

# AMERICAN RANDONNEUR

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Tackling the Great Southern Randonnée 1200K — PHIL FOX

The Rando Gender Gap — EMILY O'BRIEN

Pedaling through Hot Foot — BY SARAH RICE

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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.

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**Editor:** Corinne Warren

**Copy Editors:** Ed Felker,  
Roger Hillas, Betty Jean Jordan

**Data Collection:** Eric White

**Design:** Mary Humphrey

**Advertising:** Dan Driscoll

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**COVER** — Great Southern Randonnée riders  
with the Twelve Apostles in the background.

PHOTO PHIL FOX

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# President's Message: Bits and Pieces

## American Randonneur Award – Susan Gryder

I always like to focus on our volunteers, so one of my favorite duties is the board's selecting the American Randonneur Awardee (ARA) each year. For 2024, our recipient is the much-deserving Susan Gryder. Tirelessly volunteering all over Florida, and working behind the scenes managing a large part of the RUSA store, she is typical of so many unsung heroes that keep RUSA humming along. The ARA is our only recognition award; all others are based on cycling achievement. Susan has become the 24th RUSA member to receive the award.

I had the honor of presenting the award to Susan, ably assisted by Josh Haley and Paul Rozelle. They organized the surprise presentation, waiting for us at a local restaurant. I manufactured a reason to get together with Susan before the dinner. She thought it was just a pre-event gathering for the brevets she was supporting that weekend, but the crowd that came out to congratulate her was much larger than just the riders doing the events. Susan is much appreciated and well loved by all who know her.

Read more about Susan in this issue of *American Randonneur*.

## The Routes Team – Greg Smith

About four years ago, as Greg reminded me, I asked him if he'd take on the Routes Team. He agreed to do so for one year, and that somehow turned into four. Greg added structure, rules, and process, including the new requirements for the ACP 8k600 brevets, now part of the ACP R10000 award. Along the way he reviewed about 425 routes.

Francis Lim, Dan Diehn, and Thai Nguyen  
at the end of Cracker Swamp.

—PHOTO SUSAN GRYDER

By itself, that's a tremendous feat. I know what goes into route reviews, including the back and forth email traffic. It can be all-consuming, but Greg managed with patience and aplomb.

By the time you are reading this, I expect that we'll have another chair of the Routes Committee. Best of luck to them – Greg is a tough act to follow!

## Chicagoland – Sarah Rice

In 2024, Chicagoland, under Sarah Rice, was the fastest growing RUSA region. Not only was it the fastest growing, but by the end of the year it was our third largest region, surpassing all but San Francisco and Seattle. Of the 108 members at the end of 2024, 59 were brand new to RUSA. That truly is an amazing feat in the region's first year in operation. Bravo Sarah!

## CanAm 2024

CanAm is our only *regional* award. It is awarded for finishing a 1200k in both Canada and the US in one calendar year. In 2024, our three awardees were Francis Lim, Thai Nguyen, and Dan

Diehn. They rode together for most of the VanIsle (BC) and all of Cracker Swamp (FL). Earlier in the year, Thai finished the Shenandoah 1200k, to further cement his status as a CanAm awardee. Congratulations to them all.

## International Super Randonneur

2024 was a big year for ISR applications, with 52 approved. Eight of those were from the U.S. The awardees chronologically, by date of application: Dan Driscoll, Eric Nichols, Dan Diehn, Francis Lim, Laurent Chambard, Mark Thomas (2) and Chris Graham. I administer the ISR award and have been posting on the Les Randonneurs Mondiaux Facebook page to increase awareness. Well, that seemed to work because the word was out in India and Belgium and I got a flood of applications late in 2024. The answer to the most frequently asked question? YES, PBP counts as one of your rides!

—Dave Thompson  
RUSA President  
president@rusa.org



# From the Editor

Do you remember doing your first 200k brevet? (Or 300k or 400k, depending on where you started.) Did you feel ready, or a little like an imposter, lining up with other riders who seemed to exude an easy – and impossible – confidence?

For some of us, that memory of the butterflies in our stomachs at our first RUSA event is relatively recent. For others, we have to go back a decade or longer to remember the first-time jitters most of us have when we attempt something new and formidable. But either way, being the new kid on the block is hard.

Our latest addition to the #ThatsRando column is Jack Holmgren, who offers up some examples of mentoring. For an activity that is very much in outlier territory, mentoring is an important part of randonneuring, a way to develop our sport and bring new participants into the fold. Though we might all feel like RUSA provides a place of acceptance and understanding, most of us aren't really born with the knowledge of how to survive for 12 plus hours of riding at a go. Mentoring can help ease those transitions for riders who are uncertain of their abilities.

I met my mentor on my first 600k, just 40 miles shy of the finish. I was certain I was DFL, having been passed early on the second morning by what I thought was every other rider on the brevet. But at that penultimate control, a rider came into the gas station and started telling me about peeling the worms off his bike after a foggy, soggy ride the preceding day. And how he had broken two spokes, gone home to change bikes, had a sit down dinner and slept seven hours. I didn't know what to make of this friendly stranger, not realizing (despite head to toe RMCC kit) he was "one of us." But that fortuitous encounter was the beginning of a mentoring relationship that shaped



who I would become on the bike. Having a resource to ask randonneur-specific questions of, like "What do you do when you can no longer eat but have 150 miles to go?" gave me the knowledge and confidence I needed to do a 1200k my first full season. My mentor evolved into a friend; paying his kindness forward is directly responsible for my RUSA volunteering, in a big positive feedback loop.

Most of us probably started out much like I did: we loved cycling, tried a couple of brevets, found someone to encourage us and offer us advice, and then we became entrenched in the rando community.

Then there are the trailblazers, like Jobst Brandt, the intrepid Bay Area pioneer profiled in a new book reviewed by Bill Bryant. Rare are the folks with the intrinsic mettle and creativity to pave their own path as Brandt did. And he did it all on really skinny tires!

At the other end of the spectrum from "newly minted rando" would be the ever-growing pack of K-Hounds. You can read about last year's litter in this issue, and note that women are well-represented in this group of dedicated randonneurs.

Speaking of women, Chicagoland RBA and physical therapist Sarah Rice

Marc Rundle, me, Steve Rudolph, and Lloyd Jones on the Buffaloberry 200k.

—PHOTO MARC RUNDLE

is back with advice on the persistent and painful condition known as hot foot. This is not an unusual problem in the cycling community and Sarah has suggestions for resolving it. And Emily O'Brien has an interesting piece on women's participation in RUSA over the years, kicking off a year-long series of articles spotlighting the contributions women make to this sport.

