group before I started this. As of today (March 30), there are

over 200 people. So about 70 people joined just this weekend. I suspect there will be quite a few. There are people all around the world and all around the country messaging me on Facebook about joining.

How can riders join?

People just need to navigate over on Facebook to Hudson Valley Randonneurs. I also set up an online forum that people can use. I also have a blog and I'll probably put a post there, too. This should not be an exclusive Facebook thing because a lot of people are not on there.

What do you want riders to take away from this experience?

What I do hear from people is how grateful they are for the community and the structure. That is what has always been so valuable to me about randonneuring in general and RUSA in particular. I meet people on rides, and we connect, and we often keep that connection going despite not seeing each other very often.

It's nice that in a crisis like this we can find tools that allow us to be creative and find a way to share the sport we love, to keep fit, to find structure and community.

Ed Felker and Mary Gersema inspired Swain with their coffeeneuring rides.

—PHOTO TAKEN BY A PASSER BY



Many of our readers will remember that you were hit by a motorist a few years ago. Did that event in any way make you consider giving up cycling or retiring from our sport?

It did not. It happened in the summer of 2010 while I was training for PBP in 2011. I was on the Endless Mountains 1000km when it happened. I was doing that in anticipation of PBP the following year. I was doing a 1000km both for the training benefit and the early preregistration training slot. I wanted to maximize my chances for a PBP entry. That was the first year that we were starting to get nervous about whether we'd get in because of the volume of riders.

Then the accident happened. I was still holding out hope that I was going to be able to ride. I was thinking, maybe I can still clip in at Paris next year. But after the painkillers wore off and I figured out I had broken 28 bones, I came to realize it was going to be a slower return to cycling than I thought. I did cycle the following year, and I completed a brevet, but it was a 200km, not anywhere near a 1200.

But this never caused me to think about ending cycling or randonneuring. I just thought it was stretching out the runway a bit. I knew it was going to take a little longer to get back, but randonneuring always remained a part of my return strategy. Randonneuring was actually very grounding for me and provided great structure. I used the events to get back in shape. I hoped there was the light at the end of the tunnel that would let me come back to these events again.

One final question: your bike of preference?

I have two Independent Fabrication bikes that were custom-built to my specifications. They're both steel. I love 'em both. 🚲

SIDE BAR

George Swain launched his Virtual Brevet Series as a healthy substitute for the brevets that were cancelled this spring. But George's series is not the only creative spin on cycling that has ties to randonneuring.

Mary Gersema, who often rides brevets with her husband Ed Felker, hosts two cycling-based groups, coffeeneuring and errandoneuring. The names of each are derived from the French word "randonnee."

Here's how Mary describes them:

Coffeeneuring

Started in 2011, Coffeeneuring is a relaxed, yet rules-based, cycling challenge where bike riders everywhere are invited to ride their bikes to seven cups of coffee (or tea, hot chocolate, etc.) at seven different coffee locales over a period of seven weekends. Coffeeneuring was inspired by an idea from Joe Platzner, and the Coffeeneuring Challenge began as an antidote to the long randonneuring rides of spring and summer.

Errandonee

The Errandonee is a winter challenge designed to appreciate the active transportation we often do, but seldom celebrate. Ride, walk, run, and get things done! The short version of the Errandonee is: Complete 12 errands in 12 consecutive days, and ride or run a total of 30 miles. Errandonee is a hybrid of "errands" and the French word "randonnee." String 12 errands into one long ride (or run, or walk) interrupted by sleep and other diversions, and you have an Errandonee. It's that simple!

For more information, visit Mary's website:
<https://chasingmailboxes.com/category/coffeeneuring/>

Meantime, randonneur Nigel Greene set up a Facebook Group, **Spring Forward**, to keep riders active despite their downtime. Here's how Nigel described it:

Spring Forward is a month-long personal activity challenge to give us a shared motivation to keep moving toward the goal of healthy self-care. Studies prove that 30-60 minutes of daily exercise can help keep us fit, boost immunity, and ease stressed minds.

The challenge started April 1. Participants accumulate 30 days of 30 or 60 minutes of exercise.

The challenge is an offshoot of the Rides of March [Editor's note: another exercise group started by Nigel]. The Rides of March began as a way to transition from Winter to Spring and get base miles in for the rando season. It turned out to be a great support group for all levels of cyclists.

Covid 19 hit the U.S. hard in March. The challenge became a way to manage and relieve the stress from the rapidly changing times. That grew into Spring Forward.

