

# AMERICAN RANDONNEUR



VOLUME 27 • ISSUE #1 SPRING 2024

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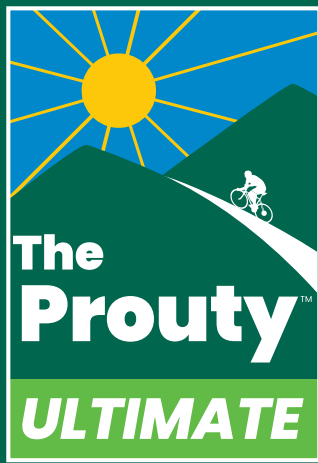
Our Inaugural Colorado Front Range 1200k — JOHN LEE ELLIS

PBP Bag Drop Adventures — DEB BANKS & ERIC NORRIS

A Dirty Dart Populaire — BETTY JEAN JORDAN



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Spring 2024 • Volume 27, Issue #1

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**Editor:** Corinne Warren

**Copy Editors:** Ed Felker, Mary Gersema,  
Roger Hillas, Betty Jean Jordan, Laurie Stanton

**Data Collection:** Eric White

**Design:** Mary Humphrey

**Advertising:** Dan Driscoll

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**Submissions:** editor@rusa.org

**Advertising:** dandriscoll1@me.com

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**COVER** — San Francisco Randonneurs  
gather before PBP 2023.

PHOTO PETER GRACE

See pages 7 and 26 for more info.

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# President's Message



Happy finishers Dave Thompson, Dave Riddel, and Hamid Akbarian at the end of the Riverina 1200k in 2023.

—PHOTO DAVE THOMPSON

It's changing of the guard time! At the Board level, the terms of Dan Driscoll and Dawn Piech were up at the end of 2023. Dawn decided to run again and filled one open position; Dan decided not to run. Thanks to Dan for his service on the Board and to Bill Bryant who served as our President in 2023 and continues to serve on the Board in 2024.

I also ran for an open Board position and you'll see my name at the top of this page again. In 2023, I was your Treasurer; for 2024, Lois Springsteen has agreed to be a non-Board member Treasurer. Lois brings a lot of experience to the position and has been backup to the Treasurer for a number of years.

Why are we here and what is Randonneurs USA, that entity that we refer to as RUSA? RUSA and our Regions are an incredible collection of volunteers working on behalf of our members, but the heart of the organization has always been the Regional Brevet Administrators, our RBAs. Without the RBAs, our club does not exist. Yes, we have the Permanents program; many of us love the perms program, but we wouldn't be here if it

wasn't for our Regions and our RBAs.

Bill Bryant wrote about the RBAs serving since the foundation of RUSA in the Winter 2023 edition of American Randonneur, so there's no need to repeat that here. Along with Alan Johnson and Susan France, six other RBAs are stepping down, collectively representing 82 years of service to RUSA members. Just think about the level of dedication that represents!! Do not ever hesitate to thank your RBA. It's a tough job ... be sure to offer your help!

Personally, I'm blown away by their level of dedication to our sport. Check out our website for each region's history. Go to Search/Regions and you'll see the link to the region history at the top of the page: [https://rusa.org/cgi-bin/regiontable\\_GF.pl](https://rusa.org/cgi-bin/regiontable_GF.pl)

Check out our website for the latest contact information and to search for rides.

Always remember to thank the RBA after a ride. It means a lot to them.

—Dave Thompson  
RUSA President  
[president@rusa.org](mailto:president@rusa.org)

We are in a strong financial position with a little more than 1.5 year's expenses as a cash reserve. Our two major expenses continue to be insurance and printing+postage. The only surprise in 2023 was a positive one – the stability of insurance costs.

## RUSA FINANCIAL REPORT 2023

### FEES AND DONATIONS

Advertising	9,242
Interest	6,355
Membership Dues	101,290
Perm Program Fees	9,065
PayPal & Bank Fees	-4,015

**Net Fees and Donations** **\$121,937**

### RUSA STORE

Revenue	22,676
Inventory Sales	-12,703
Shipping and PayPal	-5,841

**Net Store Profit** **4,132**

### EXPENDITURES

ACP/UAF/SR600 fees	5,998
Insurance	38,683
American Randonneur	53,278
Website, Admin & Tax	4,048
Promotion / Video	1,250

**Total Expenditures** **103,257**

**Net Operating Revenue** **22,813**

### ASSETS

2024 Membership Dues	66,000 <sup>1</sup>
2025+ Membership Dues	20,100
Cash Reserve	167,890
Store Inventory	10,747

**Net Assets** **264,736**

### NOTES:

(1) We started 2024 with about 2,200 members having already renewed for 2024 in prior years.

# From the Editor

Spring. The season of new beginnings and hope. Baby animals are a real thing – my daughter is working in Ireland on a farm birthing lambs. At lower elevations, flowers signal the change of seasons, with cherry and apple trees flourishing, and bulbs delivering on the promises they made in the fall. And in the rando world, the flèche makes an appearance around this time. It's really kicking off the high season by jumping in the deep end: this may well be the one time of the whole year that most folks ride through the night, but after doing so, you can't help but feel ready for anything the riding season might throw at you.

By now, many of you have probably chosen your A event for the year. Whether it's one of the new 1200k's RUSA has to offer, another Grand Randonnée abroad, or one of the myriad non-randonneuring events nationwide, most of us have a target to aim for this year. For those of you who have not yet set yourself a challenge, may I suggest taking a look at all the new gravel offerings that RUSA has to offer? If you haven't dabbled in the dirt yet, this could well be your chance to try it.

Commonly, gravel roads lie just outside town, paralleling the paved roads, but in relative obscurity. These overlooked thoroughfares have a lot to offer cyclists: they tend to be quiet, can be quite scenic, and they often harbor wildlife on the fringes. Many riders also feel safer on the dirt, and this hopefully encourages more people to come out and join us. Truly, the more the merrier. And now that RUSA is giving gravel credit for perms, there are yet more possibilities to include your randonneuring friends in a whole new set of adventures off the beaten track.

Gravel rides are best when shared with friends.

—PHOTO CORINNE WARREN

This sense of camaraderie – together on the flèche, friends exploring a new gravel road, or simply grouping up for the monthly R12 ride – is what makes randonneuring such a great sport. The articles by Elsa Lagache, Betty Jean Jordan, and Mark Mullen are all variations on that theme: it's the people, not the places or even the pace, that make RUSA so special. And perhaps no one understands that as well as Dan Driscoll who, with his pack of K-Hounds, maximizes the social benefits of riding by maximizing the miles.

Of equal or greater importance are all the volunteers who help put the programs we all enjoy into place. There are the obvious ones, like our RBA's and the Board, but the unsung heroes of RUSA include volunteers like our 2023 PBP bag drop team – you were key to hundreds of people's ride plans, so a big thank you – and the many contributors to this magazine.

Every year, the Board selects one outstanding RUSA volunteer for special recognition. For 2023, that tireless volunteer is Tim Sullivan. Reading his back story, I can't think of a more deserving person. We all owe him our gratitude for seeing RUSA through a very difficult time and helping us to come out the other side. Thank you, Tim!

And while this doesn't relate to this current issue of *American Randonneur*, a past American Randonneur of the Year, Jake Kassen, is still working to improve the experience for us all. For those of you who have not yet checked out his RUSA Event and Permanent Search website, he has added one more reason to pull it up. Now you can get your personalized rando heat map of a sort, the Explorer Award Map, just by putting in your RUSA number. Jake has events you have done broken down by type and mapped out with the start marked for each one. It's a lot of fun to see where you have been and what you have done, and if you are like me, you may be reminded there are some great inactive routes that should be reactivated for others to enjoy. The site is at [rusa.jkassen.org](http://rusa.jkassen.org) – I have it bookmarked. It's a great resource for when you are traveling to a region you are unfamiliar with. Thanks Jake, for the handy tool, and your ongoing dedication to RUSA.

As the season warms up and the rides get longer, grab a friend, thank a volunteer, and please be safe.

—Corinne Warren  
Editor, *American Randonneur*  
[editor@rusa.org](mailto:editor@rusa.org)





# Our Inaugural Colorado Front Range 1200k

BY JOHN LEE ELLIS

In 2023 we offered a new mountainous Grand Randonnée: the Colorado Front Range 1200k (CFR 1200). The Front Range is a north-south range of mountains bordered by Ft. Collins to the north and running all the way to Colorado Springs to the south. It is an inviting destination for local riders, and we thought this would make a good event.

The CFR 1200k's four-loop formula, with stages of 400k – 300k – 300k – 200k, made it logistically easy for riders as well as easier to support. Participants stayed in the same overnight spot, and there were no drop bags to ferry along the route. For Mimo DeMarco, riding in Colorado for the first time, this meant it was simpler to provide for himself. "Doing a cloverleaf from a hotel with a Costco and Whole Foods within walking distance meant I could load up on quality food locally rather than hauling 20,000 calories from home," he said.

Four loops also meant staying closer to home. Therefore, we could feature some climbing and canyons that we pass by on our farther-flung High Country 1200k. These are the climbs we enjoy on our everyday brevets and perms, so it was a treat to offer them as part of a 1200k for those from out of state to experience. A positive sign was that we had the highest attendance of local riders of any of our 1200k's to date.

Each loop featured a "canyon climb of the day": Lefthand Canyon, Big Thompson Canyon, Poudre Canyon, and a short jaunt up James Canyon on the fourth day. The highest elevation is forgiving, just over 9,000 ft., which is lower than the Colorado High Country high points that are closer to 10,300 ft.

Last year's event was held June 24-27, near the solstice for long days in the saddle in the sunlight and typically dry ones before the summer monsoons traditionally arrive in Colorado. Indeed, the event was totally dry, just getting toasty by Day 4.

## Stage 1 – Lefthand Canyon – Horsetooth Reservoir ... but no Peak-to-Peak.

Bright and cheery at 4:00 a.m., riders headed for a warmup jaunt out to Platteville on the plains, lured by the prospect of giant homemade burritos. By mid-morning they were working on the big climb of the day, Lefthand Canyon, which goes from 5,000 ft. to 9,000 ft. It's a popular canyon;



Mike Turek on Road 22H.  
—PHOTO PATRICK CHIN-HONG



Patrick, Jens Gravesen, Debbie Bush, Mike Turek, and Mark Thomas on Day Two.

—PHOTO PATRICK CHIN-HONG

local rando Rashid Khan counted dozens more cyclists than cars on the Saturday start.

Stiff winds built in the canyon as they poured down from the Continental Divide. Brian McGuire claimed, “It was almost too hard to get off the bike in the wind,” and Patrick Chin-Hong remarked, “The winds were so strong, they threatened to make for a bad hair day, which says something about those wearing helmets all day long.” So, it was a relief to be able to turn around near the top of the canyon and fly back down. (They were lucky! The pre-riders had to deal with temps in the 30s and rain for their Lefthand descent.) It was too bad, though, to miss the Peak-to-Peak Highway and St. Vrain Canyon because ten days before, a giant boulder had crashed down from a cliff, blocking the road and closing



that canyon. It reopened only a couple of weeks after our event.

The only terrain bumps after Lefthand were over Horsetooth Reservoir. After a visit to Wellington, the northernmost point of the event that boasted a control with three convenience stores to choose from, it was out for the event’s longest sojourn on the Plains and then 80 rolling miles back to Louisville.

### Stage 2 – Big Thompson Canyon – Glen Haven Cinnamon Rolls – Apple Valley Road

After a warm-up to Ft. Lupton and several breakfast opportunities including McDonald’s, it was on to the canyon of the day, Big Thompson Canyon. It has more motor traffic but a big shoulder, recently repaved because of the 2013 flood. The treat of this stage was the prospect of giant cinnamon rolls at the Glen Haven Store. As a bonus, volunteers John Mangin and Dustin Harding were there to greet the riders. We tacked on tranquil Apple Valley Road as the dessert for the day, in the late afternoon for most. Rider Brian McGuire thought these might have been junk miles but found Apple Valley Road quiet and charming, which is why we highlight it on our Apple Cider Sally 100k.

Rashid and Jenn (foreground) with donuts for riders Mimo, Jens, Pascal, and Mark (seated).

—PHOTO JOHN LEE ELLIS



For one rider, however, returning to Louisville was only the beginning of his challenge of the day. Yonnel Gardes of Seattle International Randonneurs recalls, “I had an issue at the end of the second day when one of my stem face plates broke. The local riders and volunteers were super helpful. Paul reached out to the group via Slack, and Rashid responded by offering a replacement stem. Corinne let me borrow her car, and I drove to Rashid’s place in Boulder, where he was able to set me up with the new stem that performed really well for the rest of the event. I am really grateful for all the help. This was







A rider on the descent of Poudre canyon in the tunnel.

—PHOTO PATRICK CHIN-HONG

my first time riding in Colorado, and I had a blast! Another local rider, Pascal, welcomed us warmly and shared tons of stories about all the great routes and places to visit. I really want to go back and explore the area further, and doing another 1200k with the Rocky Mountain Cycling Club would be the best way to do that.”

### Stage 3 – Poudre Canyon

After the first rolling miles of the day, up and over Horsetooth Reservoir

again, there was an opportunity to stop and fuel up for the big climb in LaPorte. A small cafe and taco truck sit catty-corner from one another at the main intersection. For Mimo this was a boon. “One of my tried-and-true rando rules is ‘Taco trucks and long bike rides are a match made in heaven,’ and this proved true on the Front Range 1200. It’s tough to beat a burrito chock full of rice, beans, and protein to fuel a lengthy day in the saddle.”

Then it was on to the highlight of the stage: Poudre Canyon. As Brian put it, “Oh, the 31-mile climb up Poudre River, the water was flowing fast and big! The river with shade trees gave way to narrow canyons with steep walls,”

which brought riders to the quaint Glen Canyon Store in Rustic. After a respite here, riders turned around, and it was a downhill pedal into the upcanyon headwinds, back along the bucolic roads of Larimer and Boulder counties, and the return to Louisville. This stage ended the 1000k brevet.

### Stage 4 – James Canyon – Carter Lake

For the final stage of the 1200k, one intrepid rider decided to get a jump on the day so she could set a PR and break the 80-hour barrier. Kirsten Walker headed out on her own shortly after midnight and successfully reached her goal later that day.

Jenn Moore and Rashid Khan were waiting for the other riders in Jamestown with colorful, tasty donuts because the Jamestown Mercantile was not yet open. They took turns pacing riders up the last bit of the climb into town and provided moral support and a dose of good cheer for everyone nearing the completion of this four-day journey.

Mimo and Thai Nguyen relaxing at Glen Haven.

—PHOTO DUSTIN HARDING





## The Front Range Flood of 2013

In September 2013, a decade ago, as Colorado Last Chance riders were wending their way to the finish, a flood in the Front Range foothills was hurtling out on the plains towards them. Fortunately, the timing worked out for riders to finish safely.

One result is that the canyon roads that riders enjoyed on most of the 2023 CFR 1200 are in good to excellent condition. That's because in the ensuing ten years, they have been reengineered and repaved in successive projects, mostly involving blasting and road redesign, which closed canyons and made for lots of brevet rerouting. Lefthand Canyon stayed open but had more than a dozen dirt stretches, which we ran brevets over, alas, with no gravel credit. The final project finished late last year in St. Vrain Canyon, which we ended up not riding because of the rockslide two weeks before the event.

Afterwards, it was just a brief jaunt to Carter Lake. Brian waxed poetic again, "Each day I wondered where Carter Lake was. What an amazing engineering feat to have Carter Lake UP this big valley! How amazing to cross over the dam and look down and see how far below the valley was!"

And with that, riders returned to Louisville and collected their medals, sharing stories of their adventure.

We had good luck with the weather throughout, with no precipitation but increasingly toasty afternoons, leading to increased ice cream consumption the final day. 🚲

## CONGRATULATIONS TO SFR

San Francisco RBA Rob Hawks traveled to France last month to collect an award for the most finishers of any club in the world at the 2023 PBP. Chapeau to all who participated!