So whether you are an experienced rider with many years under your belt, or a brand new rando anxious to test your boundaries, RUSA provides a place for all of us to commune. If you've just joined RUSA, don't be afraid to reach out and ask for advice. If you are a seasoned veteran, the nicest way to smooth the path for the new riders amongst us is to offer a smile and a word or two of welcome. Perhaps a relationship will grow from there, and you may find yourself in the rewarding role of mentor.

—Corinne Warren  
Editor, *American Randonneur*  
editor@rusa.org



## Mentoring

When trying to come up with an idea for my first column, the concept I kept coming back to was how to get started and move forward in this wacky, wonderful endeavor we all love. You can't just pick up a book and find tips on staying awake for your first ride-through-the night 600k. The best way to figure things out is with a little help from new friends. Friends who have been there and are happy to share.

---

### Elaine and Bruce

Elaine Astrue started riding brevets in 1999. She remarks, "Things were analog back then. Now so much is digital, and that makes it less personal. There is more background noise along with the information." Mentoring is

"old school," as it is one-on-one, and it's right up her alley.

Elaine began mentoring Bruce Berg a few years before he rode Paris-Brest-Paris. They met carpooling to a ride and talked about gear. Bruce

perked up when she pulled out her brand new, cutting-edge-technology Tyvek rain jacket. It was waterproof and weighed nothing. "Bruce was a noticer," she said. "He noticed stuff and wasn't pushy or egotistical. I didn't feel like a mentor. Just passing along technique, equipment, nutrition. There was a built-in confidence in the exchange."

Bruce and Elaine ended up riding the last bit of PBP together. "As luck would have it, we were on the same timeline, and he was sleepy," she recalls. Elaine gave him a caffeine pill. They rode through a beautiful forest in the Parc naturel régional du Perche on the way to the town of Senonches. It was a dark night, the sky was full of stars, and tall trees formed a cloak of darkness all around them. But that lack of context led Bruce to be disoriented. He asked many times if they were on course. Each time Elaine said yes; having memorized the sequence of towns on the way out, she could recognize the sequence in reverse on the way back.

Bruce started to lag behind. They pulled over, and he said he was sleepy again. Elaine gave him another caffeine pill. They resumed riding, and Bruce said it might help to have a discussion. Elaine says, "What he needed, as it turns out, was to argue with someone



Bruce Berg on the SCR  
Central Coast 1,000k in 2010.

—PHOTO ROB HAWKS



Sandra Myers at the Fougères Controle on PBP 2019.

—PHOTO LOIS SPRINGSTEEN

Dorina at PBP.

—PHOTO UNKNOWN



continuously until the sun came up. Bruce, who was never argumentative in our previous interactions! So, we proceeded to go back and forth with Bruce categorically disagreeing with whatever I said last. During a pause, he laughed and said he bet he wouldn't even remember what we were arguing about tomorrow. As it turns out, he was 100% correct on that point. One night's sleep and, reunited with his family in Paris, the slate was wiped clean! Of course I can't remember even one of the mighty, complex topics we dissected on that night under the stars."

Not everyone in the big tent of Randonneurs USA will aspire to ride PBP. But everyone will benefit from some good advice or watching someone set a good example.

Elaine points out that mentoring frequently boomerangs. "It's not one way. Not a push in only one direction. Mentoring is humble and goes both

ways eventually. The next year we did a night-start 600k together in Davis. It was the same time of night as on PBP, maybe 1:00 a.m.? We were on Eastside Road outside of Ukiah. It was early in the brevet, and I got disoriented and wanted to turn off the route at every intersection." In this case it was Bruce who helped Elaine by keeping them on course.

### **Sandra, Mark, & Sang**

Sandra Myers remembers getting dropped by Mark Brogan and Sang Tran on a 400k brevet. Mark and Sang were new to randonneuring with a background in Ironman racing. As the day ended and a new one began, Sandra was "convinced I was DFL." Before the sun came up, she saw a bike light in her mirror and was surprised when Mark caught up. His cycling computer had died, he did not have the cue sheet, and he had made navigation errors.

So, he stayed with Sandra to the finish. Sang had made even worse errors and finished an hour and a half later. Mark and Sang learned a lesson on that ride and enlisted Sandra to ride with them on a 600k.

Sandra, Sang, and Mark set off on what would prove to be a wet and windy San Luis Obispo Randonneurs 600k brevet. Sang got a flat, and they stayed together as he fixed it. After fighting their way into a stiff headwind up the Big Sur Coast, they reached the turnaround for that leg. But then, as Sandra recalls, "They took off with the tailwind, and I was pissed! What if I had crashed or gotten a flat? Riding together means within a block of each other, as a group, so you know what's going on with your companions. We





Elaine climbing the Touramlet where she would tie a ribbon to honor Metin Uz.

—PHOTO UNKNOWN

got to a gas station control at 10:55 p.m. Sang and Mark were wet and shivering, and I pointed out the benefits of wool as I put on a dry wool top. As we rode on into the early hours, Sang became confused and sleepy. I asked him open-ended questions to get him to talk. ‘What was it like growing up in Vietnam?’ and ‘Can you tell me about Ironman racing?’ That kept him awake. I taught them to stop for no more than five minutes per hour. My coach John Hughes and biking BFF Kitty Goursolle taught me that.”

#### **Dorina and Sandra**

Sandra was mentored by example after meeting Dorina Vaccaroni on a Santa Rosa Randonneurs 400k brevet. Dorina managed fueling by “eating constantly like a little squirrel.” Sandra and Dorina caught up to a group of seven that I was riding with. Darkness had fallen, and we agreed to ride in as a

group. Sandra mentored us by introducing the Group Pee concept. This is a real time saver when riding with several others. The key element is the use of the Precautionary Pee to avoid more frequent stops, which can multiply your off-the-bike time if you stop for each person in turn. I managed to learn something about mentoring by suggesting to Dorina that she slow down a bit. Later in the ride I learned that she had bronze, silver, and gold Olympic medals, albeit in another sport. Still, this was proof that Dorina was an exceptional athlete. I didn’t make any more suggestions after that!

#### **Bruce and Jack**

My mentor was Bruce Berg. I cannot convey how much Bruce formed my skill set and fervent passion for randonneuring. Bruce was a leader in the local cycling club and was in charge of the longer and more challenging rides. When I was just starting out, I would get dropped. Frequently, Bruce would notice and wait to pace me back to the group. I knew I’d found my



mentor when that happened. To this day I drink Peet’s French Roast coffee, pay attention to maintaining my equipment, study the cue sheet and GPS track, use wool clothing, look out for those I ride with, and always ride with at least one other rider at night all because Bruce taught me those things.