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
13717	Vinson-Richey, Egl	Birmingham	AL	13818	Quick, Dan	San Francisco	CA	13704	Wick, Robert L.	Amherst	MA
13748	Foster, Aaron John	Peoria	AZ	13836	Semergiu, Monica Ioana	San Francisco	CA	13763	Tritschler, Michael	Cambridge	MA
13754	Williams, Robert W	Phoenix	AZ	13790	Smoot, Karyn	San Francisco	CA	13864	Lippe, Nancy W	Concord	MA
13753	Williams, Susan	Phoenix	AZ	13801	Tan, Adrianna	San Francisco	CA	13865	Lippe, Paul M	Concord	MA
13851	Schiffhauer, Chris Hunt	Scottsdale	AZ	13739	Bautista, Don Alexis L	San Jose	CA	13856	Giefer, Renae J	Easthampton	MA
13725	Beaton I, Charley	Tucson	AZ	13814	von Sneidern, Andreas	San Jose	CA	13826	Pitcher, Jefferson Dean	Florence	MA
13741	Gallus, Caleb	Tucson	AZ	13730	Enrile, Rica	San Leandro	CA	13846	Dias, Lauricio	Framingham	MA
13868	Roth, Max	Tucson	AZ	13743	Alcazar, Lidia K	Santa Rosa	CA	13859	Madrigal, Darwin	Holden	MA
13777	Hohman, Reilly A	Arcata	CA	13746	Grudzien, Nicholas	Santa Rosa	CA	13797	Priante-Fitts, Liam	Marlborough	MA
13822	Currier, Hayley	Berkeley	CA	13750	Schrock, Douglas R	Santa Rosa	CA	13873	Warby, Andrew	Quincy	MA
13683	Kysenko, Volodymyr	Campbell	CA	13742	Hankins, Markus	San Francisco	CA	13841	Johannessen, Cory Matthew	Roslindale	MA
13723	Tran, Vinh	Canoga Park	CA	13736	Garner, Patrick Jay	Vacaville	CA	13852	Mendoza, Juan E	Sterling	MA
13756	Nathan, Terry	Davis	CA	13825	Lamendola, Dianne	Walnut Creek	CA	13853	Mendoza, Kelly A	Sterling	MA
13751	Chase, Jordan R	El Cerrito	CA	13807	Samaan, Collin	West sac	CA	13840	Philipp, Thomas	Westfield	MA
13752	Ennis, Katherine K	El Cerrito	CA	13734	Seno, Kazuki	Aurora	CO	13843	Lopes, Paulo	Worcester	MA
13860	Kato, V	El Cerrito	CA	13844	Casey, Aaron	Boulder	CO	13735	Schenck, Jean M	Charlotte Hall	MD
13731	Rowden, Bob	Folsom	CA	13709	Firmschild, John Lennon	Highlands Ranch	CO	13693	Pietrowski, David Olsen	Brunswick	ME
13727	Wagner, Doug L	Glen Ellen	CA	13848	Fischer, Dominic J	East Berlin	CT	13854	Wilson, Wilson	Gray	ME
13681	Chukwu, Onyemachi	Inglewood	CA	13849	Fischer, Robert	East Berlin	CT	13866	Kalaj, Kristina	Detroit	MI
13738	Crane, Jeff	Lodi	CA	13850	Fischer, Silas E	East Berlin	CT	13835	Cunningham, Christopher	Holly	MI
13766	Gonzalez, Judy	Loomis	CA	13792	Welesky, Bruce E	Enfield	CT	13696	Russo, Thomas J.	Shelby	MI
13800	Haslem, Andrew Stephen	Los Altos	CA	13867	Macaluso, Christopher S.	New Haven	CT	13758	Craig, Russell	West Bloomfield	MI
13857	McKinley, Sky G	McKinleyville	CA	13828	Berescik IV, Andrew G	Trumbull	CT	13759	Anderson, Steve L	Cambridge	MN
13788	Yessenov, Kuat	Mountain View	CA	13803	Gavalis, Paul	West Hartford	CT	13700	Nelson, Chuck	Champlin	MN
13729	Flores, Gilberto	Napa	CA	13781	Young, Chris R	Wethersfield	CT	13824	Holden, Mike	Cottage Grove	MN
13876	Bernier, Joel Vincent	Oakland	CA	13774	Aladdin, Meena M	Washington	DC	13780	Stoltz, Robert P	Edina	MN
13732	Bezrutczyk, Jen S	Oakland	CA	13688	Spratt, Courtney Anne	Ponte Vedra	FL	13764	Shriver, Kevin C	Minneapolis	MN
13809	Christiansen, Chas	Oakland	CA	13784	Fry, Charlie J	Ponte Vedra Beach	FL	13716	Stephens, Charles	St Paul	MN
13701	Martin, Sean E	Oakland	CA	13711	Garrell, Claudia M	Wellington	FL	13779	Bradley, Peggy	Riverside	MO
13812	Schuyler, Tamara	Oakland	CA	13830	Browne, Barry	Dublin	IE	13838	Cramer, Samuel	Gardiner	MT
13804	Ullmer-Strempke, Elke R.	Oakland	CA	13724	Milner, M D	Trim County	IE	13839	Roberts, Kimberlee	Gardiner	MT
13771	Zorn, Kelsey C	Oakland	CA	13823	Bertsch, Greg S	Chicago	IL	13782	Macklin Jr, David R	Missoula	MT
13747	Dunnebeck, Julie	Redwood Valley	CA	13862	Brosilow, Michael	Chicago	IL	13744	Brewer, Jimmy	Raleigh	NC
13745	Cruz, Alonso U	Richmond	CA	13810	Carl, Ken	Chicago	IL	13791	Gordon, Irvin D	Contoocook	NH
13765	Gade, Robert G	Rocklin	CA	13821	Ramsey, Bryan Keith	Norris City	IL	13827	Macholdt, Peter	Hopewell	NJ
13794	Cannon, Brandon	Sacramento	CA	13878	Zutz, Heather	Wheaton	IL	13861	Reynoso, Kilbert	Laurence Harbor	NJ
13772	Rose, Sam	Sacramento	CA	13834	Frank, Daniel A	Bloomington	IN	13720	Larino, Dan	Neshanic station	NJ
13740	Soliman, K L	San Bruno	CA	13863	Raman, Suresh Babu	Fishers	IN	13787	Monegro, R	Woodbridge	NJ
13692	Al-Shabibi, Ali	San Francisco	CA	13722	Mozawa, Toshiyuki	Greencastle	IN	13877	Huang, Andy	Albuquerque	NM
13755	Alton, Jennifer	San Francisco	CA	13714	Lofgren, Lisa S	Greenwood	IN	13773	Smith, B A	Ballston Spa	NY
13718	Donofrio, Michael	San Francisco	CA	13713	Lofgren, Rick	Greenwood	IN	13760	Green, Tommy	Brooklyn	NY
13749	Feeney, Erin	San Francisco	CA	13799	Stevens, Krysten	Lafayette	IN	13708	Lindberg, Carl Anton	Brooklyn	NY
13778	Goldstein, Jessica	San Francisco	CA	13728	Flick, Shockley	Noblesville	IN	13707	Lippe, Amy Pitkin	Brooklyn	NY
13757	Heflin, Jeramie	San Francisco	CA	13737	Van Denburg IV, Joseph K	Terre Haute	IN	13786	Schpero, J J	Brooklyn	NY
13684	Leep, Tommy	San Francisco	CA	13682	Tachikawa, Kazuaki	Tokyo	JP	13811	DiPasquale, Brian	Galway	NY
13721	Lucero, Michael	San Francisco	CA	13795	Eggers, Christopher J	Olathe	KS	13837	Gray, David	New York	NY
13819	Murphy, Joan Dillan	San Francisco	CA	13769	Welch, Billy	Ottawa	KS	13798	Mccallum, Arthur	New York	NY