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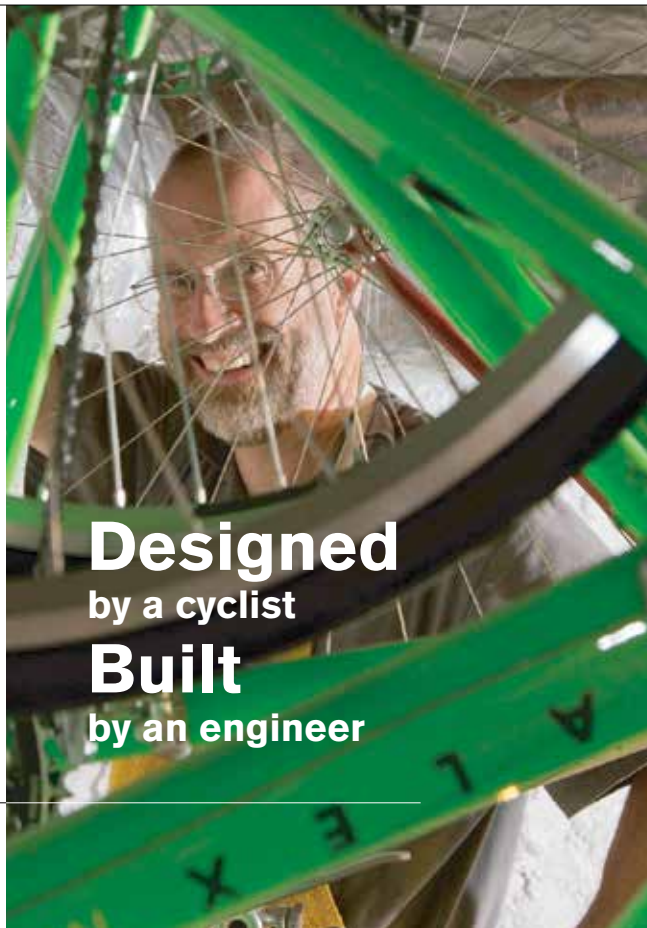
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## First Flèche

A friend of mine dedicated eight years of her life to the Olympics. She was a rower, and eventually her team went to the Olympics and unexpectedly won a medal. Given low expectations for her team, they were overjoyed with their podium appearance. When she returned home with the silver medal around her neck, she felt a sadness. Something that she had only dreamed about had been achieved but now that dream was over, completed.

The Olympics of our sport is Paris Brest Paris. Like the Olympics, PBP occurs every four years. As there are ups and downs within an event, there are ebbs and flows of cycling seasons, and even cycling careers. For those of you fortunate enough to have participated in PBP last year, you may be wondering what 2024 holds. Perhaps you achieved your goal of attending PBP or successfully completing PBP and now you are wondering what comes next? Will there be a sophomore slump? Can anything be as good as PBP? Do we just have to wait until 2027 for the return of the next PBP?

There is no right answer. For some of you, that PBP may be your last brevet. You have other boxes to tick off from your bucket lists. For some of you, that may have been your first 1200k and now you have decided that this

long-distance stuff may not be your cup of tea. Then there are others of you who fell in love with something in France. Those are the people that I am now addressing. I'd like to make a suggestion to you riders who have caught the bug. You don't have to wait until 2027 for your next adventure. What comes next? Consider a team event.

I was one of those riders who caught the bug and fell in love with randonneuring after my first PBP in 2003. I didn't really have a plan for 2004. There were far fewer Grand Randonnées on the calendar back then. Lacking direction, I decided to form a flèche team in 2004.

The first person to sign on was Rich Bruner, with whom I had done all of the PBP qualifying events in 2003. We did those qualifiers out of Spartanburg South Carolina, a now-closed region. Next, I asked John D'Elia and Greg Schild, who I had met at PBP. Even though they lived in Connecticut and New York, they decided that a flèche sounded like a worthwhile excuse to visit North Carolina.

We had room for one more rider, and Rich suggested a guy he knew out of the Raleigh region named Mike

Team Flèche Wound, Rich Bruner,  
Greg Schild, John D'Elia,  
John "Cap'n" Ende and Mike Dayton.

—PHOTO JOHN "CAP'N" ENDE





Completion certificates from across the pond. The retired style is below, a newer one up top.

—PHOTO JOHN “CAP’N” ENDE

Dayton. Mike had also done PBP 2003 as his first 1200k but we had not met there since we had chosen different starting groups. I contacted Mike by email and he responded immediately, yes, sounds great.

If you are not an RBA, then you likely have not organized a rando ride. Committing to a team event, you will gain experience in planning the route and becoming familiar with the flèche rules, and besides, it’s just fun to ride as a team. But the main reason for my suggestion is that you will meet some more people, and perhaps develop lifelong bonds with some of them. Sure, there are cool certificates that come from France upon completion and team events fit into other awards, like the ACP 5000, ACP 10,000, the RUSA Cup and now the Ultra Flèche, but the greatest reward of our sport is just being a part of a community. Consider team events to be team building exercises. The team rides together and often times there are post flèche gatherings that involve breakfast where you can meet other teams, riders, and perhaps a flèche host.

I do not own a boat. I do not own a plane. But I have put together many flèche teams since that inaugural one in 2004. It’s always fun to name the team, as if it were a prized vessel, and often that includes a play off the word “flesh.” That first team name was a classic, although perhaps lacking some imagination, “Team Flèche Wounds.” I have never been in the military, but as captain of that team, I decided to give everyone nicknames. Rich “Go Faster”



Bruner, Greg “Dive Bomber” Schild, John “Game Face” D’Elia and Mike “Sandbagger” Dayton. I don’t have enough column to explain all the reasons behind these nicknames, but for those of you who know some of these guys, the reasons may click.

Anyway, according to my team, I had several shortcomings as their leader but my biggest oversight was not assigning myself a nickname. In protest that bordered on mutiny they referred to me only as Cap’n. Guess what, it stuck.

In planning your route, you may gain some new skills working with Ride with GPS. Those skills may lead

you to develop a few permanent routes. Maybe you’ll meet someone on your team event that has a goal for next year. Maybe you’ll decide to join them on their next adventure. Maybe you’ll become adventure buddies. Maybe you’ll become lifelong friends. It happened to me.

So, whether you rode PBP 2023 or not, consider a team event for 2024. The bonds formed during 24 hours on the bike during iffy spring weather are some of the strongest known in nature. 🚲

# 2023 American Randonneur Award

## TIM SULLIVAN

BY BILL BRYANT

The RUSA Board of Directors is pleased to award the 2023 American Randonneur Award to Tim Sullivan, member #28. You can tell by his low RUSA number that Tim has been with us since our founding, and it is difficult to think of any person more deserving of this award than Tim.

—PHOTO TRISH SULLIVAN



Indeed, during the nomination period multiple people put his name forward, including a number of American Randonneur Award recipients and past RUSA Presidents and Board members.

Tim is a quiet fellow with self-effacing humor and is well-liked by all who know him. He is an accomplished randonneur too – he has earned the Ultra-Randonneur award twice, multiple R-12s, the RUSA Cup, the Mondial, R-5000, and has completed 15 1200k or longer Grand Randonnées. During each brevet, Tim provides encouragement to new riders and is a good role model for all of us on how to get through the toughest randonnées, all the while maintaining his wry sense of humor and good cheer. Similarly, his advice in the RUSA Handbook about how to be a successful randonneur with a busy work and family life has been especially valuable to new riders over the years.

But it is Tim's time off his bike that has earned him this award. He served on the RUSA Board of Directors from 2001-2007 and again 2020-2022, always bringing his best effort to help RUSA prosper and keep moving forward. He served as treasurer, secretary, vice-president, and RBA

Liaison – always willing to do whatever the president asked him to do. In more than a few instances, Tim was “Mr. Reliable” who was asked to fill in mid-year after the previous person resigned or there was a re-alignment of Board jobs. This usually meant more work for Tim, but he did each job well and without complaint.

Since our founding nearly 26 years ago, and before there was a Board of Directors for RUSA, Tim frequently gave us useful legal advice on all manner of things to help make RUSA into an effective, member-directed sporting organization. This was especially important as we formed our Constitution and Bylaws, and when we acquired liability insurance for RUSA and its RBAs. All of his work was pro-bono.

Tim has also been a longtime member of RUSA's Rules Committee, offering clear-thinking and sound advice about the wording of our regulations and how they apply to riders out on the road during our many types of events. Tim started the recent RUSA film project to help showcase our sport and hopefully garner us more members. He has also provided valuable legal work and advice pro-bono to several RUSA-affiliated clubs who wanted to incorporate their organizations.

Following the death of a rider at the hands of an errant driver during an event in Texas, Tim led RUSA's legal team during the subsequent lawsuit. The stakes were high, as were the legal costs; losing the case would have very likely ended Randonneurs USA, since we could not have paid for adequate legal representation without going broke. Undaunted and indefatigable, Tim worked skillfully with our paid attorneys in Texas for countless hours over many months; his work was all pro-bono and saved RUSA many, many thousands of dollars. His advice on hiring expert attorneys and supporting us during this challenging time was invaluable. It was a long and arduous legal action that was difficult for many on the Board, but Tim gave useful guidance and updates to steer us through the process and helped keep up our morale. In the end, we can all thank Tim for our eventual success in the case. One Board member wrote afterward, “The story of this lawsuit could fill a novel.” Happily for us, the story had a hero named Tim Sullivan. For these reasons, and more, President Dave Thompson said recently, “We cannot think of a more worthy candidate for the American Randonneur Award.” 🚲



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The visit to Dr. Vince's practice was very exciting for me. His holistic inputs, explanations and advice were very helpful for me. For example, we checked the foot position on the pedals. Adjusting the rotation of the lower leg and more activity with the tibialis anterior muscle already resulted in more watts at the same RPM. At the RAAM 2023 I implemented them directly and managed a successful performance. In addition to all these tips, the top adjusted infinity bike seats also helped me. I use 3 different models. All from the Elite Series, the E3 for the flat with my TT bike, the E2 with my all-round bike and the E2X with my mountain bike. Thanks to the Infinity Seats I had the right points relieved in every position and was able to concentrate fully on my race.

*Comments RAAM 2023 Overall Winner  
Isa Pulver*

- ♥ Review X-rays and MRIs
- ♥ Bike Fittings: Inhouse and via Zoom
- ♥ Decrease bad habits to increase performance and endurance
- ♥ Neuro-muscular diagnostic testing
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## Long Term Planning

Although you will be reading this in the Spring of 2024, I am writing this column in the last days of 2023; a dreary, gray December 26th seems the perfect time to look back at 2023 and start planning for next year.

I started last year strongly with numerous winter rides in preparation for and fear of the Golden Falcon 1200k in March. Once that ride was completed, all sense of urgency disappeared, and my riding dropped off precipitously, never to recover. When folks ask me if I am still riding my bike, I can truthfully answer “yes”, but when I ask myself if I am still a long-distance cyclist, I don’t think I can answer truthfully in the affirmative. Clearly what was needed was a terrifying goal, something lurking in the future which would monopolize my thoughts and haunt my dreams.

Fortuitously, my friends and

“Where’s Pete?” teammates George and Nigel suggested we enter the lottery for London Edinburgh London 2025. Their faith in randonesia was strong, since I had very loudly, clearly, and repeatedly stated my plan never to attempt LEL again. It took me about three minutes to agree, and I’m not sure if I was thrilled or utterly panicked when our names were selected for the 2025 edition.

After paying the deposit, I realized the immediate and perhaps greater challenge would be devising a plan that would motivate me for an epic ride which was over a year and a half away. I think a great deal of the trepidation I

felt in signing up for this epic randonné can be attributed to the suspicion that I am essentially starting my training from scratch. I’m sure both the quality and volume of my riding has still not returned to pre-pandemic levels, and the mental shift the pandemic produced has yet to swing back to “normal”.

Before 2020, I didn’t know it was legal to be a card carrying randonneur and not complete a Super Randonneur series every year. Before 2020, I dependably rode my 100k and 200k every month in pursuit of the P-12 and R-12 awards. But the pandemic prevented me, and many others, from preserving these streaks.

It seemed there were other activities which could be pursued while trapped at home, and, once the shutdown ended, it was a challenge to return to riding as usual. Before the pandemic, it seems I was always riding my bike, driving to or from a







A sign you'll find only in the U.K.

Gorgeous countryside views are one of the things pulling me back to L.E.L.

brevet, pre-riding for our local group, or planning my next permanent. There was an unshakeable sense of urgency in training for each big event. The challenge now is to conjure that same sense of urgency for the next 18 months without burning out.

A reasonable place to start this quest will be to resume pursuit of the R-12 and P-12 awards. In the past, the predictability and consistency of these monthly rides has been a crucial element in my completing the longer brevets. Of course, it is critical to keep accurate track of these rides as inattention can lead to disastrous results. I inadvertently missed several months in 2023, so my current P-12 attempt is one month old, and my last complete R-12 was in 2021. More disconcertingly, the last 200k I finished was close to a year ago in March, 2023. It is kind of surreal to me that almost two decades into this sport I am angsty over my ability to ride a 200k.

I recently rode a 100k perm with a small group of friends; the route was a familiar one I had easily ridden many times. Despite the course being relatively flat, it was a challenge to keep up the modest pace. I was the lanterne rouge for most of the day, and my legs made it very clear that I was out of condition. The ride was a much-needed wake-up call.

That feeling you get in the middle of a 1200k.

—PHOTOS CHRIS NEWMAN



In previous years I have used a variety of methods to improve my strength and endurance. My friend Joe recommends just riding – a lot – which is sound advice. I also have ridden thousands of kilometers on my fixie and one year completed an admittedly flat SR series without shifting. The thought of doing that now is beyond my comprehension, but hopefully I will be able to incorporate the fixed gear bike into my training in 2024.

I have also recently cut way back on my work schedule, so traveling to other parts of the country for brevets could be very motivational. I love riding in new places, and it would be fabulous to add to the 30 states I have visited with my bike. There is a 300k in Alabama in February that has me clearing my calendar and making travel plans.

I am also trying to convince my friend Janice, who retired last year, to join me in trying to attain K-Hound status. I mean, what else is a retired randonneuse supposed to do with all that free time?

And finally, I need a significant but realistic challenge to work toward this year. A challenge in addition to a P-12, R-12, SR series, and K-Hound. A domestic 1200k would fit the bill, which is why I registered for the 2024 Shenandoah 1200k while writing this column. The May 30th start date is just far enough away to allow me to regain condition but soon enough to scare me back into daily riding. Well, maybe not daily. It's quite wet, rainy, and cold out there right now. But I will absolutely start tomorrow. 🚲