Most important was the enthusiasm and devotion Bruce conveyed for randonneuring and PBP in particular. He loved the whole experience, including the controles – especially Villaines-la-Juhel, where children carry your cafeteria tray to your seat – the cheering spectators along the route, the cafe stops, and fellow riders rolling across France like an international tsunami of good will and love. Bruce died more than six years ago but is still celebrated in the San Francisco Randonneurs Bruce Berg Flèche Norcal and the Santa Cruz Randonneurs Voie Berg brevet, proof of his passionate impact on our sport.





Climbing La Honda Road, Kevin Salyer on the Lobitos Creek Ramble perm.

—PHOTO JACK HOLMGREN

#### Kevin and Jack

These days I get my mentoring from Kevin Salyer. This started out with me mentoring him to come back from a DNF on PBP. He did that with ease the second time around and has now assumed the role of mentor. But I first learned of his mentoring chops while riding the Metro on the day after the exhaustingly wet 2007 PBP. My family decided it would be ideal to climb all the steps up to the Sacré-Coeur. Riding to that stop on the Metro, I fell asleep while wearing a San Francisco Ran-

donneurs jersey. I woke up when the woman sitting across from me asked if I'd ridden PBP. I said yes, and she asked if I knew an economics professor who taught at U.C. Davis. She said he'd helped her with food issues and other things for a hundred kilometers on PBP. I told her I did not know him. She asked me to thank him if I ever met him.

Two years later I was riding the SFR Healdsburg 300k when I met a professor from Davis. That was Kevin, and he remembered helping that rider. Kevin has shaped my training and

brevet riding in many ways, not the least of which is his religious devotion to Zone 2. This is the territory below the land of Tempo and above the state of Recovery. Kevin has an infectious tendency to search out harder and harder goals, most of which he successfully completes with aplomb. His zeal is infectious and has inspired me during many a down moment on a brevet.

#### Mentoring and You

The best mentoring happens on the road during randonneuring events. In general, gleaning rando knowhow is going to happen riding with someone who has a similar pace to yours. Don't be timid about asking for advice! Most people in this activity are passionate advocates who delight in being of humble assistance, sharing what they've learned.

Once you've done a few events, you should have a pretty good idea of your pace. Check the RUSA Results page to see who has ridden a similar pace at events you ride. This will also tell you how much experience they have. These people are a wealth of knowledge available for the asking! Think about what you want to do. Some of your local riders will do 100k rides. Others will do a Super Randonneur series. Likely you will find someone riding your pace or a pace you can adjust to, doing the events you like or aspire to. Then, on the ride soak up the stories, advice, and companionship these more experienced randonneurs have to offer.

Randonneuring is many things. One of those is the struggle to persevere. Mentoring helps in that effort by making the struggle collective. It offers a model to learn resistance; headwinds are difficult to resist alone. Find your mentor. Then pay it forward by becoming a mentor. 🚴

*Not everyone in the big tent of Randonneurs USA will aspire to ride PBP. But everyone will benefit from some good advice or watching someone set a good example.*

# Hood 8k600

BY ALEX BREY AND JAY NADEAU

The two testers of this route (RUSA permanent route 5149) — Jay (#10004) and Alex (#10724) — are members of Oregon Randonneurs who have a lot of miles in common, both in organized and semi-organized events. Both of us are great fans of mountains, the more the better, with a little gravel here and there for good measure.

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We rode the Oregon 6 Passes SR600 (RUSA permanent route 2553) together in 2022, with our fellow mountaineer Taylor Turner, and in 2023 tackled a so-called Gravel SR600, the Washington Volcano High Pass SR600 (RUSA 4758). The question we began asking ourselves as soon as the new R10000 rules came out was, “Is 8k in 40 hours harder than 10k in 60 hours?”

The answer, of course, is it depends. We tried our first 8k600 back in May of last year in San Diego, hoping for sunny skies and warm weather. While the route was excellent, the weather was not. We got cold, foggy descents, brutal wind, and pouring rain in the desert. Hopefully the cholla liked it? Both of us, along with a handful of other riders, accepted the RBA’s generous offer of a bailout on Day 2. Wei Sun is amazing and a trip to ride with San Diego Randonneurs is highly recommended.

This report is about our second 8k600 attempt, which we designed along with our friend Johnmark

Larson. Mercifully, the weather was great, the roads were amazing, we both felt good, and we had fun.

First of all, what is an 8k600? It’s a 600k with at least 8,000m (26,246 ft) of climbing. As of 2023, it’s a requirement for the ACP’s R10000 award, and several clubs ran their first this year. We rode this as a perm to test the route, but for R10000 credit the event must be done as a brevet. As

compared to the other elevation-centric format in the rando catalog, the Super Six (SR600), the challenge is that you have to do it in 40 hours just like any other 600k. The positive is that, since the 8k600 is a proper brevet rather than a perm, you’re likely to have more fellow riders than you would on a self-organized Super Six. If you love climbing and mountains, this is the format for you. The 8k600 format delivers on the promise of an epic brevet traversing the best scenery around that hits all the hardest climbs.

The idea for this route was to take the best parts of the Oregon 6 Passes SR600 route but make it doable in 40 hours. That proved a challenging task, and the resulting route differs significantly from the inspiration. We knew it had to have a few critical features: Lolo Pass, Tygh Ridge, Timberline Lodge. The question was where to find the



View of The Gorge from the climb out of The Dalles.

—PHOTO JAY NADEAU





Kayaks for rent at Lost Lake.

—PHOTO JAY NADEAU

flat-ish miles. You get a few of them getting out of the city, but beyond there it's pretty hilly. The solution we landed on was two stretches out in the desert: one through the rolling hills east of the Dalles, and the other an out-and-back on "Bakeoven Road" to the ghost town of Shaniko. The latter's not exactly flat, but it's less pitchy than the alternatives.

The biggest issues for our test ride were logistical. We had initially planned to ride in July, but a wildfire broke out a few days before the depart. When we tried again in August, a thunderstorm forced us to delay by a day. As a result, we were riding Day 1 on Sunday when many of the already sparse services close early. If you ride this as a perm, you should bring a water filter and lots of extra food. This will be less of a problem with support stations on the brevet.

The route starts by going into the mountains via Lolo Pass and Lost Lake, with two sustained climbs culminating in a nice break at the Lost Lake Resort. It's always hard to leave Lost Lake's beauty, boat rentals, and espresso bar, but the descent down to the Gorge is

a special treat. National Forest 13 has been closed to cars for years due to a washout, but it's paved and rideable, though a little overgrown in places. Watch out for logs!

Once off NF-13, the route takes a circuitous, hilly route to Hood River that's a favorite of cyclists. We saw more bikes than cars on this section at around 11 a.m. on a Sunday. Getting into Hood River it was time for lunch, which can be taken rando-style at the control store, or in a more leisurely fashion at one of the many restaurants in town. Leaving Hood River, the route goes up a ridge onto a car-free, wide, paved multi-use trail that is just one more of the treasures of this route. Descending back down to the water again takes you to a bike trail and to the town of The Dalles, where it's wise to stock up on water for the desert stretch to come.