RUSA#	NAME	CITY	STATE
13842	Powell, Miles McLeod	New York	NY
13691	Feczko, Chris K	Sunnyside	NY
13808	Lyle, J D	Hillsboro	OH
13762	O'Shea, Patrick J	University Heights	OH
13761	O'Shea, Robert S	University Heights	OH
13770	McKenney, David M	Youngstown	OH
13874	Wolfe, Scott W	Bend	OR
13858	Purvis III, Matt	Eugene	OR
13710	Harris, Clint	Hood River	OR
13869	Stringer Jr, Kenny D	Medford	OR
13689	Berk, Colton B	Portland	OR
13775	Hughes, Tom C	Portland	OR
13695	Kemmerer, Laurie	Portland	OR
13697	McCanles, Kurt	Portland	OR
13719	Paric, Michael	Portland	OR
13687	Sittner, Brian William	Portland	OR
13698	Stekhuizen, Christopher	Portland	OR
13685	Handrich, Benjamin James	Salem	OR
13686	Handrich, Trish Marie	Salem	OR

RUSA#	NAME	CITY	STATE
13829	Moser, Darryl	Barto	PA
13796	Kugel, Louis John	Lancaster	PA
13702	Barankay, Ulrike	Philadelphia	PA
13815	Bauer, Daniel	Philadelphia	PA
13833	Carroll, Jason	Philadelphia	PA
13802	Detweiler, Brendan	Philadelphia	PA
13875	Drust, William	Philadelphia	PA
13813	Edmonds, Allison	Philadelphia	PA
13726	Goldberg, Lily Anna	Philadelphia	PA
13785	Hall, Anne	Philadelphia	PA
13793	Harman, Matthew P	Philadelphia	PA
13832	Kearney, Brian	Philadelphia	PA
13776	Lang, Greg	Philadelphia	PA
13806	Mules, Andrea	Philadelphia	PA
13733	Mullen III, Theo	Philadelphia	PA
13705	Scanlon, Kathleen	Philadelphia	PA
13768	Shertzer, Ello	Philadelphia	PA
13805	Wilpizeski, Gary	Philadelphia	PA
13715	Kasperek, David A	Pittsburgh	PA