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
16672	Miiller, Carl	Calgary	AB	16736	Vasek, Cooper	San Francisco	CA	16727	Lawler, Patrick	Chicago	IL
16707	Williams, Trev	Calgary	AB	16741	Durfee, Stephen	Napa	CA	16739	Bertocci, Bruno	Chicago	IL
16708	Tessier, Marie	Calgary	AB	16742	Durfee, Collin	Napa	CA	16802	Johnson, Doug	Aurora	IL
16762	Jessey, Mary	Calgary	AB	16743	Mace, Adam	Morgan Hill	CA	16712	Brick, Jerry	Abilene	KS
16768	Henry, James	Calgary	AB	16745	Howell, Margaret	Los Angeles	CA	16737	Lobrano, Mary Beth	Belle Chasse	LA
16688	Rector, Gregg	Alabaster	AL	16750	Leibow, Adam	San Francisco	CA	16772	McIntire, Shaun	Baton Rouge	LA
16788	Gant, Brooks	Vestavia Hills	AL	16751	Barnickel, Christopher	San Luis Obispo	CA	16586	Eldh, Carl	Quincy	MA
16627	Newlin II, Ned	Wickenburg	AZ	16753	Gladstone, James	Livermore	CA	16595	Plankey, A	Chester	MA
16653	Loya, Esteban	Phoenix	AZ	16754	Crommie, Deirdre	Palo Alto	CA	16600	Reilly, Tom	East Bridgewater	MA
16656	Ayala, Alex	Surprise	AZ	16756	Ford, David	San Francisco	CA	16630	Fralick, Clint	Cambridge	MA
16663	Uychiat, Julie	Anthem	AZ	16757	Beyer Tho, Guilherme	Foster City	CA	16719	Mulcahy, Brendan	Medford	MA
16702	Nelson, Robert	Waddell	AZ	16759	Meier, Troy	Clovis	CA	16723	Sapollnik, Ian	Cambridge	MA
16711	Pham, Peter	Gilbert	AZ	16761	Green, David	El Cerrito	CA	16738	Sawmiller, Zachary	Hadley	MA
16732	Fukumoto-Beebe, Teresa	Scottsdale	AZ	16769	Garg, Nitish	San Francisco	CA	16774	Mahoney, Sean	Weston	MA
16784	Hoover, Ronald	Phoenix	AZ	16771	Shelton, Randy	San Francisco	CA	16782	Locke, R	Arlington	MA
16577	Reynolds, David	Oakland	CA	16780	Hanlon, Brian	San Francisco	CA	16804	Abe, Eduardo	Andover	MA
16580	Tran, Tri	San Jose	CA	16781	Doan, Huy	Los Angeles	CA	16641	Willerup, David	Frederick	MD
16589	Rodman, Hugh	Berkeley	CA	16783	Ashton, Paul	Fremont	CA	16694	Nirenberg, Aryeh	Baltimore	MD
16592	Cadiz, Martina	San Francisco	CA	16786	Tschan, David	Santa Monica	CA	16747	Obadia, Greg	Rockville	MD
16593	Poncet, Melanie	San Francisco	CA	16787	Chaffin, Scott	San Francisco	CA	16775	Van Sickle, Ron	Ellicott City	MD
16597	Aguilera, A	Stockton	CA	16790	Cervantes, Winston	Napa	CA	16794	Frederick, Kelly	Lanham	MD
16610	Lakamsani, Vinay vihari	Simi Valley	CA	16792	Maza, Luis	Walnut creek	CA	16812	Hinton, A	Burtonsville	MD
16611	Jackson, Marshall	Los Altos	CA	16793	Halton, Marshall	San Francisco	CA	16608	Beaudoin, Casey	Winthrop	ME
16612	Browning, Thomas	Berkeley	CA	16798	Wilson, Peter	Napa	CA	16609	Beaudoin, Richard	Winthrop	ME
16622	Peyton, Devin	Berkeley	CA	16800	Pappas, Michael	Berkeley	CA	16605	Labs, Robert	Stephenson	MI
16626	Check, Jessica	San Marcos	CA	16801	Gurrey, Charles	Oakland	CA	16614	Ryan, Randy	Brighton	MI
16633	Gauthier-Pin, Nicolas	Signal Hill	CA	16803	Do, Hoan	Irvine	CA	16734	Mathis, Ken	Saline	MI
16636	O'Reilly, Andrew	Mill Valley	CA	16805	Sopenski, Ethan	San Francisco	CA	16631	Willbanks, Mike	Shakopee	MN
16642	Orr, Jennifer	Temecula	CA	16807	Karsen, Isaac	Los Angeles	CA	16773	Hagburg, Michael	St. Peter	MN
16644	Burghart, Dan	Granite Bay	CA	16809	MacVicar, Thomas	Los Angeles	CA	16776	Powers, Mark	Plymouth	MN
16647	Carino, Malvin	Los Angeles	CA	16811	Tan, Angeline	Corte Madera	CA	16777	Powers, Hannah	Plymouth	MN
16650	Guillot, Joanna	Redding	CA	16814	Casey, Daniel	San Francisco	CA	16808	Alto, Chris	Chanhassen	MN
16651	Reese, Mike	San Marcos	CA	16625	Sevinsky, Joel	Highlands Ranch	CO	16752	Martin, James	Long Beach	MS
16655	Mose, Albert	Temecula	CA	16681	Griffith, Brian	Colorado Springs	CO	16579	Mason, Lloyd	Durham	NC
16660	Amasuda, Sit	Los Angeles	CA	16691	Morisette, Guy	Denver	CO	16646	Baker, Ben	Mooresville	NC
16664	Estrada, Nelson	San Diego	CA	16791	Leslie, Michael	Pueblo	CO	16649	Miller, Norm	Mooresville	NC
16665	Goldberg, Carl	San Francisco	CA	16810	Tom, Dan	Salida	CO	16687	Tobias, AvaGrace	Charlotte	NC
16670	Litton, Gary	Stockton	CA	16758	Kim, Ihan	Washington	DC	16706	Mitchell, Lyle	Asheville	NC
16671	Montgomery, Eric	Squaw Valley	CA	16582	Garcia, Miguel	Tampa	FL	16755	Leu, Brian	Hillsborough	NC
16675	Top, Ilya	Valley Glen	CA	16669	Loper, James	Port Saint Lucie	FL	16789	Byassee, W	Chapel Hill	NC
16677	Schneider, Julia	Oakland	CA	16813	Fortini, Angel	Port Saint Lucie	FL	16796	Horsfield, M	Willow Spring	NC
16680	Cuadrado, Lou	Moorpark	CA	16816	Retana, Alexander	Lutz	FL	16643	Keane, Tom	Jersey City	NJ
16684	Giles, Kurt	Davis	CA	16578	Karnezos, Nick	Chamblee	GA	16657	Lam, Van	Mount Laurel	NJ
16685	Bernosky, Eugene	Gilroy	CA	16617	Hixon, Staney	Marietta	GA	16683	Stephen, Anand	Highland Park	NJ
16689	Dmytriv, Nadia	Berkeley	CA	16621	Allen, Brittny	Atlanta	GA	16735	Harris-Vadell, Holly	Hamilton	NJ
16690	Danze, Allen	San Francisco	CA	16623	Dillon, Jack	Savannah	GA	16763	Smith, Dustin	Milltown	NJ
16693	Mayers, Robert	Hayward	CA	16659	Harding, Kristi	Toccoa	GA	16778	Amano, Hiroki	Belle Mead	NJ
16698	Gofman, Jeremy	Foster City	CA	16686	Ito, Taka	Decatur	GA	16584	Hoffman, Emily	Brooklyn	NY
16705	Lake, Diane	Berkeley	CA	16700	Ard III, James	Upatoi	GA	16613	Meyers, Scott	East Hampton	NY
16713	Kegley, Peggy	San Carlos	CA	16701	Ard Jr, James	Upatoi	GA	16616	Benedict, Jody	Newark	NY
16717	Bedwell, Hannah	Ventura	CA	16598	Landahl, Eric	Chicago	IL	16648	Ubell, Lawrence	Staten Island	NY
16718	Sudhir, Karthik	Campbell	CA	16604	Hilitiski Sr, Victor	Chicago	IL	16676	Brown, Josh	New York	NY
16724	Merrill, Chris	San Francisco	CA	16624	Peck, Jack	Palatine	IL	16696	Sheely, Penelope	Dobbs Ferry	NY
16725	Chen, Yuanyu	San Francisco	CA	16654	Liang, Henry	Chicago	IL	16697	Sheely, Sean	Dobbs Ferry	NY
16728	Short, Andrew	North Hollywood	CA	16673	Howard, James	Wilmette	IL	16720	Tilley, Edward	Webster	NY
16730	Naidyon, Yuriy	San Mateo	CA	16674	Flapan, Deborah	Wilmette	IL	16765	Beecy, Brenden	Brooklyn	NY
16731	Cherry, Mike	Stanford	CA	16722	Kislaitis, Alex	Chicago	IL	16770	Padilla, Joaquin	Brooklyn	NY



RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
16785	Hewig, Rose	Valatie	NY	16606	Lee, Yonghwan	Philadelphia	PA	16615	Mendoza, Jeff	Bellevue	WA
16795	Wright, Steven	Buffalo	NY	16607	Gunderson, Nick	Philadelphia	PA	16618	Cain, Jeffrey	Poulsbo	WA
16815	Greenwood III, Roland	Bronx	NY	16628	Darby Jr, Kenneth	Philadelphia	PA	16620	Hales, Cliff	Port Angeles	WA
16629	Smith, Lawrence	Twinsburg	OH	16638	Sinha, Ashish	Mechanicsburg	PA	16632	Mallan, J	Seattle	WA
16744	Slone, Lee	Oakwood	OH	16658	Ta, Tai	Chadds Ford	PA	16639	Wickward, Paul	Seattle	WA
16748	Young, Callie	Dayton	OH	16699	Shellenhamer, Adam	Phoenixville	PA	16640	Harrison, Will	Seattle	WA
16619	Cornet, Jerome	Ottawa	ON	16703	Underhill, Arrick	Philadelphia	PA	16667	McGee, Manuela	Port Orchard	WA
16637	Kieffer, John	Toronto	ON	16721	Cason, Noah	Philadelphia	PA	16678	Meike, G	Olympia	WA
16692	Hong, JungAh	Ottawa	ON	16682	Ott, David	Brentwood	TN	16679	Cook, Darrin	Sammamish	WA
16585	Ouldhouse, Stephen	Portland	OR	16635	Tittle, Shawn	Houston	TX	16710	Singer, Daniel	Seattle	WA
16587	Dickinson, James	Portland	OR	16645	Barrett, David	Dallas	TX	16714	Smith, Laurel	Seattle	WA
16588	Bendixen, Jillian	Portland	OR	16652	Thain, Laura	Austin	TX	16715	Anderson, Kurt	Shoreline	WA
16695	Chandler-Klein, Daniel	Portland	OR	16661	Bielamowicz, John	Waxahachie	TX	16716	Lemon, Jonathan	Bremerton	WA
16704	Cooney, Joseph	Portland	OR	16668	Becker II, Kevin	Farmers Branch	TX	16740	Zangrillo, Peter	Olga	WA
16709	Park, Joel	Beaverton	OR	16590	Stanczyk, Joseph	Ogden	UT	16749	Samson, Andre	Shoreline	WA
16726	Patching, Blaine	Newport	OR	16729	Clark, Bryan	Draper	UT	16764	Kim, Sean	Redmond	WA
16733	Silvernail, Dan	Milwaukie	OR	16760	Ault, Steven	Orem	UT	16766	Pelkie, Brenden	Seattle	WA
16581	Greif, Carrie	Philadelphia	PA	16779	White, Andrew	Salt Lake City	UT	16767	Pelkie, Mary	Seattle	WA
16583	Kloiber, Eva	Pittsburgh	PA	16634	Saale, Robert	Alexandria	VA	16797	Edgecombe, Ari	Bremerton	WA
16591	Moe, Erica	Lancaster	PA	16746	Rozek, Jessica	Alexandria	VA	16799	Hasegawa, Joseph	Issaquah	WA
16594	Lovejoy, Scott	Carlisle	PA	16596	Clark, Benjamin	Enumclaw	WA	16806	Young, Cody	Everett	WA
16601	Wolfe, Alex	Philadelphia	PA	16599	Roberts, Em	Olympia	WA	16662	Faas, Daniel	Reedsburg	WI
16603	Wolfe, Andrew	Philadelphia	PA	16602	Straka, Scott	Kirkland	WA	16666	Westphal, Alexander	Berlin	GER

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# Life in the Fast Lane

BY MARK MULLEN

Everywhere you look cycling is getting faster. Average speeds for the Tour de France remained relatively stable over the last decade, hovering in the 30-40 kph range, and then increased dramatically in 2021 and set a new record in 2022 at 42 kph.

In the world of the everyday rider, our trails and bike lanes are increasingly used by riders on battery-powered motorcycles masquerading as bikes and whipping along at speeds normally reserved for a Tour stage.

Meanwhile, in Randolandia, the pandemic hastened the implementation of something that many riders had been demanding for some time: electronic proof of passage, or EPP. As a result, some riders, freed of the need to stop at mandatory control points, began burning through their rides as fast as possible.

But randonneuring was never supposed to be about speed. We toss around the name of our sport so lightly and often that we tend to forget its origins. Derived from the French verb for hiking, the noun form—*randonnée*

— has a much more specific nuance. Almost every translation of the term adds words like “casual” or “leisurely” to the basic idea of a “walk or hike in the countryside.” However, to judge from the behavior of some randonneurs, especially recently, you would think that *randonnée* meant “time trial.”

In 2022 the D.C. Randonneurs decided to try a 200k conducted under Audax rules. Audax was the first “official” style of randonneuring, codified by Henri Desgrange—organizer of the Tour de France—before a falling out with the Audax Club Parisien (ACP) led to that group establishing its own *allure libre* style that now defines randonneuring for most of its participants worldwide.

Under the ACP framework, “each rider is considered to be on a personal

ride” (Article 5) and “must be self-sufficient” (Article 6). There were originally few other restrictions, and even fewer now that we don’t need control cards, if the organizer chooses to allow EPP.

By contrast, Audax rules—and there are a lot of them, which I will get to in a moment—mandate riding as a group at a set pace. Only recently, apparently through some high-level international diplomacy, did it become possible for events overseen by the Union des Audax Francais to be certified via RUSA.

Thus, on an overcast but warming fall day, a pioneering group of nine riders set out from Frederick, Maryland, on a route that would take us up through the rolling farmland of

*Our everyday lives are crowded with media clamoring for our attention and now, apparently, large numbers of cyclists, instead of seeing riding as a refuge from all that, want to take that world with them.*





Le Grand Depart.  
—PHOTO GARDNER DUVALL

southern Pennsylvania, returning via the Gettysburg battlefield, to try and figure out what this whole Audax thing was about.

### Behavioral Modification

The bicycle came of age during a period of widespread anxiety about the dehumanizing effects of industrialized labor specifically, but also more nebulous concerns about the frenetic pace of life and its impact on human connection. The early bicycle was both a symbol of modernity and a means to escape from it, a characteristic that is still true today, when we can take an object made almost completely of folded carbon sheets for a leisurely ramble through any nearby bucolic paradise.

I think those early randonneurs understood, however, that when it came to the pressures of modern life, we humans would be our own worst enemy. They anticipated that instead of a scenic jaunt we would each try to set a new land speed record.



Of course, the reliance on brevet cards, etc., did not prevent riders from trying to set a personal best on a route; nor, on the other hand, did it prevent people riding together in a small group. Route designers can now consider control points mainly as a technical or logistical element—a point of resupply or to control potential route-cutting—but the original rationale was to encourage people to step away from a machine briefly and interact with other humans.

Obviously the pandemic required minimizing human contact, and EPP was a sensible temporary mechanism

to allow us to keep riding. Except that it wasn't introduced as an emergency measure but as a permanent change. Now there is, of course, absolutely nothing about EPP that prevents a rider from making all the stops. But let's be honest: how many of us have seen EPP as a way of skipping some—or all—of the “annoying” or “unnecessary” stops in order to get to the end a lot quicker?

Moreover, a major rationale for the change was that people were already recording their rides on phones and GPS computers, so why not ditch the hassle of trying to keep a piece of dead-tree media dry, intact, and legible under conditions guaranteed to thwart those very goals?

But herd behavior has always been the worst rationale for doing anything, and in this case basing the rationale for a rule change on the capabilities of a device ignores the mounting evidence that our overreliance on our digital devices is wreaking havoc on everything from our social lives to our mental health.

It is hard to believe that there was ever a time when people rolled along on two wheels with only the thoughts



Charming vintage signs.

—PHOTO MARK MULLEN



The lunch stop must be between 45 minutes and 1 hour and 45 minutes long.

—PHOTO GARDNER DUVAL

Along Confederate Avenue in Gettysburg National Military Park.

—PHOTO GARDNER DUVAL



in their own heads for company. Our everyday lives are crowded with media clamoring for our attention and now, apparently, large numbers of cyclists, instead of seeing riding as a refuge from all that, want to take that world with them. Many of our bike computers now sync with our phones to show us text messages and even social media alerts; why in the gods' name would anyone want any of that out on a ride?

I've also seen way too many randonneurs engaging in the ultimate stupidity and riding with headphones. Deep down, none of us needs a team of researchers to tell us that this kind of device dependency isn't healthy.

### Behavioral Modification Redux

At first glance, Audax rules appear to be the antithesis of the solo speedster approach to cycling. They seem that way at second and third

glance also. Unlike the *allure libre* style where small rider groups can form as an accidental byproduct, Audax mandates that the entire group start and finish the ride together, and that no one goes off and does their own thing in the middle either. The minimum group size is four, of which at least three must finish for all members of the group to get credit. How large the group can be is entirely at the discretion of the ride organizer. Audax rules set up an interesting dynamic contrast between cycling consistency—riders must maintain a rolling average of 22.5kph for a 200k, about 14mph—and leisurely riding across the entire distance. These rides also require a road captain in order to keep everyone rolling along at the right pace and to enforce the time requirements; our organizer and our club RBA Gardner Duvall appointed himself our patron.

Many of the rules are designed to force riders to take their time overall, while still trying to get the ride done in daylight hours. A case in point—and one of my favorites because it just seems so very French—is that “L'arrêt pour le déjeuner ne pourra être inférieur à 0 h 45 minimum, ni supérieur à 1 h 45 et commencer entre

11 h 45 et 14 heures/The lunch stop cannot be less than 45 minutes nor longer than 1 hour 45 and takes place between 11:45 a.m. and 2 p.m.” The spirit of the rules is clear, however: stay together, ride steadily, take the day easy, enjoy the scenery and the company.

Our DCR group hadn't been on the road long when all of us, particularly those of who were veterans of a lot of *allure libre* rides, felt how different this ride was. Nine riders is not a huge group, but it is a lot larger than groups that typically form in other rides. Even when a mechanical struck one of the group a little over eight miles in, there was no stress. After all, we literally had all day.

A 14 mph rolling pace may seem like a challenge, and it is definitely a tad faster than I would typically ride. But a group pulls you along not just physically but mentally. And it never felt like we were zipping along; the conversation was casual, the jokes were frequent, we tried our hand at coming up with crazy impossible ideas for new ride types—e.g. a ride which had to traverse a street named after everyone on the ride.

Control stops were not hurried, in contrast to the rush of randonneurs on a mission. All of us took our time



in front of the giant pastry case at the Deja Brew in New Oxford, Pennsylvania, for example. Indeed, I suspect I wasn't the only one who was finding it hard to use up all the time Gardner had allotted for our stops. But I took my time carefully weighing my options for the lunch stop at Hog Wild Pit Barbecue in East Berlin, Pennsylvania, and I wasn't disappointed.

Despite the meticulous planning of the route we still somehow ended up a couple miles short of our official tally, and opted to ride circuits around a Frederick suburb; I suggested we turn it into a crit but after almost 200k, enthusiasm for a throw-down was lacking for some reason. When we were finally done for real, all of us agreed that we had had a fantastic time and would love to do this kind of ride again.

### Life in the Slow Lane

While randonneuring derives much of its terminology and traditions from the French, it is worth remembering that the first pioneers of long-distance cycling were Italian, and it is they who gave us the term *audax*, which means audacious. In the very early days of cycling, attempting long distances on a contraption that didn't look as if it would make it up the street let alone survive for 100km or 200km was indeed audacious.