A windy (pronounce this either way) tour of back roads takes you through desert grasslands to the town of Dufur, a favorite overnight for SR600 riders. For this route it's too soon at 165 miles, but the "bike friendly"

Balch Hotel is happy to provide water, and also has a fancy restaurant if you have the time. We were in a hurry to get over the next hill before it got cold, and the store and tavern, sometimes sources of refreshment, were both closed at 6:30 p.m. on Sunday. This meant only a brief stop for water and pocket food before the reasonably easy 50k to Maupin.

Tygh Ridge hits almost 2,700 feet before a big descent to Highway 197, then a slightly rolling 7 miles to a BLM access road along the Deschutes River. During the day, the river is full of raft tours run from Maupin, but by the time we reached the river it was swiftly getting dark, with the full moon rising above the mesa.

Maupin was the best choice for the overnight because it has all the tourist amenities — several hotels, a couple of restaurants open until 10 p.m., one all-night cafe, and a well stocked general store that opens at



7 a.m. Shaniko could work, but it puts you at high elevation first thing in the morning when it's coldest and doesn't have nearly the services, just one ghost-town-looking hotel. So we landed on Maupin.

You hit Maupin at mile 197, before the out-and-back, and then again at mile 250. That means riders have to choose either a 300/300 split, or a 400/200 split (we chose the latter). The cool thing is that all the night riding happens on the Bakeoven out-and-back. There's almost no traffic, only one turn, minimal rollers, and virtually no tree cover to block the moon.

The downside to riding this part entirely at night is that you don't get to see the scenery. It was our first time riding this stretch, and we still don't know what it looks like. "Bakeoven" may also live up to its name on a summer day, but at night it is cold, so grabbing clothes from your drop bag in Maupin may be a wise move here. We got back to Maupin in time for about 4 hours of sleep before it was time to get up and start getting ready for Day 2.

It's worth noting that wind could make or break this ride. In summer, the usual prevailing winds are west to east, which gives a good tailwind on the stretch along the Gorge and on most of the desert route to Dufur. Day 2 is mostly headwind, but once you get out of the desert and into the forest, it's



not too bad. Careful attention to wind directions should inform when and where to stop and for how long.

Returning to the Mt. Hood area from Maupin on Day 2 means that the last 200k are almost entirely uphill for the first 60 miles. We left ourselves 13 hours to finish this section, and finished with an hour and a half to spare. The approach to Mt. Hood is via

Highway 216, which is a designated bike route but can be busy with traffic, though it has a good shoulder.

It also always has a headwind, but at 8 a.m. this was blessedly minor. There is a store only about 10 miles past Maupin, which will be the last services until Timberline, but it doesn't open until 8 a.m. so plan accordingly. Turning off onto National Forest 48 is a relief, though it brings a couple of big climbs back to the intersection with Highway 35. A brief, fun descent on a small road past the Pioneer Woman's Grave leads to the last big hill of the route: 6 miles and 2,000 feet to the Timberline Lodge. This area is clear of snow for only 2-3 brief months a year, and gives the feeling of an epic summit as you pass tree line and come face to face with Mt. Hood.

There is a cafe inside the lodge with limited hours, and some vending



The view from Timberline Lodge.

—PHOTO JAY NADEAU





Jay approaching Mt. Hood  
from National Forest Road 48.

—PHOTO ALEX BREY

machines, but a better bet may be to descend quickly to Government Camp for either the general store or a quick restaurant meal. The remaining 55 miles will have 7,000 feet of elevation loss and only 1,000 feet of gain in a few rolling hills around Marmot and Dodge Park. Unless it's an exceptionally warm day, the descent of Highway 26 will be cold and blustery, so bundle up.

**Alex's Take:** The elevation and time constraints make for a hard route, but for me this was moderated by how good the scenery is. It was certainly one of the harder rides I've ever done, but also one of the most enjoyable. This route features some of the most awe-inspiring terrain in Northwest Oregon. You get the city, west slope Douglas Fir forest, east slope Ponderosa Pine forest, sub-alpine forest, and sagebrush steppe. You get a ghost town at midnight, a 1930s Works Progress Administration lodge, a historic trail along the cliffs of an immense river gorge, and the wild Deschutes River at dusk. There's nothing better than waking up



to the smell of sagebrush and coffee with nothing to do but ride.

**Jay's Take:** Was it as hard as an SR600? As a four-time veteran of the Oregon 6 Passes SR600, I think not. Most SR600 routes exceed the minimum 10,000 meters by a little to a lot, and by comparison, the 8k600 had a lot of relatively easy miles. I was able to use my favorite mantra, "I've done worse things," throughout the duration. With that said, the time cut was never far from our minds. Some time will be saved by staffed support on a calendared brevet, but most riders can expect a short night's rest and a significant amount of night riding. The fact that there was no navigation on the night portion of this ride eased that concern substantially. The long slog up to Government Camp on Day 2 saw us getting drowsy, and I had a flat along this stretch, but on the calendared route some cheerful volunteers will

Alex finishing the closed section of  
NF-13 en route to The Gorge.

—PHOTO JAY NADEAU

offer water and caffeinated beverages to weary riders at a remote campground here. Because we left ourselves more than enough time for the last 200k, we didn't have to hammer to the finish and could take the final flat stretch at a cool-down pace, which left us finishing feeling cheerful if a little sleepy. My thought is that many randos will be able to finish this ride on time by carefully adjusting their sleep schedules to leave at least 13 hours for the last 200k.

Oregon Randonneurs will be running this route as a brevet on July 12, 2025 as part of a full series of challenging mountainous routes which we're calling "The Breadcrumb Series." Full details can be found on [OregonRandonneurs.com](http://OregonRandonneurs.com). 🚲

# Taking Randonneuring to Heart

BY TOMMY SOUTHWOOD

How many of you have heard this before? Bicycling has changed my life. Recently, I find myself reflecting on that. In October 2023 I completed what is perhaps the biggest achievement in my life. I finished an epic, 3,000-mile ride across the country. It was 19 days of many highs and lows and filled with excitement, determination, and pain. I feel like that ride was such a pivotal point in my life, but the true story is how I got there.

Thirteen years ago, I passed out while riding my motorcycle. I was riding at about 50 mph and enjoying some backcountry roads. Then, without warning I remember thinking that I am going to pass out. When I woke up, I was completely surrounded

by first responders and took a trip to the hospital.