RUSA#	NAME	CITY	STATE
13690	Lemaire, Michel	Lachine	QC
13767	Gibbons, Julian	Camden	TN
13694	Belcher Jr, John	Cookeville	TN
13831	Oliver, Johnathan Alexander	Abilene	TX
13872	Basu, Niladri	Dallas	TX
13820	McIntosh, Joanne	Dallas	TX
13789	Oakley, Nick R	Houston	TX
13712	Re Fraschini, Marco	Houston	TX
13855	Hess, Todd	Cedar City	UT
13871	Adams, J Russell	Arlington	VA
13870	Snyder, Elizabeth A	Arlington	VA
13699	Armstrong, Jasmine	Montpelier	VT
13816	Salser, Mark A	Lake Stevens	WA
13706	Keating, John Patrick	Longview	WA
13845	Imrie Eldersveld, Kathleen	Seattle	WA
13783	Roys, Eric	Evansville	WI
13703	Coppola, Daniel Thomas	Madison	WI
13817	Dennison, Kirsten	Madison	WI
13847	Bittner, James J	Wauwatosa	WI



SPECIAL CALL

September issue of AR

Let us know how you've handled the beginning of the randonneuring season with stay-at-home and social distancing orders. Tell us about your virtual and actual adventures. What new realizations, what new talents, what new roads, what new ways to enjoy rides, have revealed themselves to you?

Please think about writing something

250 to 1500 words and photos, lots of photos.

Send contributions to editor@rusa.org by June 25. Looking forward to reading and featuring your work in the fall issue.

John and Ann Jurczynski on the Happy Flat 100km.

—PHOTO JOHN JURCZYNSKI

Awards, Souvenirs and Aspirations

“Because our sport is non-competitive, RUSA does not have special trophies for those who rode the most kilometers or who climbed the most hills. Nor do we have categories for age, gender, type of machine, etc. Our awards are earned simply by finishing events within their time limits. Participation and determination are the two essential things needed to earn randonneuring honors.”

These are the words that RUSA uses to outline its philosophy of awards, and while it’s true that we do not have a winner of the “non race,” these awards do reflect distances covered and hills climbed.

My randonneur friend insists that they are souvenirs and not awards as you must purchase the bling. However, for a lot of riders the awards are inspirational and drive participation and perseverance. Aspirations are

personal and particular, but these mile-markers are tangible, measurable, and comparable.

The awards document distance, the basic tenet of an audax event, as well as climbing, which modern technology

has made easier to measure. They also document our local, national, and international geographic experiences in addition to our ability to be a team player and to successfully complete a wide variety of events. Some of the awards insist that the effort is repeatable year-round and may even entail traveling to gentler climes or threading the needle in areas where the weather is not so clement. Though they all require a degree of physical fitness, only one of the awards takes into consideration your speed of completion of the event.

Recent issues with the RUSA permanent program have created serious problems with the awards programs, made evident in the bulletin boards and emails. Proponents of various awards have raced to find solutions, and though the permanents are currently shut down, organizers increasingly put on RUSA brevets, allowing enthusiasts to maintain mileage and R12 and P12 eligibility. Then the virus came.

As I am writing, much of the nation is in shutdown, and most if not all RUSA rides are cancelled. International travel is seriously curbed, and those outside the country have been asked to shelter in place until they can return safely. Is there a light at the end of the tunnel? Many would think



International Super Randonneur patches.

— PHOTO VINNIE MUONEKE



Randonneur 10000 Award (left and below), the culmination of 4 years of riding.

—PHOTOS VINNIE MUONEKE



2019 K Hound Award (left).

American Randonneur Challenge 2019.



that we have bigger problems at this time. This is true, but some optimists have called for a temporary pause in perennial awards, thereby excusing gaps in the sequence because of events beyond riders' control. The idea is good, but I believe the adjudication may be complicated. Perhaps it is simpler for everyone to start all over again. Almost all the other awards require distance; the values of the 1000km, 3000km and 5000km medals went up as the Dow fell. Ironically, the current norm of social distancing is more permanent than brevet friendly.

Perhaps this is a call for RUSA to review all these programs although it is difficult to foresee how a post-COVID19 world will shake out. Will we be able to restart a permanent program? Will the world of brevets as we have known it still exist? Riders on Facebook are planning and executing virtual rides, and though I do not yet own or understand Zwift or Peloton, I will start to play with my Wahoo trainer that has been a garage queen since I bought it a year ago. Can one achieve

virtual camaraderie? I believe so.