Today we can be reasonably confident that our bikes will go the distance, but the ever-present doubts about our own abilities make our sport as audacious as ever. Now, however, we need to embrace a different kind of *audax* spirit: the audacity to slow down.

I'm sure that many riders will take a look at the Audax requirements and conclude that they are overly fussy and get in the way of "just riding." In the same spirit, things like "control cards" can seem quaint and—the worst insult in a tech-addicted world—inefficient.

But the inefficiencies are the point. Game developers, for example, have known for some time that a satisfyingly pleasurable game comes

*Today we can be reasonably confident that our bikes will go the distance, but the ever-present doubts about our own abilities make our sport as audacious as ever.*

not from letting people do whatever they want but from artfully applied constraints. Video game players often demand the complete freedom of a "sandbox," but even a sandbox has limits; otherwise it is just a beach. In the same spirit, it is rules that maketh the randonneur. If cyclists don't want a rule-based activity, there are plenty of types of riding out there that meet that need. More importantly, randonneuring rules—particularly the Audax version—were an attempt to build into a cycle-based activity a more fundamental truth: a life lived efficiently is not a life lived well.

The decidedly old-fashioned Audax requirement that routes "*devra etre touristiquement attrayant/must be attractive for sightseers*" is a recognition that it is the texture of the road, its physical and metaphorical ups and downs, which constitute the framework of a meaningful experience and, I would argue, an interesting personality.

After all, how many of the cycling stories that we take pride in ourselves and share with others involve that perfect obstacle-free, efficient ride from start to finish? The emphasis on an attractive route in the context of a mandated group ride also recognizes that you see more when you are with other people.

That, of course, is the greatest inefficiency of all: other people. Life is a lot simpler and our rides a lot faster if we don't have to worry about other people. We take selfies to avoid having

to ask strangers to take our photo, we have EPP so we don't have to make pesky human contact at regular intervals.

Of course no one who is addicted to setting route personal bests needs to worry; the government is not coming to take away your *allure libre*. Moreover, U.S. cycling and cyclists are products of a culture that now virtually mandates digital device-dependent efficiency as a way of life. But the beauty and promise of randonneuring is still that it can be, for a time, a world apart from that other world of joyless completionism. So while Audax events are likely to be a niche interest in most clubs, I hope that we see a lot more of them. Because for me, it came down to this: my ride took much longer than it usually would, but this was the most fun I've had as a randonneur in a good long while. 🚲

The route was "attractive for sightseers" as it should be.

—PHOTO GARDNER DUVALL



# PBP Bag Drop Adventures

BY DEB BANKS & ERIC NORRIS

*Not every RUSA member who traveled to France last summer was there to ride PBP. A small group of dedicated volunteers went to support several hundred American riders with dropbag service. Just as much of an adventure as the randonn e itself, supporting provided the crew with stories to share and memories to recall fondly.*

## **Deb: How This Came Together**

The fervor for Paris Brest Paris starts well before the actual event. In the fall of 2022, Mark Behning and I were talking about PBP while spinning up the American River Bike Trail (ARBT), our local route. I thought Mark was on the fence about riding and leaning towards participating, but I was a firm no. While riding on the ARBT, we batted around ideas for ways to support the ride without actually riding, and I came up with the idea of providing a bag drop service. Back in the day, Claus Claussen ran Des Peres Travel, a bag drop service along with flights and hotel booking for Americans heading to France. Many riders from the U.S. used his service, and his retirement left a deep gap in people’s planning. In 2019 some of the U.S. riders used a service from the UK and another from France with mixed results.

As the Executive Director of Sacramento’s local bicycle advocacy organization, I oversee all the organization’s programs. We have a Bike Valet program that serves cyclists in over 200 events a year, securely parking and attending bicycles as individuals attend community events. The valet system was easy to retrofit for our bag drop

purposes, and after a bit of discussion, Mark and I settled on this as a way to be at PBP 2023.

We knew we needed a team to survive the entire 90 hours of PBP. I mentioned our plan to Eric Norris over coffee, and he was intrigued enough to seriously consider it and then join us. On a populaire I mentioned it to Bill Green, who said yes before the ride was over.

Now that we had a team, we sent out an interest survey to riders, who expressed enough positive feedback to convince us to go for it. I set up a website and began accepting signups for 2023. Our hope was to earn enough money to pay for the entire operation: airfare for four people, lodging in Loud ac for all of us, and rental vans.

Mark took on the job of being the liaison with the head of volunteers at the Loud ac control and with PBP HQ. I was the mastermind behind the bag drop system and creator of the website. Eric produced a few of his “PBP Tips” videos for riders about packing, etc., and Bill was ready to organize bags once in France. A late addition to our team, Ryan Thompson (RBA, Santa Rosa), provided an extra set of hands and brought tons of energy and excellent

pastries. We felt confident while stateside planning, but as with all good plans, once things are in motion, unexpected curveballs are sure to come around.

## **Eric: It Almost Ended Before It Began**

After months of planning and days of travel, on the day that our bag drop operation was to begin, my part of it almost ended abruptly. Here’s how things almost unraveled.

Friday morning, the day after I arrived in Paris, I had a few errands to do before I was scheduled to pick up one of our two vehicles at an Enterprise car rental location at Porte de Saint-Cloud on the western edge of Paris. With my errands completed, I picked up my bag and my Brompton in its wheeled case and headed for the Metro. The Metro was cheaper than hiring an Uber, and at that point in the trip I was still excited to have a bit of







Collect your bags at the Rambouillet train station.

—PHOTO ERIC NORRIS

adventure. The subway, I told myself, would be perfect.

Unfortunately, the Metro turned out to be a tad more difficult than I planned. Even my smallish Brompton case was a pain to haul up and down the numerous stairways into and out of the underground stations. On top of that, I was boarding the train during the lunchtime rush hour in the heart of Paris. I ended up on a Metro car, but my stuff and I were on a crowded train, and there was at least one Parisian glaring at me and saying unpleasant things in French that seemed to focus on his shoes, which he seemed to be trying to tell me I had scuffed.

Things got worse as the train approached my stop. As the train jostled to a stop and my fellow passengers and

I bumped into one another, I felt an unusual movement in the vicinity of the pocket of my shorts that held my wallet with my credit cards and—perhaps more importantly—driver’s license inside. I was being pickpocketed.

I briefly panicked, but I recovered and turned to the smallish man next to me who was trying his best (not very well, thankfully) to steal my wallet. I think I said something like, “Oh, no you don’t” just as the train pulled into my station, he withdrew his hand from my pocket, and I exited the train. Mr. Pickpocket stayed on the train, most likely on the lookout for another victim.

As I dragged my Brompton up the stairs to the surface, two things occurred to me. The first was that the entire operation would have been damaged if I didn’t have a driver’s license with me to rent the vehicle. I could do many things in France without a physical credit card, but I wasn’t going to drive anywhere without my license. Also, I was glad that the Parisian pickpocket, of all the pickpockets in Paris, was perhaps the most ham-handed. A better thief would have snatched my wallet undetected! Thank goodness my pickpocket was the worst in Paris.

### Deb: Are We Providing a Service or Support?

Arriving in Rambouillet, we found that we were unable to be on the premises of the Chateau to collect bags from riders. The reason was never made clear, but we pivoted and set up at the train station, which worked out fine. The beauty of this “job” was that we could see friends from all over the country, get excited with them, and hear their ride plans. Over the course of two and half days, we collected over 300 bags.

A day before PBB was to start, we got an email from a rider whose bag we were shepherding from Loudéac. “Have you filled out a Form K-3 for me?”

“Hmm, what’s Form K-3?”

“The form that everyone fills out when they are receiving support.”

“That’s not us, we’re doing bag drop. A service. Not support.”

Mark heard this, and his blood pressure skyrocketed. “We better check on this and make sure that we don’t need to fill out a form like this for all 300+ riders. I don’t want us to be the reason that someone gets DNF’d for not having the correct forms in at PBB HQ.” He got moving, emailing Jean Gaulbert Faburel, who was managing PBB. Jean Gaulbert affirmed Mark’s worst fears, “Yes, a K-3 form needs to be filled out for all of your riders.”

Mark jumped into high gear. We had synced everyone’s bag with their frame number, but not everyone had



Picking up pasteries at La Délicerie, across the street from the control.

—PHOTO ERIC NORRIS

The Bag Drop Team.  
—PHOTO ERIC NORRIS

checked in, so we had about 2/3 of the numbers matched to riders. Mark had to fill in about 100 riders' names, which went smoothly but took a couple of hours. The next morning, he ran the completed forms up to the Chateau and Bergerie. Close call.

Once we arrived in Loudéac, we learned that we were sharing a space with a Japanese bag service and the rest of the world, provided by a French group. It wasn't in the main area of the control; instead, it was tucked away downstairs and less easy to find, but it was inside. We unloaded the bags and Bill started to organize them. We ended up organizing by total ride time (80-84-90) and then by wave letter and then by number. It took hours. When we finished, we were starving. Eric picks up our tale...

#### **Eric: Dinner at McDonalds**

I've often told the story of the very first meal I ever ate in France. We had arrived in St. Quentin in 2007 after some 24 hours of travel on the evening of a national religious holiday. I went to the only restaurant that seemed to be open and ate a Big Mac meal at McDonald's. (On the plus side, McDonald's food in France is a notch above the same meal in America. It was pretty good.)

Fast forward 16 years, and the bag drop crew had ended our first day in Loudéac at around 11 pm. Having driven some 200 miles, carried more than 300 bags into the designated space, and rearranged them for the riders who arrive the next morning, we were famished and exhausted.

Loudéac, however, quickly became a replay of St. Quentin 2007. In the French style the local eateries, along with everything else in town, had shut down earlier in the evening. Late-night dining is not a thing in Brittany and certainly not in Loudéac. There was only one place in town that Google



said was open at that time of day: yes, McDonald's. Bill, Ryan, and I piled into my now-empty vehicle, and we quickly headed across town to find the "arches dorées."

To make a long story short, we were able to explain to the skeptical staff that we were walking up to the drive-through window (the dining room was closed) because our vehicle was too tall and it was OK for them to sell us food. A little while later, sitting in our hotel room, I enjoyed, 16 years after the first, another Big Mac. With fries. It tasted great.

#### **Deb: P.S. to Eric's Story**

Mark went to grab a meal for us at McDonald's, too, and he arrived about 10 minutes after Eric, Bill, and Ryan. Mark ordered two Big Macs and fries. What we got were two breakfast McNugget things and cold fries.

The next day we all returned to Loudéac, checked on the bags (they were all still there), and then waited for riders to come in. Once they did, everyone was shouting, "U.S. RIDERS ARE IN THE HOUSE! Welcome to Loudéac!" Ryan and I greeted everyone that came through and helped direct them to food, the room for stamping their card, and then to bag drop. About midday we realized we were all tired and that if we were going to get through the next couple of days, we'd need a schedule.

Once we settled on something, Mark and I took off to our gite, a rented

house in the neighboring village of Rohan, about a 20-minute drive from Loudéac. Eat, shower, sleep, eat, return to Loudéac. We were gone from the control for 5 hours. This was starting to feel like randonneuring.

#### **Eric: Night of the Giant Wasps (aka "Gite des Guêpes")**

"Just a heads up," Mark told us as Ryan and I left to drive through the pitch-dark French countryside on the way to our rented house (in the "gite" style) in the small village of Rohan. "There are some wasps flying around the front door." So warned, we continued and eventually found the house.

When we arrived, the situation was a tad worse than advertised. It was very late (around 1 a.m.), and there were indeed wasps dive-bombing the porch light.

But not just any wasps. These were giants, more than an inch long, and their loud buzzing filled the air. Ryan and I dove into their flight paths again and again, trying to operate the lock box that held the front door key. And not just "some" wasps. There were some 10-15 of the creatures, and their angry buzzing could be heard from 30 feet away. It was like a horror movie. With wasps.

After at least one less-than-polite call back to Mark ("How do you open the f-ing lock box?!"), we finally dodged the cloud of stingers, made it into the small kitchen, and slammed the door



behind us. But...the adventure wasn't over yet. Two of the huge insects had made it into the house, and the next few minutes devolved into a pantomime of the lobster scene from Annie Hall but with giant stinging wasps. We rummaged through cabinets and closets, looking for anything that would help us combat the wasps. Armed with a badminton racket (Ryan) and a can of bug spray (me), we did battle, swatting and spraying wildly as the wasps flew around us.

We emerged a few minutes later from a cloud of bug spray with one of the wasps dead and the other stunned and trapped under a wine glass. Finally, around 2 am, we crawled into our beds for a brief night's sleep before our next shift in Loudéac in the morning.

The next day the wasps were gone. They never returned, but that first night will forever be the Night of the Giant Wasps at the "Gîte des Guêpes."

#### **Deb: Outbound and Inbound**

While riders made their way to Brest and back, we remained at our station in Loudéac. Some moments were quiet, others filled with activity. I saw my friend Johnny Coast, who had a team riding bikes built by him. He was there providing true support to his team, and it was fun to watch him think through how best to do that. Friends from all over the world came through, and it was interesting (and sometimes comical) to see the difference in a rider between the outbound and inbound legs. Outbound riders had fresh faces, energy, and excitement as they got their drop bag, chatting casually about how great the ride had been up till that time. Sometimes we gave advice, and we exchanged plenty of hugs with riders as we sent them on their way to Brest.

An attractive mural in Loudéac.

—PHOTO DEB BANKS

The inbound riders gave us a different perspective: they were tired, many hadn't had much sleep, and even those who were getting sleep were dragging. Riders would get their drop bag and stare into it, not getting the gear they needed. Sentences trailed off, and we noticed more staring, half-eaten bars left, clothes strewn about, and much less enthusiasm for the event.

We were more hands-on with our assistance, getting people to focus on the task in front of them, helping them think through and adjust their ride plans, and directing them to get moving. We had a few interchanges of straight talk ("Stop faffing about and get moving!"), more hugs, and a lot of "You've got this!" With over 13 completed PBPs between our bag drop team, we understood how people were feeling and what might help them get across the line.

#### **Eric: Shutting Down Loudéac**

To appreciate how well-run the operation in Loudéac is, look no farther than the shutdown of the control. Shortly after the official closing time and with a few dazed riders (and drop bag workers) still wandering around, the shutdown process began. Trucks arrived, and workers began grappling with the various railings, signs, bike racks, and other accoutrements that had transformed the local junior college quad into a bustling hub of cycling activity for thousands of riders and hundreds of friends, family, visitors, and volunteers. Less than two hours later, it was all gone, disassembled and stacked on trucks, moved back into place (the archway over the pathway to the sleeping area turned out to be a soccer goal that usually sits in the quad), or otherwise dealt with.

Having seen the control go from



no activity at all, to the peak, and then back again, the speed with which it all ended was almost startling. A place that had been the center of so much effort and drama was, in a blink, just another asphalt square. Paris Brest Paris 2023 was closing down, and it was time for us to head back to Rambouillet for the very end.

### Eric: Miller Time in Loudéac

As the workers quickly tore down what remained of the control, one part stayed in operation: the beer and wine vendor. Always busy while the control was open, the kiosk was now surrounded mostly by townspeople, all toasting each other for having put on another successful PBP. It was a festive scene.

I had a few minutes to spare, and I was thirsty, so I walked up to the

counter and, in my best French, asked for a beer. A glass was quickly poured, and I began rummaging in my wallet for a few euros.

“Non,” said the barman, handing me the glass and waving his hands to clearly say that money was not needed. This was a party, and I was welcomed as one of the celebrants. I thanked him and drank my beer. It tasted great.

### Deb: P.S. to Miller time

Mark and I also went over to the beer counter. We were given the stereotypical French experience: look right into your eyes, understand what you are asking for, and get completely ignored. No beer or wine or cheap champagne for us.

### Eric: Loudéac as a Place

I’ve been to Loudéac four times, but my short downtimes from the bag drop operation were the first time I was able to explore the place a bit.

Central Loudéac turned out to be charming and active, very much reflective of its rural and generally working-class region. Loudéac is a small place (the population peaked in 1990 and has hovered around 9,700 persons ever since), so it’s like many of the other towns PBP passes through: a few small restaurants, a tiny walkable downtown, a handful of churches, a train station.

I was interested to see the three old churches downtown—Catholic, Presbyterian, and Orthodox—and found a nice line drawing of the Catholic church of St Nicolas, which was completed in 1765, in a local gift shop. As a photographer, I was also pleased to find that the town supports a small camera shop.

The drop bag crew also discovered a great bakery/pastry shop just across the street from the control and ended up going back several times for delicious pastries. If you’re ever in Loudéac, be sure to stop at La Délicerie. Tell them the American Bag Drop Crew sent you!

### Deb: It’s a Wrap!

The control closed, and we had a few bags that hadn’t been touched since the outbound leg. We hung around as long as we could, but four hours after Loudéac had closed, we needed to move. While driving back to Rambouillet, I got a call.