Over the next several months, I had countless tests done to try to find out why I had passed out. After I passed out a second time, my doctor suspected it was my heart. However,

in all the exams my heart was healthy and normal. Still, my doctor suspected something with my heart and had a recording device implanted in my chest to catch what was going on. A year after my first passing out episode, I had a third one. I passed out when I was riding bicycles with my youngest son, who was ten years old at the time. A good Samaritan stopped and performed CPR on me until the ambulance arrived. I was rushed to the hospital and discovered the recording device had captured everything. My heart had stopped for over two minutes and then was beating just eight beats a minute. That night I got a pacemaker. I joked that it was my 40th birthday present to myself.

I need the pacemaker for my atrium, which wasn't pacing as it should be. My doctor, who had been thinking ahead, implanted a pacemaker with two wire leads. One in my right atrium and one in my right ventricle. The one for the right ventricle was for the future and "just in case." I was being paced 12 percent of the time in my atriums. Over the next several years that changed. I was being paced 12 percent of the time in the atriums and 100 percent of the time in my ventricles. That 100 percent pacing in my ventricles made a big change in me. I had been physically active my whole life, but now I was much slower and



Starting my cross-country journey in San Marcos, CA.

—PHOTO GEORGE VARGAS





At the 10,000k mark, my first K-Hound.

—PHOTO BILL WATTS

lacked the power I used to have. The things I once could do with ease had now become much harder.

Three years ago, my wife Joanna and I were sitting in my cardiologist's office for one of my checkup exams. It was a follow-up for some of my concerns on how I was feeling. It was also to discuss replacing my pacemaker with a new one because the old one was nearing the end of its battery life. What we ended up discussing was something that Joanna and I had never dreamed could happen.

I have always seen the irony in life. In this case the one thing keeping me alive is also slowly killing me. The

pacing in my ventricles is damaging my heart. My right side is zapped by the pacemaker and a millisecond later that jolt jumps to the left side. The jolt is damaging the heart wall between the two ventricles, burning a hole through it. There is a possible surgery, and only about a dozen doctors are qualified to do it. My cardiologist happens to be one of them. However, I have some

added risk factors, and because of those risk factors, I would have less than a 30 percent chance of surviving the surgery. If I didn't have the surgery, he couldn't tell me how long I have to live. It could be a year or 10 years; there's no way of knowing. I told him I didn't want the surgery and would rather enjoy what time I have left. Who knows? Maybe there will be some medical advances in the next couple of years that will fix me. I then could see the heavy look in my doctor's eyes when he told us that I needed to get my affairs in order.

Joanna and I cried with my doctor and cried in the parking lot for a while before we could leave. The next several months were depressing around our home. We spent time discussing plans, preparing, and crying. Then one day I told Joanna that I wanted to ride my bicycle across the country from one coast to the other. It was always a bucket list item for me. She gave me her full blessing to do this.

From that day on, I began my transformation, preparing for that ride. My job had given me permission to take a month off to do this ride. I was training and riding more, trying to get myself ready for a 30-day trip, originally planning for 100-mile days. I was giving myself over a year to train and save up vacation time at work.

During that time, I discovered randonneuring. In the beginning I thought these rides were impossible for me. I never thought I could ride a bicycle for 300k, 400k, 600k, or even

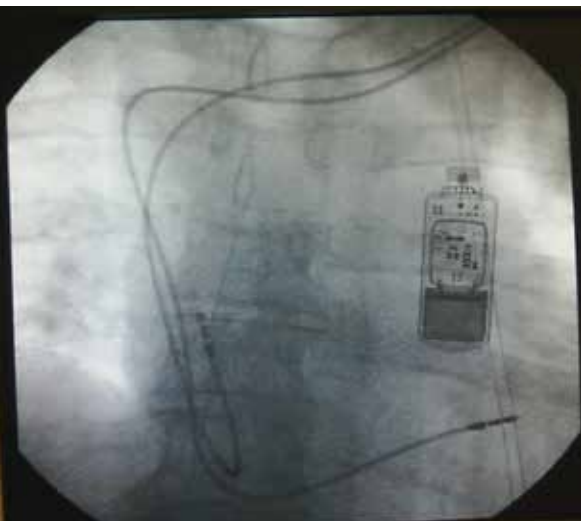
*I have always seen the irony in life. In this case the one thing keeping me alive is also slowly killing me.*

Across the U.S. in 19 days,  
finishing in St. Augustine, FL.

—PHOTO JOANNA SOUTHWOOD

My pacemaker and loop recorder device.

—PHOTO TOMMY SOUTHWOOD



1200k! But here I am riding those long distances and hanging out with my fellow randonneurs! This group gave me the courage I needed to ride farther and longer. I believe it was the people I met randonneuring who helped me ride across the country. I went from hoping I could do it in 30 days to completing it in just 19 days, a feat that I still can't believe myself.

Shortly after the trip, I had a follow up with my cardiologist. The last couple of years have been a hard emotional roller coaster. I had been seeing my cardiologist every couple of months because I was considered high risk. But then he gave us news that he couldn't believe and couldn't explain. My heart had improved, though I wasn't out of the woods. The fact that there was an improvement was a moment of joy – a true joy that we hadn't felt in a while. Even my cardiologist was teary eyed when he gave me that news.

Just a few years ago, the test I had taken showed that my ejection fraction, or percent of blood pumped out of my heart with each beat, was 32%. Anything under 39% indicates potential heart failure and is dangerous



and life-threatening. Now my rate is at 44%, which moved me off his list of high-risk patients, and I no longer have to see him as often. I asked if it was all the bicycling I was doing. He said, "I don't know, but don't stop."

After I returned home from that cross-country trip, I felt the courage to sign up for a RAAM qualifier. I wanted to see "What if?" Almost a year later, I rode the qualifier. In that event I rode 300 miles during Hurricane Helene! I fought rain and winds like I had never ridden in before. I finished in last place, but it felt like I won because I qualified. It is uncertain but more than likely I am the first person with a pacemaker to qualify for RAAM. Now my next goal is to do RAAM, to be the first with a pacemaker to finish and to inspire others.

A year after that bucket-list ride, I am still very active in randonneuring. I got hooked on the rides and awards, which give me a goal to work for. One of the awards I wanted so badly and achieved was the K-Hound. What is hard for me to believe is that I am the first in Indiana to earn this award.

Hard to believe because my Indiana rando group has some hard hitters in it. Sometimes I don't feel worthy enough to be standing there with them.

I find myself lately reflecting on how bicycling has changed my life. I am thinking about the numerous things that I have done in my past. The remarkable feats, a list that has become long and is starting to sound like a fairy tale. Which of these accomplishments was my defining moment? I have come to realize the answer to that. It wasn't my cross-country ride or the many other epic rides I have done. It was me discovering randonneuring. Then it would have to be the K-Hound award. This award marks a change in my life and represents the second chance I was given. Did bicycling change my life? Yes, but it is deeper than that. It is the many parts of randonneuring that changed my life. It is the people I have met and the friends I have made. They have given me the strength and courage to do things I didn't think were possible. I am so excited to be here longer to enjoy randonneuring with them. 🚴

*This group gave me the courage I needed  
to ride farther and longer.*





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SCAN ME!