Personally, these award programs have been motivational in my brevet riding career. I have had only one coach, which I called "Coach Permanent" although maybe there was a "Coach Hill," too, but they are not mutually exclusive. Things change and have changed. We have to face up to these challenges and find ways, perhaps different ways, to keep motivated and share them with our peers and those after us. 🚲

Arrow & Fleche: Reluctant Randos Brave the Night

BY KATE MARSHALL WITH VICTOR URVANTSEV

Like an archer's arrow flying toward its target, the concept of the RUSA Arrow and ACP Fleche team rides come to us from across the ocean, rooted in French tradition. Let's time travel back a hundred years or so, to deepen our understanding.

Imagine you're living in Lyon, France. It's dreary and depressing, so you decide to go to the beach for the weekend. You're lucky enough to have work in a factory, and your passion is cycling. So, you gather your friends, load up your bags, and head off first thing in the morning to ride 370km to Marseilles. Of course, you take the most direct route, but it still takes you a full twenty-four hours pretty much non-stop to get there. But that's okay, because you can sack out on the beach and relax until it's time to ride home

again tomorrow. The Arrow is something like that, but without the beach.

Now, in general, Victor and I do not enjoy riding at night, so these events were not on our playlist. However, I am a trinket lover and the RUSA Cup, the best trinket of all, requires a Fleche. Since this is a team event, we gathered a team of four friends, gave ourselves a catchy name, Sins of the Fleche, and planned the route. While the rules for these rides suggest a point-to-point course, they also allow for a loop, which is logistically far less complicated, so

that's what we did. Because of the rule that you cannot stay at any rest stop for more than two hours, we attempted to ride fast enough to get in most of our miles in the daylight. We were on the tandem, so we pulled everyone around for 360+km (which nobody complained about), but we had to drag folks out of early controls after ten to fifteen minutes, which did draw some complaints. During the night, we took full, two-hour nap stops. This may or may not have broken the rule about "observing local customs and decorum at all times," but we were civil about it. We finished in good time, getting to the penultimate, 22-hour control for a sumptuous meal, and then rode the last 25km for a clean finish.

A couple of years later, one of our Fleche team members who was still speaking to us suggested we join him for an Arrow. The Arrow rules are similar to the Fleche rules in many ways. Because it was just the three of us, we rode single bikes to stay within the rules. Unlike the Fleche, which can only be offered once in April, the Arrow can be offered any time and this one was scheduled for late summer. Our RBA had also organized the ride as a fundraiser, so that was an added motivator. Still, there was the issue of night riding. You see, early 20th-century French randonneurs were more likely to see stray cattle than



A scene from Pete's Bike Shop.

—PHOTO KATE MARSHALL

motorized vehicles on the road. Now, night riders are likely to get beer cans thrown at them from passing cars by hoodlums out for a night of wilding. However, because the rules of the Arrow do not stipulate how long you can be at a rest stop, we designed a route to feature a night-time rest and recovery, complete with shower, and (gasp) a fresh set of cycling clothes to wear for the morning's celebratory control at The Princetonian Diner.

We still had to adhere to the minimal distance and other rules, of course, and so the choice of terrain was the familiar New Jersey Pine Barrens region. This area, being virtually flat, makes for fast riding, which leaves time for a hotel sleepover. Assuming, of course, that everything goes as planned.

We arrived in the parking lot at Pete's Bike and Fitness at 10:00am, with very little fanfare. Like the Fleche, the Arrow is a 24-hour ride with a common finishing point. While other teams chose a more arrow-like route, starting at other locations, our official ride start was just a block away, making logistics simple (you may see a pattern here). In this way we could loop back to Pete's for the finishers' party the next day. The weather forecast was for rain



to start in the afternoon and continue through the night. For the time being, however, the sun was peeking through wispy clouds. The section between Flemington and the Delaware river was rolling but pleasantly so, with wide shoulders and careful drivers in no particular hurry to get anywhere. We rode quiet farm lanes side by side, chatting and enjoying the ride.

Kate, somewhere on the ride.

—PHOTO VICTOR URVANTSEV

The final gathering at Pete's Bike Shop—
Kate turning to smile.

—PHOTOGRAPHER UNKNOWN



More scenes from Pete's Bike Shop.

—PHOTO KATE MARSHALL



Down towards the Delaware river, the scenery changed from farms to riverside vacation homes, and the traffic thickened so we rode more cautiously. The route turned inland at Washington Crossing. It was here that George Washington crossed the river with a small army and staged a casualty-free attack on a British force stationed nearby, forcing them to surrender and boosting rebels' morale. Riding through well-manicured outer suburbs of Trenton, the skies began darkening, foretelling the rain to come. Before long, we were at the first control where we spent a solid fifteen minutes rebooting with delicious Wawa cuisine.