“Debra, I need to get my bag.”

“Where are you?”

“I’m 30k outside of Loudéac.”

“Sorry, but we have your bag and it is on its way to Rambouillet.”

*A few seconds of silence...*

“What? I need my cell phone cable; my battery is dying. Will you turn around?”

*A few more seconds of silence...*

“Nope, we can’t do that, we have 300+ bags and they all need to go to the train station.”

“What should I do?”

“Stop talking to me, keep riding, find a shop that sells cables, and move on.”

On Wednesday night we arrived back in Rambouillet, and after a full night’s sleep at our rando-flophouse, we returned to the train station so riders could retrieve their bags. From Thursday on, we took turns at the train station so that we could be down at the finish to see friends cross the line, completing this awesome event. We returned bags, heard more stories about riding, and noticed that randonnesia was quickly setting in. People were tired but triumphant, even those who didn’t complete it but gave it their all. We stashed the last few leftover bags at the Mercure, and we were done. On Sunday morning, ten days after we started working, bag drop was officially closed.

Who knew that bag drop was pretty close to doing the actual ride? 🚲

### Your 2023 Bag Drop Team:

Deb Banks (RUSA 4405)

Mark Behning (RUSA 887)

Eric Norris (RUSA 3971)

Bill Green (RUSA 7588)

Ryan Thompson (RUSA 8393)



The guys at the drive through at McDonald’s.  
—PHOTO ERIC NORRIS



# VanIsle 1200 km 2024

June 20-23, 2024



See beautiful coastal vistas as you ride the wild west coast.

Enjoy the gentler and warmer east coast en route to Port Hardy.

Catch a glimpse of a black bear, or if you are lucky, a cougar or sea wolf.



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- satellite tracking
- pre-start breakfast all four days
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- supported controls at remote locations
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- finishers medal

**EVENT FEE: \$850 (Canadian Dollars) per rider,**  
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The 2024 edition of the VanIsle 1200 will be the fourth running of this spectacular Grande Randonnée.

This is the only opportunity for a Canadian 1200km brevet, and the only opportunity to qualify for the Can-Am challenge award in 2024.

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FOR MORE INFO VISIT – [bit.ly/3SeLWmv](https://bit.ly/3SeLWmv)

OR EMAIL – Murray Tough at [vanisle1200@randonneurs.bc.ca](mailto:vanisle1200@randonneurs.bc.ca)

# The Randonneuring Bond: in Memory of Peter Grace

BY ROB HAWKS

We never know the exact moment, right when it happens, that we form a friendship. These memories rise up as we share stories with others of those we meet while riding brevets. We have ample time on brevets to tell these stories because the road ahead is often long. The spark that triggers friendship can be profound or it can be as simple as someone you don't yet know well handing you a warm grilled cheese sandwich long after sunset as you arrive at an overnight control, and you think it is the best food you've ever tasted.

To many of his fellow randonneurs in Northern California, Peter Grace (#14851) was that fellow rider who would match our pace to keep us company as we rode past our longest previous ride distance, on our way toward new limits. Jasmine Wu (#15118) knew that Peter was a much

faster rider, but found that an inherent kindness and a desire to share the experience with someone was more important to him than a fast time. She and Peter rode together as Jasmine completed her first 400k and 600k with the San Francisco Randonneurs (SFR) in 2022. Rides on which, with

Peter's company, Jasmine could focus on the ride and set aside other worries that might crowd in when riding alone. Peter himself had only come to randonneuring late the year before, but as Jasmine found out, Peter was a planner and had collected a rather useful store of information about riding long-distance events. All that planning of Peter's had frequently been put into action. As Jasmine and Peter rode through the night she would find out that Peter had completed an Everesting challenge (repeatedly climbing one hill to accumulate over 29,000 feet on one ride). Normally assumed to be the province of younger riders, Peter had completed his at age 66. Jasmine knew this randonneur was legit.

When you grow up on grilled cheese sandwiches and tomato soup, as Tom Dunscombe (#13041) did, you get a sense of which sandwiches pass muster. Tom and Peter met while supporting the Volunteer Ride for an SFR 600k, and Tom was just a little skeptical that a Brit would know the secret to making this magical rando food. You can imagine Tom's astonishment at tasting for himself sandwich perfection. Neither knew at the time that this was the catalyst of a friendship as they watched the riders they were supporting at the overnight control wolf down the meals they prepared.

Peter passing by vineyards in the Alexander Valley on the Hopland 400k.

—PHOTO JASMINE WU







On the grounds of the chateau in Rambouillet on August 20, l. to r. John Hopwood, Tom Dunscombe, Peter Grace, and Chris Beauchamp.

—PHOTO TOM DUNSCOMBE

Peter with Jasmine, right before the start of PBP this past August.

—PHOTO MIKE HRAST



In 2023, Peter, Tom, Jasmine, and 100 other SFR members prepared to ride Paris-Brest-Paris. Peter began early in the year to quiz riders who had completed the event before, and he shared his findings and his preparation with Jasmine, Tom, and many others. Tom and Peter each made the rider limit cut to register for the 600k qualifying brevet for PBP. Riding together, they reached the end of a long day but not the end of the route. Peter made a suggestion that Tom was at first reluctant to accept, and yet it turned out to be the perfect thing as they got out of the cold at a McDonald's. While having over 200 miles in their legs had a lot to do with the meal tasting so good, it was also the realization of sharing an experience with a kindred spirit that made it so memorable.

A normal path for many randonneurs is to gain experience riding brevets and then use that knowledge to support others by volunteering on brevets. Early in his first full year of randonneuring, Peter was already supporting riders, both on rides and at controls as a volunteer. Peter would often volunteer for the hardest volunteer roles to provide support where it was needed the most. While those that rode with him easily saw his generous nature, others just watching him as a rider saw it, too. Sourav Das (#11675) was volunteering at the overnight control on a 600k brevet when Peter arrived with a small group. Sourav knew Peter was very new

to randonneuring, but was impressed with how well he was holding up to the challenge on his first 600k. Equally as impressive to Sourav was how Peter was helping the other riders there.

Meticulous planning can make the difference for events like Paris-Brest-Paris. But sometimes our fates don't care about that. After qualifying for PBP and shortly before departing for France, Peter was doing some further training in the hills and mountains in the Bay Area of Northern California. A deer jumping out from the woods at the side of the road was all it took to unravel that meticulous planning, and a set of broken ribs put him on the sidelines. It is unlikely that Peter spent any time feeling sorry for himself at losing his chance to ride PBP. Quickly pivoting, Peter decided to still go to France and brought his daughter along. Instead of riding, he spent a week supporting his fellow RUSA members. On the first night for the 84 hour riders, as Tom Dunscombe approached the outskirts of Loudeac and navigated its roundabouts, he heard a familiar voice calling his name. Peter had tracked him on his iPhone, knew what Tom would need, met him as he arrived, and then guided him to, where else, but McDonald's.

Later on at PBP, Peter had been given a stash of cycling specific food from Jack Holmgren (#1625) and was in the perfect place to help out Perry Wilderson (#13930) who was dealing with the challenge of finding vegan fare, while also realizing he didn't have

the proper power cable for his shifters. Perry had already checked the logical places to find that charging cord, but Peter vowed to ask every person he could find at the control until the cable was located. While Peter didn't get to ride PBP, just ask Jasmine and Tom and Perry and they'll tell you Peter Grace was definitely part of PBP. So can all the members of SFR, as Peter organized the club photo in front of the chateau in Rambouillet, or Peter's RBA, who himself had lost his chance at riding PBP with an untimely illness. Peter offered to change all his plans just to bring that RBA to the start of PBP.

On December 2nd, 2023, while riding a 200k brevet with SFR, Peter Grace was struck and killed by a passing vehicle. Peter was one of the kindest, most generous souls one could ever expect to meet. It may be some time before all the wonderful memories of this remarkable person are not clouded by the pain of this loss. But we do have those memories now. 🚲



# Bike Lust

BY NYSSA HARTOKOLIS

First 1200k on Melody, PBP 2019.

—PHOTO MAINDRU



This lavender beauty is my bike Melody. We've ridden together since I took delivery of her in October of 2018 from my then clubmate, and now dear friend, frame builder Jeremy Schlachter of Gallus Cycles. The story of how Melody came to be is far from a typical one, but for the sake of the word count I will just say that it involved getting t-boned by a mastiff puppy while riding a permanent on my old rando bike. Anyway, I found the magazine *Bicycle Quarterly* as a 21 year-old bike co-op mechanic and rode my first 200k in 2016. I then completed my first brevet series in 2017, and I was hooked on randonneuring.

Melody was largely inspired by Jan Heine's "Mule" bike that I had read about in some of the first *Bicycle Quarterly* issues I received, and my

## THE BIKE: Melody, Gallus Randonneur



subsequent quest for the elusive planing sensation he claimed the bike had. I originally built Melody in true retro-fashion with Simplex Retrofriction shifters, Suntour Cyclone derailleurs, non-aero Suntour Superbe brake levers and René Herse cranks. We rode thousands of miles that way, including my first grand randonée: PBP 2019.

Since taking delivery of Melody in 2018, I have developed a lot as a rider: changed my bike fit several times, put a lot more miles in my young-ish legs, and changed my riding style and form quite a bit. But Melody still sings just as incredibly as in 2018. The build is quite a bit different because of these aforementioned changes, but I think we're approaching 40,000 miles





together—I don't know exactly because I rode without a computer until last year.

Melody's a special bike, made even more special because she was built as a labor of love by a good friend. It has been a delight and a privilege to have such a beautiful bike to enjoy in some of my most formative years of riding. 🚲

### Put your bike in the spotlight!

Send one photo and a brief description of what is special/unique to your ride, to [editor@rusa.org](mailto:editor@rusa.org). If your bike is chosen, you will be contacted for more information. Not all submissions can be published due to space constraints.

**FRAME:** Custom Steel Gallus Randonneur, Kasei main triangle, Columbus stays, custom cut, filed and thinned lugs, Custom headbadge by the legendary Jen Green

**FORK:** Custom Gallus, Columbus Randonneur blades, re-worked Pacenti PBP crown, Schmidt SL Dropouts

**HEADSET:** Cane Creek 110 1" threadless

**WHEELS:** Custom built by Rye Volsen: custom polished DT Swiss 240 rear, SON delux SL Wide-Body, HED Belgium + (R.I.P.) laced with Sapim CX-Rays

**TIRES:** René Herse/Compass Babyshoe Pass Extralights, tubeless w/ Orange Seal Endurance

**VALVES:** Terske

**TI FENDERS:** Honjo Hammered H80 GB650ML

**CRANKSET:** Rotor INPower, 46/30

**BOTTOM BRACKET:** White Industries XD15

**FRONT DERAILLEUR:** Campagnolo Record

**REAR DERAILLEUR:** Campagnolo Record medium cage

**SHIFTERS:** Campagnolo Chorus

**CHAIN:** Campagnolo Record 10, Silca wax

**CASSETTE:** Campagnolo Centaur, 12-30

**PEDALS:** Shimano XTR M9100

**SADDLE:** Selle SMP Nymber

**SEATPOST:** Simworks Froggy

**STEM:** Customa Gallus

**HANDLEBAR:** Easton EA70 AX 42cm

**HANDLEBAR TAPE:** Silca Nastro Piloti

**BELL:** Spurcycle

**ORIGINAL BRAKES:** Compass (R.I.P.) Rinko Centerpulls, SwissStop BXP pads

**FRONT RACK:** Custom Gallus

**DECALEUR:** René Herse (C.S. Hirose locking style)

**HANDLEBAR BAG:** Custom Waxwing Bag Co. Randonneur

**HEADLIGHT:** Schmidt Edelux II

**TAILLIGHT:** Velo Lumino AT

**SEAT TUBE PUMP:** Custom paint-matched & modified Lezyne Road Drive

**BOTTLE CAGES:** King Cage Ti



# Revisiting La Société Charly Miller

BY PHIL FOX (#12365)

Paris-Brest-Paris (PBP) originated in 1891 as a grueling 1,200 kilometer out-and-back race from Paris to Brest and back to Paris. Promoted by *Le Petit Journal*, the event captured the imagination of the public. That first run, there were 207 French racers who tested their mettle and the latest innovations: the modern diamond-framed bicycle and pneumatic tires.

The second edition of PBP would be hosted 10 years later with Charles W. Miller, a world-renowned professional bike racer from Chicago entering the race. He would be the first American and only non-European racer to take part in the event.

Unlike other well-funded racers, Miller had no pacers or support. He had to find his own supplies, address a disheartening number of mechanical failures, and complete the final 350 kilometers of the event on a hastily borrowed bicycle. He successfully navigated the course, riding nonstop on no sleep, to take fifth place.

Paris-Brest-Paris evolved over the years. Initially a professional's race for French riders only, Bill Bryant's history on the RUSA website has the amateur PBP dating to 1931. By 1956, it had expanded into a timed amateur endurance ride. Yet Charly Miller's solo triumph in 1901 in **56 hours and**

**40 minutes** set a lasting standard. It wasn't until 1975 that another American successfully completed PBP, and only in 1979 was Miller's time improved upon by another American, the incomparable Scott Dickson.

La Société Charly Miller recognizes those completing PBP in under 56 hours and 40 minutes and remains an exclusive fraternity for American randonneurs. The rich history of Paris-Brest-Paris underscores the enduring allure of this challenge. Membership in La Société Charly Miller is a coveted achievement.

Without further ado, we present the collective stories from the 2023 class of La Société.

**Tell us about your journey as an American Randonneur.**

**Matthew Roy's** journey started following a serious hip injury suffered in a criterium back in 2006. It was

Wave B start.

—PHOTO KEVIN WILLIAMS





during the recovery process that he found his way to ultracycling and the Boston Brevet Series. From there his journey to PBP in 2019 was further encouraged by Brad Tanner (#229). Roy counts himself fortunate to have had someone of Brad's "pedigree, patience, and kindness" to guide him through the years.

After outgrowing his local cycling team in terms of long-distance efforts, **Phil Fox** was introduced to Paris-Brest-Paris as the oldest bicycle event in the world. One YouTube rabbit hole later, he entered the inaugural Coulee Challenge in 2018 where he learned of the legend of Charly Miller. "As an ultracyclist in Chicago, I wanted to follow in his footsteps. I've been chasing him ever since."

**Fred Tompkin's** dream of riding PBP began in his teens, but was



sidetracked by a lengthy racing phase. He eventually returned to his roots, fulfilling his PBP aspirations in 2019: "I mostly just enjoyed the time exploring new roads with friends."

**Max Poletto** discovered randonneuring through the Boston Brevet Series in 2003 with his friend Charles Coldwell (#2271). This led to a rich cycling journey, including the completion of over 20 Super Randonneur series. Despite a 2007 DNF, Max completed Charly Miller rides at PBP in 2015 and 2019.

**Andrea Achilli**, captivated by long-distance cycling in 2010, found himself drawn to randonneuring and PBP. Meeting **Max Poletto** elevated his cycling aspirations, increased his speed, and focused him on records, R60s, and a Charly Miller time of his own.

**Chris Graham**, introduced to randonneuring in 2015, embarked on The Société Adrian Hands before the allure of Charly Miller beckoned: "After a half-hearted attempt [in 2019], I knew I had to focus like crazy for 2023." **James Walsh** also attempted Charly Miller in 2019 and set his sights on 2023: "I had a great ride on my

first PBP but planned to have another go at it."

First time entrants into the 2023 edition of Paris-Brest-Paris include nearly half of the group. **Ben Schauland's** journey began in 2011, sparked by Hahn Rossman (#2092) and his enthusiasm for randonneuring. However it wasn't until a friend at Holland Cycles built up a custom titanium rando bike that he joined the Seattle International Randonneurs to see what all the fuss was about.

**Jonathan Fey** embarked on his PBP journey during a grueling 300k with 17,000 feet of elevation where he met Corinne Warren (#7898). Since learning about PBP and Charly Miller, "I've spent a lot of time thinking about it in the last four years."

**Kevin Williams** transitioned from riding centuries to randonneuring, discovering Charly Miller during a Davis Bike Club event in 2019. He noted, "I wanted to get through the Gold Rush Randonnee first before attempting such a fast pace in France!"

**Nick DeHaan**, a former triathlete turned roadie/gravel ultracyclist, stumbled upon randonneuring in 2021.

**Kyle Marston's** transition from a bike messenger to a serious cyclist led him to the San Francisco Randonneurs. "I didn't find out about the Charly Miller time until I watched the series of PBP prep videos."

**Alexander Aprelev's** foray into randonneuring started with a coworker's Strava adventures, leading to an unexpected PBP participation in 2023: "I was surprised to find there were still slots available to enter PBP." **Timothy Welsh**, an American living abroad in the UK, only learned about Charly Miller about 36 hours before the start of PBP.