## Mud Season

It may be true that the main appeal of long rides is overcoming a difficult thing. We are, at times, intrepid voyagers through self-inflicted suffering. These oceans of suffering come dressed in diverse garb. Weather at both extremes, and in logarithmically expansive permutations: coldwetwind, humidhot, thunderlightningsnow. Choose your fight.

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And sometimes the difficulty to be overcome is the self, that elusive thing. The difficulty of driving oneself into a physiological hole and climbing out of it. The ache of lactate in tissue, the electronic thrumming of a stressed cardiovascular system. And sometimes it is the difficulty of the mind, with its sleets of staticky boredom, or the dark swirling seas of self-doubt, or the gnawing red hunger of competition. All this is to be overcome.

And there is a difficulty somewhat unique to gravel riding, borne of circumstance. This is the difficulty at the intersection of precipitation and dirt, which is mud.

Once, after a particularly muddy gravel race, a fellow randonneur-turned-gravel-racer was asked how she liked the ride. She was dismayed at having to persevere through cumulative hours of muddy riding and walking, to which the original interrogator remarked “Oh well, that’s just gravel racing.” It was a curious thing to hear

for this racer, because it didn’t align well with her particular experience of gravel riding.

And of course gravel is many different things to many different people. This diversity of experience is both the driver of the category’s broad appeal and what makes it elusive to talk about concretely. Sometimes gravel means walking in the mud.

Cyclocrossers will pedal and run through muddy trenches evocative of warfare in Northern Europe in the first half of the last century. But this is, of course, only for a short while. They fly back up onto the machine’s saddle and continue on their way. The race will end soon enough. Anyone can suffer for an hour.

Gravel racers, and especially those nutty enough to dabble in “ultra” racing, may find this scene familiar. Imagine walking in a grass ditch at about a mile and a half per hour, stopping, stooping over, and with cold, numb hands, wrestling protean glob

of soil and stringy grass and sticks and worms from the deepest part of your drivetrain. Your feet are wet and cold. And more than this – they are heavy. Mud will collect on the outsoles of your shoes. They will begin to feel like cinder blocks.

Images of mud proliferate from that famous gravel race in the Flint Hills in Kansas. Riders strung out in lines on a muddy double-track farm road. They carry or roll their bikes. The carnage is significant in the chainstays of many a carbon gravel bike’s rear triangle. The layers of accumulated soil and clay and rocks saw through the frame, rendering many of them expensive paperweights.

There are basically three ways to manage riding in mud as a part of gravel riding. The first two have to do with mitigation and avoidance. The first, then, is full avoidance. When you know it is going to rain during a planned gravel ride, you simply Do Not Go on the ride. We randonneurs are a stubborn bunch and are usually not inclined to simply stay home, but few are the randonneurs that are stubborn enough to have never stayed home from a ride. I’m not too proud to admit I’ve stayed home, rather than face the elements.

The second option you have is to modify your route. Those roads most prone to hold water often fall into a secondary class or designation, depending upon your state’s county road system. In Nebraska, as in Kansas, they call them “minimum maintenance roads.” In Iowa, they’re called “Level B





roads.” In other places in this country you may find signs that say “No Winter Maintenance.”

Strategic planning and/or good intuition will serve you well. You may have to consider how much time you want to spend staring at zoomed-in satellite imagery. I’ve found that the more you see tire tracks in the road surface, and especially if images of the road’s surface indicate that there is grass in the road, it’s much more likely to hold water and pack layers of soil onto your tires.

And then the third option: ride it out. I’ve found that the best plan of attack here is proceeding with a conservative approach to trying to pedal through damp or drenched mud, especially when the road base is composed mainly of soil. Most gravel bikes, when outfitted with reasonably wide tires

(for instance, 40-45mm), lack ample clearance for a muddy wheel to pass through the frame without gradually coming to a halt. This can often happen abruptly, and it’s usually better to be near a spot of grass in which you can place your dismount foot in order to start hiking on a more suitable surface.

Some wet dirt roads, however, won’t cause mud to collect and accumulate on your tires. These roads, of course, won’t require stoppage and hiking, but are more likely to cause a rider’s tires to slide out, so keeping one’s speed in check and keeping hard cornering efforts minimal will lessen the likelihood of a fall. Subtle and smooth movements are generally preferred with regard to the application of power to the pedals in these situations.

Subtle and smooth movement is important for the stickier kind of mud

It’s a blue bike on better days.

—PHOTOS JONATHAN FEY

riding as well. Should the mud be sticky but rideable, smooth and even application of power to the pedals will keep the machine’s rear wheel from drifting sideways. Approaching a muddy but rideable section of road in the appropriate gear ratio is important here. Generally, when approaching a muddy stretch of road, one should expect to lose speed, so gearing down is advisable. Gearing down too much will leave a rider spinning wildly down the road like an unmanned hand mixer, making no progress and driving divots into the road’s surface with each pedal stroke.

And of course all of this is the same kind of nuance we, as bike riders,



When you ride it out, consistent power helps keep you moving forward.

develop particular to the application and terrain we ride most frequently. You hone the skills appropriate to the task at hand through exposure and repetition. This can also mean knowing how to ride and communicate well in a group, knowing how to ride in a cross-headwind, knowing how to navigate a long, fast, winding descent, or knowing how to ride in the rain.

A note, then, on tire and frame compatibility. I spoke earlier about how many people rode Unbound Gravel on bikes with limited tire clearance, used tires too large to pass cleanly through the available space within their frames, and subsequently wore holes in the carbon of those bikes.

A consideration is this: one should use equipment for the worst possible terrain and contingencies of a given ride. Randonneurs are used to planning for these kinds of contingencies, with clothing, fenders, nutrition, lighting. Mud is just another contingency. What does this mean in practical application? In organic, soil-based mud, having about 10 or more millimeters between the frame and the wheel may allow a rider to ride through a given mud section, provided she or he can produce enough power smoothly to maintain momentum. That means that a frame that will normally clear a 45mm tire with 4mm of clearance between the frame and the tire will now only work reliably with a 39mm tire. These are just general approximations, of course. Soil with any amount of clay, or with grass and straw mixed into the surface, will likely render the bike unrideable. Then, you are walking. The walking will prevent a rider from needlessly damaging the frame by forcing mud into the narrowest spaces between the frame and the bike.