As we got further into the ride, traffic thinned and the scenery changed from suburbs to the lush greenery of parks, wildlife refuges and farm fields. We tried to cover ground quickly knowing that soon the rain would slow us down. Around mile seventy, a turn that was a road on Google Maps turned out to be an old farm lane overgrown with brush. A quick look at the map showed a couple of other options nearby. We made a turn, but that road changed into a gravel double track. Comments were made about Victor's proclivity for finding dirt on a ride whether you wanted it or not. Still, it was an unexpected break from the monotony, and a few rear-tire-skids in the sand later, we were back on pavement.



Just as we got on the road after another fifteen-minute Wawa stop, the rain began. It started as a gentle pattering of drops on our faces, so light it makes you question whether you really felt it at all. But, against our hopes, it grew bolder. This was a true east coast summer rain—warm, wet and relentless. We knew from experience that once fully soaked, a randonneur can comfortably ride in this weather for hours. So we put our heads down and applied ourselves to forward movement.

Not two hours later, Bill's Lower Bank Tavern opened its hospitable doors to these wet but grinning cyclists, as it has many times before. Bill is a randonneur himself, and the tavern has been a feature on many events. We took our time here, with a heavenly

combination of coffee, sweet potato fries, and dessert to lift our spirits. The rain paused, and we headed out watching the fog rising off a nearby lake.

Half an hour later, we turned on NJ-206, a major road with a large shoulder, and the skies opened for good. This was a proper deluge, with big warm raindrops that would make



The group at the Princeton Diner.

—PHOTO JOE KRATOVIL

We knew from experience that once fully soaked, a randonneur can comfortably ride in this weather for hours. So we put our heads down and applied ourselves to forward movement.

any premium showerhead proud. The next rest stop was a small country store chosen only because it was where the route makes a 90-degree turn, and rules require a control. We got out of there fast. Sundown would come soon, and rain made for slower riding.


With sixty miles to go, the world narrowed to the light beam in front, the ebb and flow of rain, the gusts of wind, gentle at first but getting stronger. Each passing car was an opportunity to practice staying calm. We were getting to the hotel later than expected but being anxious wasn't going to help. The riding now meant just going with the flow, one pedal stroke at a time.

One last Wawa stop with twelve or so miles to go to the hotel, and the rain dwindled to an occasional shower. It was almost midnight. As we got outside again, the wind picked up and there were small branches and leaves all over

the road, but those last miles to the hotel were on deserted back country lanes with very few cars. In seemingly no time, we arrived at the Days Inn where we enjoyed clean sheets, hot showers, and some five hours of blissful sleep.

We woke up as daylight was just starting to paint the edges of clouds in the east. We ate some leftovers from last night's Wawa stop before heading out in our fresh, clean clothes! If there was an award for best smelling rando at the penultimate diner control, we'd definitely be in the running. Unfortunately, by the time we got there around 8:00am, the other riders were nearly done and ready to head out, as they had been riding through the night. With 25km to the finish we figured we had time to enjoy some hot coffee and a proper breakfast before heading out, but we were disappointed to miss the camaraderie.

No fear, because we were headed for a second, even bigger party at the finish. We caught up to some riders just before the end of ride and we all got a full police escort for the last couple of blocks to Pete's where Binnacle House (the program we were raising money for) had set up a huge welcome feast.

In retrospect, both rides were full of adventure, spawned epic tales, and formed valued friendships and memories. If you are not interested in riding a 24-hour event, there is a shorter version of the Arrow, called the Dart; and there is a little sister to the Fleche called the Traces. However, if you do want to ride the longer events, take it from us, it's so much better to sleep in a bed for a few hours than on a chair at a QuickCheck. Go for the Arrow. 

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.

Update your address online at:

www.rusa.org/cgi-bin/memberaddresschange_GF.pl

...and to renew your RUSA membership!

Memberships run from January through December.

Renew online at:

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



RUSA Awards

ACP Randonneur 10000

In 2011, the Audax Club Parisien created the Randonneur 10000 award to recognize finishing ACP and Randonneurs Mondiaux events totaling at least 10000km within a six-year period. To qualify for this award, the randonneur must complete:

- two full series of ACP brevets (200, 300, 400, 600, and 1000km) [longer brevets cannot be substituted for shorter ones];
- a Paris-Brest-Paris randonnée;
- another 1200km randonnée homologated by Les Randonneurs Mondiaux;
- a Flèche Vélocio, or other ACP-sanctioned flèche;
- a Super Randonnee 600, homologated by the Audax Club Parisien, ridden in the Randonneur division; and
- additional ACP and/or RM events to bring the total distance up to at least 10000 km..

The events used to apply for the Randonneur 5000 can be used to apply for the Randonneur 10000.

See the ACP Randonneur 10000 Rules for details.

Application process and period: Send your request form by email by October 15 to the ACP representative.