### What was your plan going into the event?

Société members had diverse approaches regarding on-course support. While some opted for a self-reliant strategy, **Nick DeHaan** had a dedicated crew waiting at the controls. **Matthew Roy** had his partner, Mo, at every control, as she had been in 2019. "As a former soigneur and a pro athlete herself, I had a secret weapon at my disposal" says Roy.

The inclusion of drop bags in PBP strategies also introduced meticulous planning and adaptability during the event. A handful of riders, including **James Walsh**, relied on drop bags as part of a self-supported approach. This ensured access to essential items providing a lifeline for clothing swaps, battery replenishment, and specialized nutrition strategies.

**Max Poletto, Alexander Aprelev** and **Timothy Welsh** adhered to a personal philosophy against drop bags, emphasizing minimalist randonneuring principles. They employed a wide range of bikepacking set-ups, from minimalist top-tube bags and frame bags to larger handlebar and saddle bags.

A wide range of equipment strategies were also used. There were several traditional randonneur setups, including **Ben Schauland's** custom-built rando bike from Holland Bikes and **Kyle Marston's** French made

Rebiai. However, most rigs were carbon road bikes with clip-on aerobars added to balance aerodynamic efficiency and comfort.

The selection of wave starts revealed the strategic thinking behind each rider's approach. **Phil Fox** aimed to replicate a successful strategy from 2019, emphasizing the importance of a fast start and surfing wheels throughout the event. **Jonathan Fey** planned on a positive-split while **Fred Tompkin** aimed to reach Brest with enough time-in-hand to enjoy the return.

**Ben Schauland's** strategy was simple. "Keep up with the fast group as long as possible without blowing up, get through controls quickly, and ride through the night." Several riders were confident going into the first night but knew they would be going into uncharted territory further into the event. With strategic caffeine use, several riders went without sleep entirely. Others integrated short sleep breaks into their ride.

### How did the event unfold? Who did you ride with?

**Timothy Welsh:** "The start was far more chaotic than I could have ever imagined. I anticipated people being eager, but I never thought we would be swept into a full-on 40+ kph road race in the first hour." Also in Wave A, **Nick DeHaan** recounts the chaotic nature of the start and confusion when the lead

car made an incorrect turn.

DeHaan would eventually pull away from the lead group arriving in Brest with Marko Baloh and Severin Zotter (who stated their intention to stop). After taking care of everything he needed, DeHaan decided to depart with the assumption they would catch up later. However, as DeHaan climbed out of Brest, "I felt strong and inspired and, with no sign of the others, I pushed myself to see if I could put some time into them."

For **Phil Fox**, it was a disaster right out of the chute. "My Garmin battery pack hit the deck right at the start followed by two dropped chains. I had to burn quite a few matches to catch the peloton before losing them (and several other fast Americans) only 55 km in."

"The heat of the day was high" according to **Chris Graham**. "After settling into a nice group of 20 or so riders, we let the front group go [...] as I was beginning to cramp."

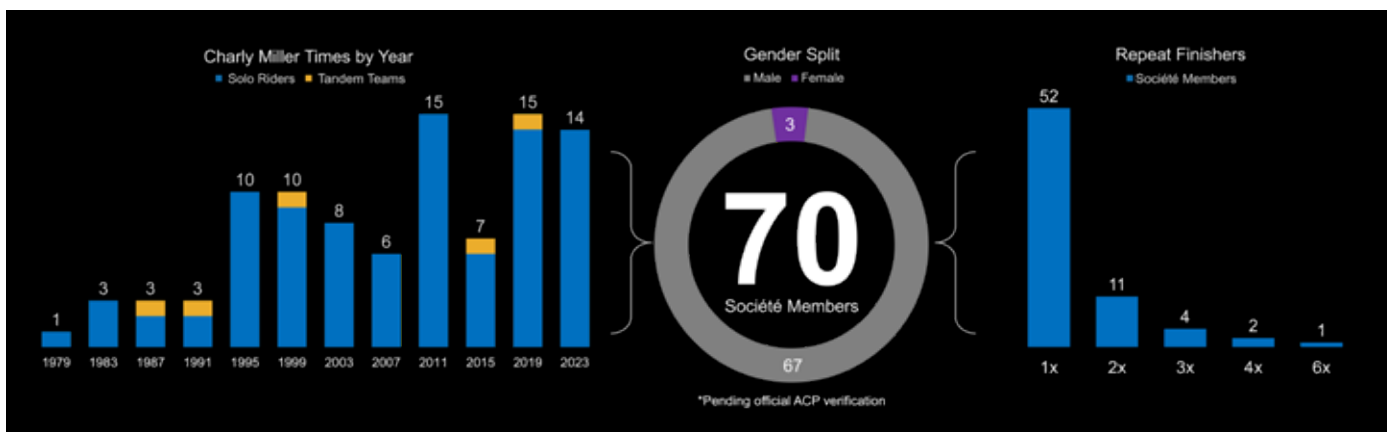
When Wave B caught Wave A, **Fred Tompkin** noticed the pace got very fast. "I settled in with the group, which then disintegrated as soon as we got to Loudéac." After getting separated, Fox and Tompkin reconnected on the return leg and were able to keep each other awake the rest of the way. Fox claims "If he didn't wait, Fred would have been closer to a sub-50 hour finish I suspect."

2023 Charly Miller Finishers

No.	Name*	RUSA #	City	Club Affiliation	Time*	Age
A169	Nick DeHaan	14358	Grand Rapids, MI	Detroit Randonneurs	41:46:30	44
A067	Ben Schauland	15330	Seattle, WA	Seattle Int'l Randonneurs	48:42:09	37
E053	Jonathan Fey	12073	Denver, CO	Rocky Mountain Cycling Club	50:42:34	32
A061	Andrea Achilli	5941	Tucson, AZ	El Grupo	51:43:27	48
E201	Kyle Marston	13462	San Francisco, CA	Randonneurs USA	53:45:04	27
A016	Phil Fox <sup>2</sup>	12365	Chicago, IL	Paniagua Racing	54:01:38	40
A063	Fred Tompkin	12543	Savannah, GA	Randonneurs USA	54:02:11	56
B066	Max Poletto <sup>3</sup>	2506	Zurich, Switzerland	Audax Suisse	54:13:53	50
B064	James Walsh	8591	Portland, OR	Seattle Int'l Randonneurs	54:14:28	39
A015	Matthew Roy <sup>2</sup>	4947	Arlington, MA	New England Randonneurs	54:28:46	50
B020	Chris Graham	10597	Luterbach, Switzerland	Independent	55:01:41	39
B024	Kevin Williams	13395	Carmichael, CA	San Francisco Randonneurs	55:36:09	40
E135	Timothy Welsh	-	Cambridge, England	Independent UK	55:44:07	27
E253	Alexander Aprelev	16279	Pleasanton, CA	San Francisco Randonneurs	55:45:40	-

\*Pending official ACP verification | + Denotes number of Charly Miller finishes | Note: All 2023 Société members were solo riders





As the field began to disperse, many riders found themselves alone.

**Ben Schauland:** “By sunrise, I was riding solo for the most part.” The second night was difficult as Schauland battled exhaustion. One timely roadside crepe later, the sun started to come up and a large group of a dozen riders formed. “Before we knew it we were chasing down that sub-50 hour time, which was now my top tier goal.”

For most of the second day **Nick DeHaan** says that he “Felt amazing – both physically and psychologically – but eventually things got difficult as the body wore down.” As he started counting down the miles left, “Continuing on was the only option I gave myself.” DeHaan arrived back in Rambouillet completely depleted with

a finishing time of 41:46, just before the day’s heat began to build.

**Kyle Marston** lost his riding group after a double flat near Villaines-la-Juhel. He eventually found a riding partner in **Jonathan Fey** for several hundred kilometers, but five more flat tires and a quickly deteriorating set of pedal bearings was taking a toll on morale. “An English rider noticed me struggling [and] gave me the confidence and energy to finish strong.”

Starting in Wave A with a bunch of Charly Miller prospects, **Andrea Achilli** found himself riding efficiently with the lead group arriving in Brest in 20 hours or so. On the return leg, he began to leapfrog with **Jonathan Fey**. “By that time I was starting to slow down. It was really nice to ride and chat

with him. By Mortagne we were riding together and so we were able to finish in daylight.”

**Max Poletto** rode with another experienced Charly Miller finisher, Bryan Kilgore (#6380). **Kevin Williams** joined the pair before Brest but the climbing and hard out-of-the-saddle efforts led to knee pain flaring up for both Kilgore and Williams. Due to these knee problems, the trio broke up between Tinténiac and Fougères.

Despite leaving Tinténiac behind schedule, Poletto claims he “felt physically better than during any other long-distance event.” He conjectures that this may be attributable to riding more within his limits up to that point.

### What were your favorite memories from the experience this year?

**Alexander Aprelev** recalls the sense of camaraderie and mutual support that permeated the event. A particular instance that stood out for him was being uplifted by a group of riders when he was struggling to maintain pace. This encouragement exemplified the supportive nature of the randonneuring community.

**Matthew Roy** cites the incredible roadside support. The cheers and encouragement from spectators along the route brought a unique energy and motivation. “I must have high-fived a hundred kids,” he recalls.

**Chris Graham** recalls the elation at the finish line. “I had done it. I couldn’t believe it. Upon hearing my official time of 55:01 I was so relieved,



no words can describe the amount of relief I found hearing my name called over the speakers with a time under 56 hours.”

**Fred Tompkin** contrasts his first and second PBP experiences, speaking to the evolution of his journey in randonneuring. “Your first PBP can seem like a whirlwind filled with anxiety worrying about what you brought and what could happen,” he recalls. His second experience, however, was marked by a newfound sense of enjoyment and presence. “In your second PBP, that all melts away and leaves you with pure enjoyment.” While goals and achievements are important, the joy of the journey itself is paramount.

### What advice would you share for those hoping to achieve a Charly Miller time?

**Kevin Williams** focuses on efficiency. “Practice getting in and out of controls and minimizing stopped

time.” **Jonathan Fey** adds that he could have saved over two hours if he’d cut his control stop times in half. Familiarity with yourself and your equipment is key. **Phil Fox** suggests that aspiring Société members “take on a night start and practice completing a 600K nonstop.”

**Max Poletto** advocates for intensity in training, stating, “Focus on intensity more than just base miles.”

**Chris Graham** also recommends a targeted approach: “Train [with] fast intervals, high threshold.” Long base miles are not needed and can impact recovery. A rest strategy is key.

Having a plan for your diet and a sleep strategy is really important. Know where your calories come from and prioritize getting quality sleep before the event. Several riders suggest abstaining from coffee ahead of the event to increase your caffeine sensitivity.

**Ben Schauland** reflects on the mental battle: “It really comes down

to your own stubbornness.” **James Walsh** encourages riders to trust themselves and enjoy the experience: “Develop a plan that works for you ... put in the work training your body and your mind.” A Charly Miller time requires mental resilience, essential for the unpredictability of long-distance cycling.

**Alexander Aprelev** underscores the benefits of group riding: “It helps tremendously if you are comfortable with riding in a group.” **Nick DeHaan** stresses drafting for energy savings: “Save as many watts as you can while still trying to stay with a group.”

**Andrea Achilli** emphasizes riding with fast groups but to avoid excessive speeds especially on the first half en route to Brest.

### Is it too early to begin contemplating a return to the event in 2027?

Société members were split on what their aspirations might be for



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the next edition of Paris-Brest-Paris. **Jonathan Fey** aims to cut his control time in half. He reflects, "Most solid food eating could have been done on the bike." **Ben Schauland** cites some equipment changes with a lighter bike and aero bars for improved speed and comfort. **Kyle Marston** envisions a return aiming to finish in under 50 hours.

**Fred Tompkin** entertains the idea of rolling in with a support crew for a top-twenty finish weighed against the appeal of joining the Adrian Hands société. **Matthew Roy** reflects on the difference between the competitive and more laid-back aspects of PBP, pondering a shift in focus to engage more with the event's rich cultural backdrop to embrace the sights, sounds, and spirit of the French countryside.

**Nick DeHaan** similarly is contemplating the allure of soaking in the experience beyond the physical challenge.

**Kevin Williams**, prioritizing a

leisurely experience, states, "I will probably join an 80-hour group and just 'ride my ride.'" **Andrea Achilli**, who faced fueling challenges, vows to ride slower and address nutrition concerns.

**Chris Graham** emphasizes the special nature of PBP, expressing a desire to return with a focus on La Société Adrian Hands, local interactions, and leisurely enjoyment.

While plans vary, one theme prevails: the riders are drawn back to PBP, seeking personal growth, camaraderie, and the unique charm of the event. As **Alexander Aprelev** succinctly puts it, "It is such a special event, there is nothing like it." **Max Poletto** initially thought that PBP 2023 would be his last, but now plans a return, noting, "I enjoyed it so much."

The countdown to PBP 2027 has already begun, promising another chapter in this enduring challenge and the appeal of new experiences and motivations. 🚲

## Message to RUSA Members

The Audax Club Parisien has made a major change to its Brevets de Randonneurs Mondiaux regulations that we follow at Randonneurs USA. Starting immediately, there will only be timing at the final checkpoint of each brevet. The RUSA Board of Directors has voted to follow this and our US brevets and populaires will no longer have the familiar timed intermediate controls. The ACP and RUSA are encouraging RBAs to still offer the familiar opening and closing times for each intermediate control, but now as an advisory to help riders stay inside the time window for a successful brevet finish. The updated Rules For Riders can be found at:

[rusa.org/pages/rulesForRiders](https://rusa.org/pages/rulesForRiders)

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# Northern Virginia Randonneurs' Virgin Express 1000k

BY ELSA LAGACHE

This past fall, two special friends of mine, Andrei and Lisa, planned to go to Virginia for the Northern Virginia Randonneur's Virginia Express 1000k, a ride with a time limit of roughly three days. They had booked everything and were planning on driving down from New York. Our departure was at 5 a.m., and the next day we would wake up at 2 a.m. for the 3 a.m. ride start.

I hesitated a lot before joining. I crashed earlier this year on the Virginia 600k ride. I will spare you a photo of my crashed face. Healing wasn't easy, but who hasn't crashed? I think I wanted to make peace with Virginia. Besides, knowing my friends and how amazing they are, I definitely wanted to go. So I checked the weather. No rain. That was it. I registered just three hours before the deadline.

It wasn't my first 1000k, because you rarely register at the last minute

without proper training. I did the Race Across France earlier this year, which occurs every June right before the Tour de France. They have different distances: 300k, 500k, 1,000k, and 2,500k. I did the 1,000k distance which had 75,000 feet of climbing in the French Alps. The route is scenic and you get to climb famous mountain passes. I'm an ambassador for this amazing long-distance race. For more information, you can also visit <https://raceacrossseries.com/en/>.

My friend Noelle and I had this crazy idea, to be the first woman's duo ever for the full 2,500km Race Across France in 2024! The 1,000km in Virginia would be my qualifying ride for this epic race.

There were 14 riders total, including four women, and three of us were vegans. I talked to each of the riders and bonded with so many.

I was surprised to see that the group stayed together for most of the ride. It was so lovely to discover

different personalities and how biking would keep everyone together. I loved the solidarity of the group, every little thing. Perry offering his vegan treats to everyone, Andrei making sure everyone would stay with the group and not get dropped, Misha teaching me a rap song as well as describing every checkpoint, especially the vegan options.

Of course, everyone shared their bike adventures. Brad had just done Paris-Brest-Paris for the 7th time, so he was our hero.

Trust was there, so we even shared personal stories.

This group made every pedal stroke so much easier. I ride by myself a lot, so when I felt the synergy among everyone and its effect on my body and mind, it was special.

I'm an environmental activist and that's how I started cycling longer distances. I crossed the U.S. by bike solo, from New York to San Francisco, while working at the same time. I ended up in San Diego, as everyone told me I should bike longer in California up Highway 1. I took a train back, and 3.5 days to return east was nothing compared to the 80 days spent on this bike trip. I wanted to demonstrate it is possible to be vegan, zero waste, and have an amazing time using sustainable transportation. I have to admit that being zero waste was tough, but being vegan was easy everywhere. As part of my activism, everywhere I go I try to let people know about the environmental impact of our consumption, individually and collectively.

With this in mind, I confidently asked Mark Thomas during the 1,000k



Mark and Elsa share the same birthday and hence, the same cake.

—PHOTOS SHAB MEMARBASHI



Reaching the West Coast  
after an 80-day odyssey.

—PHOTO ELSA LAGACHE

"Do you think you could stop using plastic bags for the rest of this ride?" He said yes.

I'm so grateful that cyclists love nature so much and are willing to make some changes, like saying no to a plastic bag at Sheetz, or yes to trying a slice of vegan pizza. We learned so much from each other. What changes can you make for your future ride to help protect our environment?

The first stage was tough, freezing cold, and long. Though 250 miles for the first day of a 1,000km is ambitious, no question we all made it. Hugging Jose, one of RUSA's tireless volunteers, at the end of the day was priceless. Volunteers had prepared food (with vegan friendly options, another reason why I registered), and they even carried our bikes to our room. It was white glove service, and it was like that every day. The volunteers waited and cheered for us; it made all the difference. People's energy is everything, even when it's not even a race, just a ride! Most of you who did Paris-Brest-Paris know exactly what I'm referring to.