Frame material selection has some relevance here, too, as far as durability



is concerned. Carbon fiber holds the high spot as the material of choice for many gravel riders and randonneurs. Certainly, this material performs well along several of the primary criteria we generally assess bike frames by. It's light, balances torsional stiffness and compliance well, and is no longer that much more expensive to manufacture than most other frame materials. As a bike, carbon performs very well. Modern gravel bikes (read: ASTM\* 2 and 3) are also reasonably durable. You could likely crash a gravel bike pretty hard and confidently expect to ride the bike to the end of a given ride, provided it shows no visible signs of major damage. In terms of carbon's surface resistance to the kinds of friction associated with riding in the mud, however, it doesn't pass with flying colors. I caution riders against forcing the pedals forward when the tires carry too much mud to clear a carbon frame. The paste and rock in the mud will score into the paint and then into the outer and finally the inner, structural layers of a carbon frame. Titanium, steel, and aluminum all outperform carbon as far as structural resistance to the kind of friction mud generates at the surface layer of a frame.

If all of this sounds like a public service advisory against riding your bike in the dirt, there are a couple reasons I think it is something Worth Doing Sometimes. In reality, those segments of mud, while memorable, are generally a very small subset in the world of gravel riding. And, depending upon which part of the world you're doing your gravel riding in, the nastier of these contingencies just aren't really relevant at all. I've ridden in soft, soupy mud in Colorado's eastern plains plenty, and while the going was slower than usual, these muddy sections were relatively short, easy to navigate, and didn't require any walking. There are plenty of places in the U.S. that I've found to be similar. The benefits, though, of going somewhere on a dirt road are that you'll likely be in a more remote place, less likely to encounter much traffic, and you'll be closer to the natural beauty which keeps many of us coming back to riding bikes long distances in the first place. 🚲

*\*American Society for Testing and Material, which governs the testing standards for equipment use for cycling products, rating them from 1 for a road bike and 5 for a mountain bike*



# 2024 American Randonneur Award

## SUSAN GRYDER, RUSA #9931

BY PAUL ROZELLE

That Susan Gryder's first-ever randonnée was a 1000k brevet that she rode to assist Hector Picard (#9171), a double-arm amputee, in his quest to qualify for Paris-Brest-Paris reveals Susan's selfless support of others and contagious conviction that anything is possible for those who try. Randonneuring is said to be an individual sport; a test of one's mettle and determination. In reality, none of us achieve our goals without a lot of help.

In her decade of randonneuring, Susan has always lent a hand. Sometimes it's a good wheel – Susan has accumulated over 60,000km of randonnées on three continents – a remedy from her extensive medical kit (whatever her “Chinese oil” is, it's magic!), or encouraging a rider to summon the inner strength to carry on. Countless

riders have finished brevets and pushed beyond what they thought themselves capable of thanks to Susan's assistance on the road.

However, off the bike is where Susan's contributions to the randonneuring community truly shine. Susan has volunteered on all of the Grand Randonnées held in Florida since she

joined RUSA. She traveled to Ohio to support the 8k600 recently held there, where several riders remarked that their finish would not have been possible without her. And when a reckless driver seriously injured her two months before PBP '23, Susan still made the trip to France to cheer the riders on. She wanted to be there for them, even if she could not ride herself.

Susan's service extends well beyond helping others complete brevets. When the Gainesville and Southern regions in Florida needed an interim RBA, Susan stepped up. When the RUSA Store needed a dedicated volunteer to ship us gear, apparel, and mementos of our accomplishments, Susan answered the call, investing significant time behind the scenes organizing, sorting, stuffing, mailing, inventorying, and ordering. Indeed, when Susan arrived at the dinner where she was surprised with the American Randonneur Award, she came bearing a package of store items to hand-deliver to one of the attendees. And, on a personal note, when Susan learned that my RUSA Cup was among the things I lost in Hurricane Helene, she quietly helped arrange its replacement.

However great or small the task, national or personal its impact, if Susan can help, she will. Susan Gryder is an unsung hero and because of her service, RUSA and our members are stronger and better cared-for than we could hope or ask for. Thank you, Susan, for your service, and congratulations! 🚴

Susan supporting a 600k in Ohio.

—PHOTO PATRICK CHIN-HONG



# New RUSA Members

RUSA#	NAME	CITY	STATE
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17735	Boggan, Thomas	Scottsdale	AZ
17751	DeMilner, Charles W	Flagstaff	AZ
17689	Hay, Steven	Peoria	AZ
17588	Ayala, Albert	San Diego	CA
17673	Azcona, Anthony S	San Diego	CA
17691	Barboza, Jimmy	Fresno	CA
17644	Bartfeld, Andrew	San Diego	CA
17743	Baummer, Devon	San Diego	CA
17645	Beauchamp, Sarah	Los Gatos	CA
17658	Beck, Carolyn	Encinitas	CA
17552	Beddingfield, Gabriel M	Fremont	CA
17672	Bernhard, Robert D	San Diego	CA
17638	Boyle, Anne-France M	Menlo Park	CA
17608	Broderick, Joe	Burbank	CA
17542	Care, Ray	San Francisco	CA
17730	Chen, Nola	San Francisco	CA
17593	Chhor, Carolin	San Francisco	CA
17736	Cubrilovic, Katie	San Francisco	CA
17529	Dabbelt, Daniel P	Redwood City	CA
17544	DeShetler, Becca	Berkeley	CA
17748	Derry, Chris	San Francisco	CA
17547	Do, Kim	San Jose	CA
17718	Durkin, Ian	Sausalito	CA
17624	Exley, Richard M	Redwood City	CA
17625	Ferra, Joe	Orangevale	CA
17533	Ferreira, Jeffrey	San Mateo	CA
17697	Fiduccia, Steve	San Francisco	CA
17664	Field, Ryan	San Francisco	CA
17726	Gibson, Marielle	San Francisco	CA
17701	Gilpin, Tom	San Francisco	CA
17745	Giske, Ulrich	San Diego	CA
17740	Gordonson, Josh M	Alameda	CA
17626	Goss, Anneka	San Diego	CA
17739	Gower, Adele	San Francisco	CA
17676	Hendrie, Michael E	Palmdale	CA
17649	Hill, Stephen J	San Diego	CA
17522	Huynh, Dung X	San Jose	CA
17537	Jacoby, A	San Francisco	CA
17633	Jones, Dan	Lafayette	CA
17543	Jost, Troy A	Martinez	CA
17680	Khalaf, Reema	Palo Alto	CA
17670	Khalil, Mark R	Stanford	CA
17583	Kim, C	Alameda	CA
17622	Kirchner, Mark E	Redwood City	CA
17613	Knights, Simon	Calabasas	CA
17744	Krokowski, Joshua Joseph	La Jolla	CA
17553	Kumar, Tarun	San Jose	CA
17576	Kuo, Jason	Berkeley	CA
17632	Lach, Ryan	Belmont	CA
17519	Lambe, Stephen	San Francisco	CA
17525	Lopez, Rose E	Berkeley	CA
17565	Lucchese, Ben	San Anselmo	CA
17546	Ly, Vince	San Jose	CA
17541	Lyons, Travis J	Concord	CA
17653	Marshall, Matthew	Montrose	CA