NAME	CLUB	YEAR
Budvytis, Gintautas	San Francisco Randonneurs	2014
Banks, Debra (F)	San Francisco Randonneurs	2014
Haggerty, Tom	San Francisco Randonneurs	2014
Thomas, Mark	Seattle International Randonneurs	2014
Dayton, Michael	North Carolina Bicycle Club	2015
Thompson, W David	Central Florida Randonneurs	2015
Prince, Gary	Seattle International Randonneurs	2015
Migden, Douglas	Seattle International Randonneurs	2015
Driscoll, Dan	Lone Star Randonneurs	2015

Boltz, H Edward	Audax Atlanta	2015
Larsen, Eric	San Francisco Randonneurs	2015
Newberry, Jeff	Hill Country Randonneurs	2015
Lawrence, Joel	North Carolina Bicycle Club	2015
Pearch, John	Seattle International Randonneurs	2015
Huber, Kerin (F)	Pacific Coast Highway Randonneurs	2015
Uz, Metin	San Francisco Randonneurs	2015
Blacker, Dewey	Seattle International Randonneurs	2015
Muoneke, Vincent	Seattle International Randonneurs	2015
Fischer, William	Big Horn Velo	2015
Adams, Charles	West Texas Randonneurs	2016
Ende, John	Randonneurs USA	2016
Roffe, Théodore	Seattle International Randonneurs	2016
Phillips, Calista (F)	DC Randonneurs	2016
Driscoll, Dan	Lone Star Randonneurs	2016
Goursolle, Kitty (F)	San Francisco Randonneurs	2017
Smith, Kelly	DC Randonneurs	2017
Burke, Brian P	Audax Atlanta	2018
Mangin, L John	Rocky Mountain Cycling Club	2018
Foley, Paul A	Rocky Mountain Cycling Club	2018
Nguyen, Thai	Seattle International Randonneurs	2018
Driscoll, Dan	Lone Star Randonneurs	2019
Kimball, Hugh	Seattle International Randonneurs	2019
Martin, Charlie	San Francisco Randonneurs	2019
Muoneke, Vincent	Seattle International Randonneurs	2019
Newberry, Jeff	Hill Country Randonneurs	2019
Pratt, Christopher	Houston Randonneurs	2019
Slocum, Christopher	New Jersey Randonneurs	2019
Tulloh, Rob	Hill Country Randonneurs	2019
Uz, Metin	San Francisco Randonneurs	2019

RUSA Awards

R-12 Award Recipients

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

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar 200km or longer.
- Foreign ACP-sanctioned brevets and team events and RM-sanctioned events of 1200km or longer, provided that these non-US events account for no more than 6 of the 12 counting months.
- RUSA permanents 200km or longer.

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Adams, Chip [12]	Severna Park, MD	3/31/20
Carlson, Drew [7]	Sacramento, CA	3/15/20
Dennin, Mark W [8]	Cooper City, FL	2/24/20
Driscoll, Dan [16]	Arlington, TX	2/9/20
Edwards, Joe [5]	Glenwood, IA	2/12/20
Ehlman II, Thomas N [5]	Rochester, MN	3/28/20
Haggerty, Tom [9]	San Francisco, CA	3/19/20
Haley, Joshua J [3]	Oviedo, FL	2/12/20
Krishnamoorthy, Narayan [10]	Kirkland, WA	3/10/20
Maglieri, Christopher [7]	Weatogue, CT	2/16/20
Midura, Lawrence A [7]	East Syracuse, NY	4/2/20
Olsen, William [13]	Califon, NJ	2/16/20
Sammons, Jeff [13]	Brentwood, TN	2/21/20
Shopland, Ian [12]	Olympia, WA	3/7/20
Slocum, Christopher C. [6]	Toms River, NJ	3/16/20
Stern, Phillip W	Winchester, MA	4/3/20
Theriault, Michael [3]	San Francisco, CA	4/5/20
Turek, Michael Gerald [4]	Longmont, CO	2/12/20
Wright, Pamela (F) [14]	Fort Worth, TX	3/17/20

P-12 Recipients

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

Events that count toward the P-12 Award are:

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

NAME	CITY, STATE	APPROVED
Ishihara, Mitch [5]	Issaquah, WA	3/15/20
Midura, Lawrence A [2]	East Syracuse, NY	3/1/20
Nagel, Peter [5]	Georgetown, TX	2/5/20

Ultra R-12 Award

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

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

RUSA congratulates the riders who earned and applied for the Ultra R-12 award.

NAME	CITY, STATE	APPROVED
Krishnamoorthy, Narayan	Kirkland, WA	3/10/20

RUSA Awards

ACP Randonneur 5000

In 1961, the Audax Club Parisien created the Randonneur 5000 award to recognize finishing ACP and Randonneurs Mondiaux events totaling at least 5000km within a four-year period.