We also share things we don't necessarily want others to see. Mark knows it too well seeing me losing my shit (pardon my French, I'm actually French) with grace. For the very first time in my life, I became delusional. I didn't know if it was the lack of sleep, the cold, or a combination of the two, but it felt crazy.

I laughed so hard with Alison and Misha, singing songs from the Lion King. They have so much energy that they can do it all. We were close to finishing, took a short stop, and that was it — I became my "normal" self again. I was so impressed with these two women cyclists. It's no surprise that Misha won the no-drafting, solo category for a RAAM-qualifying race last fall. She rode 607 miles in a 48 hour time limit. Amazing!



I haven't yet told you about Lisa. We met because she drove from Rhode Island to Jacksonville, Florida, for her first 400k. It was my first as well. We didn't know each other but she agreed to pick me up at the train station in Wilmington, Delaware, to go on this road trip to Florida together without knowing me.

We clicked right away. Every time we stopped we would ride our bikes and grab coffee for her, matcha for me. I don't know how to describe how amazing she is. She rides her bike every single day and also does strength training. She is so generous and humble. I call her my badass best friend now. I had such a nice trip with Andrei and her. It was such a unique experience and so great to share so much together, not only a hotel room for the night.

It can be intimidating to be in a group, but it turned out to be an amazing life experience for me. More than ever, I think we need these connections. The bonds we made staying together were so strong. We helped each other and had fun and smiled even when it was painful!

My favorite thing about the RUSA community is how humble people are. There are no egos, and everyone is supportive. We are only competitive with ourselves. My other friends see my Strava and ask me

about this crazy race I've done.

While 1,000 km is impressive, I tell them "It's not even a race!" "It's just for fun then?" they wonder.

During our well-deserved last dinner all together, Mark and I realized we share the same birthday, so we shared a birthday cake! I know we will ride together again. Mark is a legend on the road and always wears a matching kit, gloves, and hat.

This community is my safe place. You know you can count on the people in this community in good and tough times. Thank you Randonneurs USA for making these dreams come true.

And please remember to say no if offered a plastic bag, especially during a ride. 🚲

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and share your stories  
with our community

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[instagram.com/healmyplanet](https://www.instagram.com/healmyplanet)  
for more womens' bike stories.  
I love answering questions related  
to long solo bike trips (menstrual  
cups, apps to use, warm showers,  
campsites, etc). Also, if you are  
interested in Race Across France,  
please contact me for a discount  
code to save on your registration!

## Yoga for Cyclists

Cyclists in general don't tend to be a particularly flexible bunch, and if we don't work at it, this just gets worse as we get older. The muscles required for success in our sport are limited and the range of motion highly prescribed and repetitive based on the interactions we have with the machines to which we are attached. Turning the cranks round and round, it's a challenge to remember to alternate positions on the bike periodically so as not to overuse our muscles and joints.

All of this makes cross-training, strengthening, and stretching that much more important and a book like *Yoga for Cyclists* that much more valuable. British yoga specialist Lexie Williamson has applied yoga to cycling for years and this new edition of her 2014 classic builds on the strength of the original with the addition of a few modern updates.

It's not easy to teach yoga through writing and Williamson points out in the introduction that a linear path through the book is not only not required, but not even recommended.

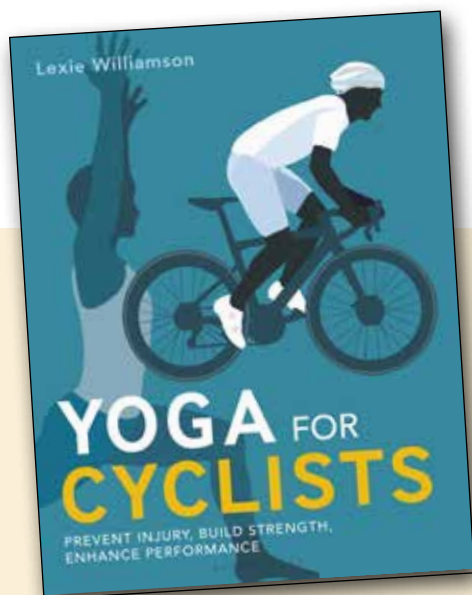
Instead, she suggests that readers flip to the back to review one or more of the post-ride routines to get a sense of how these isolated stretches might work together to improve flexibility after a ride and then work backwards through relevant sections for tools and techniques to meet one's personal needs.

The book is well organized by theme with chapters on topics such

as "mental training," and "endurance breathing" as well as those that target discrete body parts such as "the cyclist's core," and "upper body stretches." In other words, readers can review the whole book cover to cover or pick up and read and reread sections based on their preference.

The book might have been called "Stretching for Cyclists" since many of the sections provide practical stretches for a wide range of applications, but the author goes further than this by framing a holistic understanding (as in yoga) of the interplay between a wide range of factors in our physical well-being and athletic success. Cyclists need to strengthen and stretch muscles that are directly involved in power generation as well as those that are not. In addition, considerations such as breath, sleep, and even meditation and visualization can have a dramatic impact on performance. Readers will find these various elements skillfully (yet not dogmatically) woven together into this collection.

In addition to the clear and descriptive text, the look and feel of the book will encourage readers to



## Yoga for Cyclists

BY LEXIE WILLIAMSON

Bloomsbury. 192 pages.

Second Edition. 2023.

—PHOTO CAMERON WILLIAMSON







A model demonstrating foam rolling.

The models wear relatable clothing

—PHOTOS HENRY HUNT

return again and again for helpful advice. Each section contains full color, well-lit photographs of models in cycling clothing executing the stretches correctly. A visual learner myself, I find these illustrations to be particularly helpful since the difference between doing something that will help or harm one's body is not all that great.

The exercises here can also be done as either “prehab” or “rehab.” Several well-designed “sequences” such as the 10-minute and 20-minute post ride routines, and the sequences designed for stiff hips, tight quads, the mid and lower back, and other areas are found in the last chapter of the book.

While Williamson does not specifically address ultra-distance cyclists, her advice and tips are even more important for those who ride as long and far as we do. Veterans from this corner of the cycling world will have had direct experience with the compounding effects that long miles and hours on the bike can have on the body. To combat this, randonneurs will find helpful ideas for on-bike stretches and it would not be a terrible idea for each of us to develop and practice simple personal sequences, from the many stretches she recommends, to use at control stops to ward off fatigue and pain.

It's not purely a coincidence that I'm writing a review of this book with



the New Year on the horizon. As the odometer clicks off another year, none of us is getting any younger and with the onset of the natural age-related loss of muscle mass and flexibility, books like *Yoga for Cyclists* become increasingly valuable as we get older. With resolutions and goals on my mind, there is fresh hope that this will be the year that I work a more deliberate stretching and strengthening practice into my life. I have certain limitations resulting from past cycling crashes and joint

replacements which will be greatly helped by the exercises in this book. My wife, a certified yoga teacher who has been after me for as long as I can remember to work more proactively to ward off injury rather than respond to it after it has happened, was especially pleased to see this book around the house and gives it her endorsement.

So, if you see someone later this year on a brevet working through a sequence of yoga stretches at a control, say hello, it just may be me. 🚲

# A Dirty Dart Populaire

BY BETTY JEAN JORDAN

In randonneuring we focus mostly on brevets, rides that are 200k or longer. However, RUSA also offers some events that can pack a lot of fun into a shorter distance. Inspired by the article “The Midwest Strade Bianche Rouler Challenge” in a recent edition of *American Randonneur*, I planned a similar Rouler series for the Audax Atlanta club.

The Rouler Award requires completion of a 100k, 125k, 150k, 200k, and an 8-hour dart populaire. Audax Atlanta already had several 200k's on the calendar for 2023, so I hosted the other events required for the Rouler Award. Like my Midwestern rando buddies, I mapped routes that had a significant amount of gravel/dirt. All of them were fun, but the dart populaire was the most memorable!

The dart populaire is like a mini version of the flèche. Both events involve teams of 3 to 5 machines (bicycles) converging on a common

destination. However, while the flèche is at least 360k and ridden over 24 hours, the dart populaire is a third of that: at least 120k ridden over 8 hours. The quirkiest rule is that you have to ride at least 25 km in the last two hours. Therefore, the ride is intended to be sociable, not a hammerfest.

I knew the perfect destination for our dart populaire: the Towerhouse Farm Brewery in Gay, Georgia. Earlier in the spring, I had done the Kissing Bridge gravel race, which was staged there. It was really cool to learn that a great craft brewery – complete with live

music and a food truck – is in this small Georgia town. Gay is also the perfect distance from my home in Monticello, Georgia for a dart populaire! I love mapping routes and enjoyed designing one that incorporated a significant number of dirt roads.

Next up was recruiting my team. I already had the perfect team name for us: the Dirt Daubers. Happily, enough people were interested to form two teams. The other team, the Smooth Rollers, chose an all-paved route. That turned out to be a much saner course of action.

We had some last-minute scrambling to determine who was available to ride. Additionally, one of my team members had a tight schedule and needed to simplify the logistics. Team randonneuring events traditionally use point-to-point routes, requiring transport back to the start, but loop routes are allowable. Therefore, I changed the Dirt Daubers' route to a loop that began and ended at the Towerhouse Farm Brewery. I used many of the same roads from the Kissing Bridge gravel race that I had done there. The Smooth Rollers also did a loop from the brewery on a different, paved route.

Team Dirt Daubers, consisting of Brian Burke, Beau Gentry, Robert Newcomer, and myself, headed out from the Towerhouse Farm Brewery at 8:30 a.m. on a Saturday morning. It

Beau, Robert, Betty Jean, and Brian acting like walking through the creek was a pleasnat experience.

—PHOTOS BRIAN BURKE







Brian's bike before trying to clean it at the Luthersville control.

Robert with his 32mm slick tires on one of the "interesting" sections.



was a beautiful day to ride, but we soon discovered that riding would be more challenging than we expected because of substantial rain earlier in the week. Some of the dirt roads were like peanut butter. By the way, Robert rode on 32mm slick tires – the rest of us don't know how he did it!

The route also had some *interesting* features. I knew about the first one from the gravel race. We had to make a cyclocross-like turn over a berm, around a wet area, and onto a trail. A mile or so later, we had to hop over some haphazard guardrails. Eventually, we got back to a regular dirt road. On a later paved road, we unexpectedly encountered a bridge that was out and had to walk through the creek.

The first control was in Luthersville at about mile 35. We stopped at a gas station and did our best to clean at least the drive trains on our bikes. We couldn't find a hose, and so we made do with filling our water bottles time after time and squirting the water onto our bikes. Simply pouring water didn't have enough force to dislodge the mud. We got the water from the gas station bathroom, which was accessible from the outside. As we repeatedly went into the bathroom, I joked that anyone watching us would think we had eaten some bad burritos.

The rest of the route was mostly paved, and, thankfully, most of the remaining dirt wasn't as sticky. While a dart populaire should be doable at a fairly leisurely pace, the sticky mud had slowed us down enough that we couldn't lollygag to the end. We had another control at Fitzgerald Fruit Farm at about mile 58. The Kissing Bridge gravel race had been staged here in previous years, so I knew it would make a great control for the dart populaire. We didn't have time for a wine tasting, but we did get ice cream! Also, one of the workers was very friendly and generously let us use a hose to clean our bikes better.

We had one last dirt road, but it was worth it because it took us through the Red Oak Creek Covered Bridge, known locally as the Kissing Bridge. It was built in the 1840s by Horace King. He was a slave who built most of the covered bridges in the Southeast. He was taught to read, write, and build bridges, all of which were illegal at the time. He was so successful at building bridges that he was able to buy his own freedom. At 391 feet, the Kissing Bridge is the longest wooden covered bridge in Georgia. Additionally, as we rode through the bridge that day, a young couple happened to be there having their engagement photos taken.

Back at the Towerhouse Farm Brewery, both teams hung out for a while and swapped stories. We had more!

By the way, I later mentioned to my husband that the dirt roads around our home in Monticello don't get muddy like the ones near Gay. He said that's because our soils are felsic, and theirs are mafic. Well, of course! He knows about such things because he's a state certified soil classifier for septic systems. I was interested to read more about these different soils. Felsic soils have a higher silica content and drain better, while mafic soils contain more heavy elements like magnesium and iron, which also make them stickier. If I ever do another dirt dart populaire, it definitely will be on felsic soils! 🚲

# K-Hounding with Kamaraderie

BY DAN DRISCOLL

One of my favorite aspects of K-Hounding is the Kamaraderie it brings. For many, riding 200k a week (or more) is much easier with friends to keep ya company, motivate you, keep you accountable, and help pass the time with conversation. Talking as many randos as possible into joining your K-Hounding K-Quest for 2024 can be a smart AND fun move.

For most, K-Hounding is a group affair, with aspiring K-Hounds joining a pack of like-minded riders, all contributing to the success of one another, making it more of a team, club, or state award. Enlisting these friends to ride with you makes earning K-Hound status a lot like golf ... just spending the day with friends, enjoying Mother Nature and the Great Outdoors.

The icing on the K-Hound Cake is showing up for a 1,200k event miles from home, either domestically, or abroad, knowing there will be like-minded K-Hounds from all over the U.S. to ride with, some that you've not seen for years. It's a sweet reunion, bonded by the K-Hound Klub Konnektion.

K-Hound Kraziness in France is always a Howling Good Time, and this

year was no exception. There were 43 K-Hounds who showed up for the PBP K-Hound photo, as well as many others who were in France for the ride. Twenty-six RUSA members used their PBP K's to add to their K-count for 2023. It was a nice reunion. Sweet to walk down a street in Rambouillet, meeting up with K-Hound after K-Hound. Even happier to have fellow K-Hounds join each other for some 'Pack Riding' while rolling down French roads day and night.

The K-Hound Pack was 60 strong in 2023. In 18 years of K-Hounding, over 230 unique members have earned about 700 K-Hound Awards. The ladies actually outnumber the men in terms of Average Awards per person.

Twelve women K-Hounded in 2023, 20% of the total. This is huge, and way above the normal percentage of women in RUSA. So proud of these tough ladies. Many of us would have given up rando riding decades ago if

not for the kompany and kompanionship of these incredible ladies, who motivate and inspire us all.

We have 18 New K-Hounds for 2023, or 30% of the total, which is very encouraging for the future growth of this award. There was one newly minted female K-Hound: congratulations Ann Jurczynski! We could use some new Female K-Hounds for 2024, so please recruit a friend and pedal together to the 10,000k mark.

There are 8 over-achieving K-Hounds for 2023, with 4 earning "Hound and a Half" (15,000km in a year), 1 earning Double Dog K-Hound (20,000km in a year) and 3 earning an amazing 3 K-Hounds in a single year, joining only 3 others that have previously achieved or surpassed this 30,000ks/year level. They are Shaun Ivory, John Jurczynski, and our first female to have ever broken the 30,000k high water mark, Ann Jurczynski. The K-Hound Award can be earned riding nothing longer than a 100k. This year, the 3 K-Hounds who rode over 30,000k did mostly that.

Three new Ultra K-Hounds join the 14 existing, helping to show sustainability and long term interest. Can't say enough good things about these "Ultra K-Hounds", Paul Shapiro, Jan Acuff,



Bill Beck and Emily Ranson, with a little K-Hound, during the Woodbine-Gettysburg permanent.

—PHOTO BILL BECK

## 2023 Ultra K-Hound Award

NAME	HOMETOWN	CLUB
Jan Acuff (F)	Seattle, WA	Seattle International Randonneurs
Jeff Newberry	Austin, TX	Hill Country Randonneurs
Paul G Shapiro	Princeton Junction, NJ	New Jersey Randonneurs





Chris Heg's first K-Hound and Jan Acuff's Ultra.

—PHOTO NICOLE TRUESDELL

John and Ann showing off the newest hi-vis K-Hound jersey.

—PHOTO JOHN JURCZYNSKI



and Jeff Newberry. You are tenacious; ten years is a long time to be cranking out 10,000 km a year constantly. And an extra shout out to Jan, who becomes the first female outside the Lone Star Randonneurs to make this significant milestone. Jan, Kongrats on a Kolossal Achievement. Impressively, women represent 30% of the Ultra-K-Hounds!

K-Hounds don't just represent RUSA members who like to ride bikes; they also represent some of the very best volunteers RUSA has ever known. Two RUSA Board members made the K-Hound list this year. Our *American Randonneur* magazine editor, Corinne, K-Hounds for her second year in a row. Two RUSA Web Team members, John Lee and Charlie, our RUSA Incident Liaison Misha, our RUSA

Super Randonnee Representative Bill Beck, and 8 RBA's, including Kerin Huber of Southern California with 5, John Lee of Colorado with 11, Emily Ransom of DC with 5, Hamid Akbarian of N VA and FL with 8 and all 4 Texas RBA's Jeff, Chris, Gary and Dan, with a total of 36 make the 2023 K-Hound list, setting a nice example for RUSA's members. Very grateful to all the RBA's that have promoted this award to their members. It's good for the clubs and good for RUSA.

The geographic diversity of this Award is unbelievable. The East Coast had an impressive 17 K-Hounds: 4 of them women and 5 of them new. Texas had 12 with 4 women and 3 new K-Hounds. California had 12 K-Hounds with 2 women and 2 new. Colorado

had 5 K-Hounds with 1 woman. The Northern Mid-West states had 4, 3 of whom were new K-Hounds. Washington State had 9 K-Hounds: 1 woman and 3 new, with SIR having the most K-Hounds for one single club... an impressive K-Hound year!

I'm a Cheerleader for The K-Hound Award because I love what it does to bring so many of us closer, riding together to achieve a common goal. But we all know it takes a "village" to make any award great, and I am very appreciative of everyone in RUSA that has helped promote the K-Hound Award. Keep up the incredible work, and join the Krowd. There is no other country in the world with this kind of K's: Kamaraderie. So who's going to K-Hound in 2024? We want you!!

Check out our K-Hound Facebook page for more goofy photos.

Hope you enjoyed this recap. Long Live RUSA Awards, the motivators that get us out of bed and on the bike! ;) 🚲



Four of the five K-Hounds from PCH Randonneurs celebrating with ice cream. L.to r. Matt Vining, Greg Cardell, Kerin Huber, and David Nakai. John Marino not pictured.

—PHOTO JOHN BREINHOLT



Layout: Phil Fox

# K-Hounds

First-Time Pack Members  
Class of 2023



Tom Atkins



Raphael Bernardo



Mark Brogan



J. Andrew Clayton



Tucker Cullum



Francis DiCarlantonio



Phil Fox



Chris Gross



Chris Heg



Roger Hillas



John Jurczynski



Ann Jurczynski



Joe Landry



Francis Lim



Anthony Medina



Eric Peterson



Ben Schauland



Noah Swartz



A group of Hounds, both current and past, the day before the start of PBP 2023.

—PHOTO SUZIN SCIABARASI



## 2023 K-Hound Awards

NAME	CLUB	DISTANCE
Jan Acuff (F) [10]	Seattle International Randonneurs	11676
Hamid Akbarian [8]	Northern Virginia Randonneurs	13992
Randy T Anderson [3]	Quad Cities Randonneurs	10312
Tom Atkins	Seattle International Randonneurs	12233
William A Beck [9]	DC Randonneurs	18220
Raphael Bernardo	Lone Star Randonneurs	10004
Mark Brogan *	San Francisco Randonneurs	10023
Greg Cardell [3]	Pacific Coast Highway Randonneurs	13620
Alison Carey (F) [2]	Randonneurs USA	11410
Drew Carlson [7]	San Francisco Randonneurs	11443
J Andrew Clayton	Ohio Randonneurs	10597
Tucker Cullum	Hill Country Randonneurs	10070
John D'Elia [2] *	Randonneurs USA	10037
Mimo DeMarco [2]	DC Randonneurs	10419
Francis Aloysius DiCarlantonio	DC Randonneurs	10031
Dan Driscoll [17]	Lone Star Randonneurs	17471
John Lee Ellis [12]	Rocky Mountain Cycling Club	11801
Mary Foley (F) [6]	New Jersey Randonneurs	12772
Paul A Foley [5] *	Rocky Mountain Cycling Club	10011
Phil Fox II *	Paniagua Racing	10253
Gary P Gottlieb [16]	Lone Star Randonneurs	18443
Kitty Goursole (F) [6]	San Francisco Randonneurs	14000
Christopher M Gross	Northern Virginia Randonneurs	10643
Christopher Heg	Seattle International Randonneurs	11746
Misha Marin Heller (F) [3]	Asheville International Randonneurs	15074
Roger Hillas	DC Randonneurs	11342
Jim Howell [2]	Rocky Mountain Cycling Club	11409
Kerin Huber (F) [8]	Pacific Coast Highway Randonneurs	11485
Shaun Ivory [2]	Seattle International Randonneurs	32462
Ann Benoit Jurczynski (F)	New England Randonneurs	33506
John Jurczynski	New England Randonneurs	33506
Gary Kanaby [7]	Heart of Texas Randonneurs	10423
Joe Landry	Lone Star Randonneurs	11003
Thomas Lewis [2]	Seattle International Randonneurs	13414
Francis Lim *	Asheville International Randonneurs	10692
Christopher Maglieri [6]	Eastern Bloc Cycling Club	12650
John J. Marino [3]	Pacific Coast Highway Randonneurs	10211
Charlie A Martin [5]	San Francisco Randonneurs	21200
Tim Mason [2]	San Francisco Randonneurs	10137
Doug McLerran [2] *	Illinois Randonneurs	10026
Anthony M Medina	Seattle International Randonneurs	11354
Christopher D Michels, Sr [2]	Houston Randonneurs	10412
David Nakai [5]	North County Cycling Club	10061
Jeff Newberry [10] *	Hill Country Randonneurs	10010
John D Nguyen [4]	Seattle International Randonneurs	10002
Dana A Pacino (F) [14]	Lone Star Randonneurs	14427
Eric Peterson	Driftless Randonneurs	10520
Andreas Prandelli [2]	New Jersey Randonneurs	10308
Emily Ranson (F) [5]	DC Randonneurs	10223
Amy L Russell (F) [5]	Heart of Texas Randonneurs	10258
Ben Schauland *	Seattle International Randonneurs	10000
Paul G Shapiro [10]	New Jersey Randonneurs	11229
Ian Ryan Singer [2]	South Florida Randonneurs	11644
Vernon M Smith [4]	Rocky Mountain Cycling Club	11867
Noah Swartz	San Francisco Randonneurs	11760
Mark Thomas [15]	Seattle International Randonneurs	13600
Matthew Vining [3] *	Pacific Coast Highway Randonneurs	10000
Corinne D Warren (F) [2] *	Rocky Mountain Cycling Club	10161
Kevin J Williams [2] *	Davis Bike Club	11099
Pamela Wright (F) [16]	Lone Star Randonneurs	12781

\*includes foreign 1,200k to make 10,000k

# RUSA Awards

For a list of requirements for each award, please see the RUSA website. Click on **Members** and then **Awards** on the drop down tab, where each award and the qualifying rides for it are listed.

## Rando Scout Award

NAME (25-49 unique routes)	CITY, STATE	APPROVED
Dierking, Clif	Severna Park, MD	11/11/23
Gavenda, Andrew	Burbank, CA	10/31/23
Hoff, Peter E	Longmont, CO	11/7/23
Mann, Robert	Whittier, CA	1/15/24
Park, Daniel	Kirkland, WA	11/20/23
Swartz, Noah	Oakland, CA	1/25/24
NAME (50-74 unique routes)	CITY, STATE	APPROVED
Bernhardt, Luis	Ferndale, WA	1/6/24
Cardell, Greg	Valencia, CA	12/20/23
Carlson, Drew	Sacramento, CA	12/11/23
McCumber, Kaley F (F)	Cupertino, CA	12/27/23
Michels Sr, Christopher D	Houston, TX	10/30/23
Pratt, Chris	Beaumont, TX	12/13/23
Vaccaroni, Dorina Dv (F)	Fairfax, CA	1/4/24
Vining, Matthew	San Gabriel, CA	12/11/23
Welch, Byron	Austin, TX	1/15/24
NAME (75-99 unique routes)	CITY, STATE	APPROVED
Shprung, Shai	Encino, CA	11/13/23
Sullivan, Timothy J	Coronado, CA	12/26/23
NAME (100-124 unique routes)	CITY, STATE	APPROVED
Loomis, Jeff	Seattle, WA	1/15/24

## R-12 Award

NAME	CITY, STATE	APPROVED
James Allen	San Diego, CA	11/27/23
Robert D Allen [8]	Reynoldsburg, OH	12/3/23
Jeff Brain [2]	Bonney Lake, WA	1/9/24
Drew Carlson [10]	Sacramento, CA	12/29/23
Paul A Colmenares [2]	Okeechobee, FL	11/8/23
Sharan L Daniel (F) [2]	Seattle, WA	11/18/23
Robert Dye	Nyack, NY	12/4/23
Michael Fretz [2]	Berkeley, CA	11/7/23
Stephen D Haas [8]	Alameda, CA	12/17/23
Kristi M Harrington (F)	Kirkland, WA	1/10/24
Joshua Hart	Roslindale, MA	1/20/24
Kerin Huber (F) [12]	Pasadena, CA	12/6/23
Mitch Ishihara [8]	Issaquah, WA	11/13/23
Venkatesh Iyengar	Santa Clara, CA	12/10/23
L John Mangin [4]	Loveland, CO	1/3/24
Charlie A Martin [5]	Sunnyvale, CA	12/10/23
Brian R McGuire [3]	Phoenix, AZ	12/11/23
Christopher D Michels, Sr [2]	Houston, TX	12/16/23
Jennifer Moore (F) [2]	Boulder, CO	1/3/24
Keith Moore [3]	Woodinville, WA	1/6/24
Jack Nicholson [11]	Arnold, MD	1/13/24
Takahiro Noguchi	Berkeley, CA	1/11/24
Myeong Noh	Houston, TX	1/17/24
Joseph Ray [7]	Bernardsville, NJ	12/3/23
Graham A Ross [8]	Portland, OR	1/10/24
Nancy Russell (F) [6]	San Rafael, CA	12/1/23
Kenneth D Smith, Jr	Plainfield, IN	12/10/23
Wei P Sun [2]	San Diego, CA	12/26/23
Ben Swartz	Washington, DC	1/16/24
Bill Threlkeld [3]	Herndon, VA	12/28/23
Bill Vanderslice [8]	Sacramento, CA	1/16/24
Mac Vergara [4]	Piscataway, NJ	11/5/23
Corinne D Warren (F) [6]	Monument, CO	11/9/23
David Weigel [2]	Wheat Ridge, CO	11/8/23
George Winkert [17]	Highland, MD	12/3/23
Julia Wortham (F)	Leeds, AL	12/28/23
Howard Zabell [2]	Granite Bay, CA	12/17/23



## P-12 Award

NAME	CITY, STATE	APPROVED
Robert D Allen [5]	Reynoldsburg, OH	12/3/23
Charles Christopher Argo [4]	Lake View, AL	12/23/23
Bob Bingham [10]	Lexington, SC	11/5/23
Hugh C Brown	Vestavia, AL	12/28/23
Janice Chernenkoff (F) [7]	Lyon Station, PA	1/5/24
Paul A Colmenares [2]	Okeechobee, FL	11/8/23
Joshua Crixell [11]	Temple, TX	12/2/23
Tucker Cullum	Austin, TX	12/13/23
Julien Erard	Portland, OR	1/1/24
Dustin B Harding [2]	Loveland, CO	12/19/23
Joe Landry	Dallas, TX	12/31/23
Ken A Lanteigne	Gresham, OR	11/10/23
Charlie A Martin [5]	Sunnyvale, CA	1/1/24
Thomas McHenry [2]	Pasadena, CA	1/5/24
Anthony M Medina [2]	Bainbridge Island, WA	12/11/23
Randy Oakley [2]	Bellevue, WA	1/1/24
Larry J Parker [2]	Norwood, OH	11/24/23
Eric J Pedersen [3]	Audubon, NJ	12/26/23
Michael D Povman [2]	Sleepy Hollow, NY	1/26/24
Michael Riley	Colonia, NJ	12/2/23
Martin Shipp [8]	Raleigh, NC	12/11/23
Sharon Stevens (F) [5]	Richardson, TX	1/23/24
Bill Threlkeld [6]	Herndon, VA	12/28/23
David Weigel [2]	Wheat Ridge, CO	1/21/24
Franklyn J Wilson [3]	Federal Way, WA	12/24/23
Julia Wortham (F)	Leeds, AL	12/28/23

## Ultra P-12 Award

NAME	CITY, STATE	APPROVED
Bob Bingham	Lexington, SC	11/5/23
John Lee Ellis	Lafayette, CO	12/26/23

## RUSA Rouler Award

NAME	CITY, STATE	APPROVED
Robert J Bacin	Chino Hills, CA	11/6/23
Brenda Barnell (F)	Dallas, TX	11/3/23
William A Beck [2]	Woodbine, MD	11/25/23
Terri Boykins (F) [2]	Los Angeles, CA	11/6/23
Bill A Brier, Jr	Fremont, CA	11/25/23
Mark Brogan	San Jose, CA	11/17/23
Ian R Buck	Minneapolis, MN	12/4/23
Greg Cardell [2]	Valencia, CA	11/6/23
Joshua Crixell [3]	Temple, TX	11/12/23
Brian K Feinberg	Cupertino, CA	12/27/23
Andrew Gavenda	Burbank, CA	11/6/23
Kitty Goursolle (F) [2]	San Ramon, CA	11/17/23
Rob Hawks	Richmond, CA	12/27/23
Kerin Huber (F) [2]	Pasadena, CA	11/6/23
Greg Jones [2]	Moorpark, CA	12/6/23
Lisa Jones (F) [2]	Moorpark, CA	12/6/23
Gary Kanaby [3]	Salado, TX	11/12/23
Charlie A Martin [3]	Sunnyvale, CA	11/17/23
Mark Mullen	Arlington, VA	11/25/23
Sandra G Myers (F)	Diablo, CA	11/25/23
Foster T Nagaoka [2]	Ventura, CA	12/6/23
Janeene S Nagaoka (F)	Ventura, CA	12/6/23
Dawn Marie Piech (F)	Lombard, IL	11/6/23
Emily Ranson (F) [2]	Ellicott City, MD	10/31/23
W Thomas Reeder	Alexandria, VA	10/31/23
Gary Smith	Arlington, TX	12/3/23
Leszek Sobczak	Woodland Hills, CA	11/6/23
Andy Speier	Olympia, WA	11/17/23
Ben Swartz	Washington, DC	10/31/23
Matthew Vining [2]	San Gabriel, CA	11/6/23

## Ultra R-12 Award

NAME	CITY, STATE	APPROVED
Drew Carlson	Sacramento, CA	12/29/23

# RUSA Awards

## RUSA American Explorer Award

NAME	CITY, STATE	TOTAL STATES	APPROVED
Billing, Michael A	Wheaton, IL	13	10/31/23
Claussnitzer, Mario	Jackson Heights, NY	26	1/6/24
Dorobek, Russell	Austin, TX	12	11/1/23
Fambles, Millison D	Olympia, WA	40	11/20/23
Harper, David	Seattle, WA	10	1/22/24
Jurczynski, Ann Benoit (F)	Box Elder, SD	22	12/10/23
Jurczynski, John	Box Elder, SD	22	12/10/23
Lim, Francis	Sydney, AUSTRALIA	10	11/27/23
Nichols, David Andrew	New York, NY	13	12/30/23
Nichols, Eric M	Newfields, NH	17	11/6/23
Smith, Gregory H	Richland Center, WI	30	12/23/23

## Mondial Award

NAME	CITY, STATE	APPROVED
Ward Beebe [2]	Oak Harbor, WA	11/18/23
Greg Cardell	Valencia, CA	11/6/23
Joe Edwards	Glenwood, IA	11/19/23
Ian D Flitcroft [2]	Williamson, GA	1/7/24
Dan Fuoco	Boca Raton, FL	11/28/23
Joshua J Haley	Canton, OH	11/6/23
Dustin B Harding	Loveland, CO	12/31/23
Christopher Heg [2]	Seattle, WA	1/2/24
Ann Benoit Jurczynski (F)	Box Elder, SD	10/31/23

## Ultra Randonneur Award

NAME	CITY, STATE	APPROVED
Roger Hillas	Washington, DC	11/26/23
Christopher D Michels, Sr	Houston, TX	12/21/23
Pamela Wright (F) [5]	Fort Worth, TX	11/30/23

## RUSA Coast-to-Coast Award

NAME	CITY, STATE	APPROVED
Mimo DeMarco	Arlington, VA	11/10/23
Paul H Donaldson [2]	Richmond, VA	11/30/23
Francis Lim	Sydney, AUSTRALIA	11/28/23
Jeff Newberry [2]	Austin, TX	12/29/23

## RUSA Cup Award

NAME	CITY, STATE	APPROVED
Christopher M Gross	Washington, DC	11/27/23
Misha Marin Heller (F) [2]	Alexandria, VA	10/31/23

## Galaxy Award

NAME	CITY, STATE	APPROVED
Vernon M Smith	Monument, CO	11/19/23
George Winkert	Highland, MD	12/11/23



# *Edelux* USB-FL



The new SON Edelux USB-FL adds USB charging, with a 1,200 mAh battery fully integrated in the headlight housing. The optical design is the same as the Edelux II but the standard beam is brighter at 120 lux. However, there is also a high beam, controlled by a handlebar mounted switch, which also incorporates the USB port.

Production begins in spring, 2024.

## PETER WHITE CYCLES

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# AMERICAN RANDONNEUR

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Arlington, Texas 76013

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