To qualify, the randonneur must complete:

- A full series of ACP brevets (200, 300, 400, 600, and 1000km) [longer brevets cannot be substituted for shorter ones];
- A Paris-Brest-Paris randonnée;
- A Flèche Vélocio, or other ACP-sanctioned flèche (your team of at least three bicycles must finish officially); and
- additional ACP and/or RM events to bring the total distance up to at least 5000 km.

The qualifying events must be completed within a four-year period, beginning on the date of the first qualifying event.

RUSA extends its congratulations to the US riders who have received this special award.

NAME	CITY, STATE	APPROVED
Dawe, Nick D	Austin, TX	3/31/20
Dorobek, Russell [2]	Austin, TX	3/31/20
Driscoll, Dan [6]	Arlington, TX	3/31/20
Gumprecht, Amy (F)	Greenfield, MA	3/31/20
Haley, Joshua J	Oviedo, FL	3/31/20
Klaassen, Spencer [2]	Saint Joseph, MO	3/31/20
Lawrence, Joel [2]	High Point, NC	3/31/20
Martin, Charlie A	Sunnyvale, CA	3/31/20
Merritt, Greg [2]	Berkeley, CA	3/31/20
Newberry, Jeff [3]	Austin, TX	3/31/20
Nichols, Eric M [2]	Newfields, NH	3/31/20
Pratt, Chris	Houston, TX	3/31/20
Ross, Roy M	Mountain View, CA	3/31/20
Thomas, Mark [6]	Kirkland, WA	3/31/20
Thompson, W David [3]	New Smyrna Beach, FL	3/31/20
Uz, Metin [2]	Palo Alto, CA	3/31/20

Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons. Non-US ACP and RM brevets can be used provided that these non-US events account for no more than 50% of the rides counted towards this award.

RUSA congratulates the riders who earned and applied for the Ultra Randonneur Award.

NAME	CITY, STATE	APPROVED
Bennett, Don	Palo Alto, CA	2/6/20

RUSA Cup Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Nguyen, John D [2]	Seattle, WA	2/26/20

RUSA Awards

RUSA American Explorer Award

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

This is an ongoing achievement program that recognizes continued exploration of additional states and territories.

Award criteria:

- Rides must be of the following types:
 - ACP brevets and flèches;
 - RUSA brevets, populaires, arrows and darts;
 - RUSA permanents and permanent populaires;

- RUSA sanctioned Super Randonnée permanents;
- 1200km events held in the United States after 1998.
- Routes must pass through or be contained within any of the 50 states of the United States, the District of Columbia, and U.S. territories (Puerto Rico, Guam, American Samoa, ...). Multiple states/territories can be achieved on a single ride.
- There is no time limit to earn this award.

Recognition

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

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Maytorena, Hector Enrique	San Diego, CA	6	16	2/11/20

Mondial Award

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

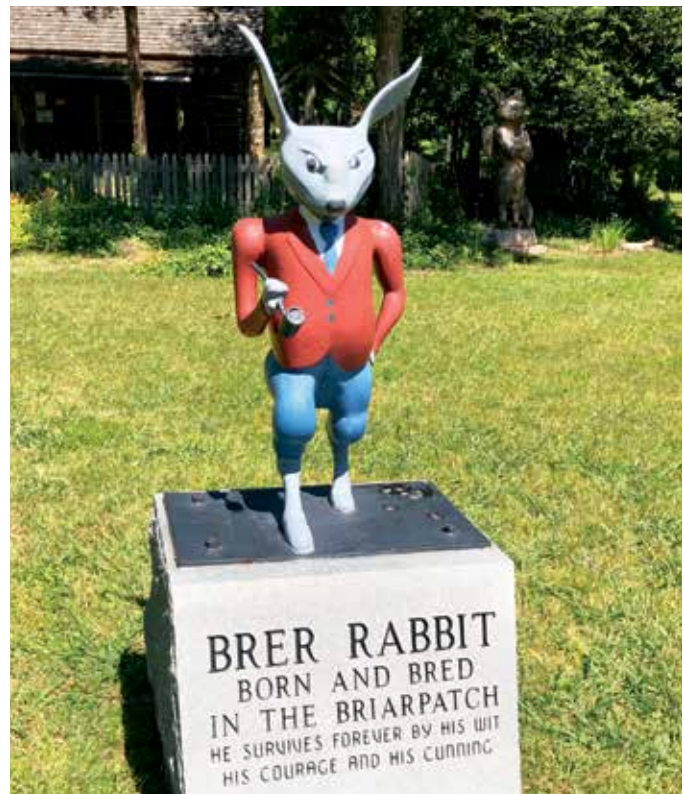
The name “Mondial” comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

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

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

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Driscoll, Dan [6]	Arlington, TX	3/1/20



Brer Rabbit statue at the Uncle Remus Museum in Eatonton, GA (Please, not the briar patch!).

— PHOTO BETTY JEAN JORDAN

AMERICAN RANDONNEUR

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