RUSA#	NAME	CITY	STATE
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17712	Masland, Richard L	Kentfield	CA
17616	Mathewson, Christopher C	Ontario	CA
17733	McNally, Chris	San Francisco	CA
17523	Mitrache, Veronica	Oakland	CA
17521	Nguyen, Hung Q	San Jose	CA
17549	Nguyen, Marie H.	San Jose	CA
17548	Nogot, Emmanuel A	Milpitas	CA
17639	Osegeura, Joaquin Roman	Pasadena	CA
17707	Patel, Shane	San Francisco	CA
17695	Perez, Leoner	Long Beach	CA
17728	Pham, Kim	San Diego	CA
17550	Regan, Daniel Dominick	San Francisco	CA
17540	Reyzin, Daniel Elliot	Encino	CA
17687	Roorda, Ingrid Klara	San Francisco	CA
17578	Rubinstein, Justin	San Francisco	CA
17727	Samuel, Masha	San Francisco	CA
17554	Sarna, Evan	Oakland	CA
17520	Schwarz, Sophie	San Francisco	CA
17641	Segall, Matt	Oakland	CA
17584	Serrano, Francis	San Francisco	CA
17698	Starr, Elisabeth	San Francisco	CA
17674	Strait, Terry	San Diego	CA
17731	Sukachevin, Kaden	San Francisco	CA
17642	Tappero, Kathy D	Oakland	CA
17678	Till, Jeremy	Sacramento	CA
17558	Truong, Lai T	San Jose	CA
17582	Weddle, Michael E	Pleasanton	CA
17637	Woodfill, John Iselin	Palo Alto	CA
17652	Daniher, Christy	Colorado Springs	CO
17630	Rashel, John	Littleton	CO
17569	Goers, Harriet	Washington	DC
17601	Koester, Till	Rostock	DE
17551	Kuklinski, Jan	Laer	DE
17668	Laska, Christoph	Altlandsberg	DE
17517	Patzner, Michael Matthias	Unterwellenborn	DE
17518	Urbanke, Ben	Berlin	DE
17599	Sandager, Steffen	Toelloese	DK
17749	Anderson, C	Spring Hill	FL
17655	Heil, Gary L	Gainesville	FL
17719	Iannacone, Robert A.	Jensen Beach	FL
17579	McCarty, Derek	Panama City	FL
17573	Simmons, Scott J	Winter Park	FL
17708	Brault, Frederic Michel	Guipavas	FR
17709	Brault, Patricia	Guipavas	FR
17607	Breault, Brendan J	Decatur	GA
17660	Dalman, Alexandra	Decatur	GA
17659	Dalman, Jon	Decatur	GA
17597	De Simone, Angelo J	Dawsonville	GA
17591	Park, Ben	Decatur	GA
17609	Reinhardt, Eric R	Decatur	GA
17663	Rogers, Jacob L	Decatur	GA
17570	Rotz, Stephen C	Fayetteville	GA
17606	Swartz, Jeremy	Atlanta	GA
17621	Gegechkori, Aleksandre	Tbilisi	GE
17713	Bahia, Amit	Bettendorf	IA

RUSA#	NAME	CITY	STATE
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17589	Malloy, P T	Waverly	IA
17722	Aguilar, Jose	Chicago	IL
17572	Arias, Alexis X	Chicago	IL
17628	Bradford, Glenn C	Libertyville	IL
17598	Kiefer, Angela	Chicago	IL
17723	Malla, Priyanka	Chicago	IL
17595	Martin, Tom C	Chicago	IL
17648	ONeill, Collin	Evanston	IL
17594	Oleniczak, Kevin	Wheaton	IL
17692	Putnam, Cynthia L	Libertyville	IL
17705	Chandler, A	Indianapolis	IN
17524	Cardoso, Marccone Nunes	Framingham	MA
17686	Houchin, Will	Milton	MA
17623	Petersen, Adam	Hanover	MA
17545	Van Munoz, Lorenzo Xavier	Cambridge	MA
17539	Walker, Donald D	Brighton	MA
17571	King, Brent R	Baltimore	MD
17732	Smith, Jeffrey A	Frederick	MD
17563	Urban, Gregory	Annapolis	MD
17679	Dowling, Matthew	Canton	MI
17734	Lockett, Thomas	Troy	MI
17710	Myers, Jonathan D	Belleville	MI
17528	Orloff, Meredith	W Bloomfield	MI
17574	Scipio, Sam	Detroit	MI
17717	Campbell, Marc L	Lake Elmo	MN
17531	Kalis, Preston	Excelsior	MN
17532	Marko, Robert J	Excelsior	MN
17590	Skarpohl, Mark A	Mankato	MN
17604	Slagsvold, Evan P	Billings	MT
17647	Decker, Stephen M	Charlotte	NC
17526	Gibson, Z	Asheville	NC
17536	Sears, Scott David	Black Mountain	NC
17527	Winfield, Austin	Black Mountain	NC
17671	Vernekar, Amit	Plainsboro	NJ
17643	Gagtan, Reinier S	Fallon	NV
17615	Rowe, Elvis P	Henderson	NV
17568	Bishop, Katie	Brooklyn	NY
17575	Brown, Paul	East Elmhurst	NY
17685	Hughes, Colin	Saratoga Springs	NY
17564	Kim, Natasha	New York	NY
17700	Laan, Jan	New York	NY
17557	Ledee, Julia	Bronx	NY
17640	Leong, Ines	Long Island City	NY
17684	Liberman, Olga	Saratoga Springs	NY
17614	McPhail, J Keith	Rochester	NY
17562	Townsend, Julia	New York	NY
17561	Verzani, Zoe	New York	NY
17693	Bays, Robert	Forest	OH
17702	Cunningham, Brent	Medina	OH
17656	Duarte, John Paul	Fairlawn	OH
17657	Rouch, Jerry	Grove City	OH
17618	Nixon, Susan M	Forest Park	OK
17746	Canali, Heather A	Acton	ON
17661	Carter, Peter A	Evansville	ON
17611	Chagnon, Fred	London	ON



RUSA#	NAME	CITY	STATE
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17665	D'Arcy, Eric M	Port Dover	ON
17683	Dejong, Joanne	Courtice	ON
17682	Kocho, Jason	Courtice	ON
17619	Stephens, Barry S.	Mississauga	ON
17596	Uloth, Nick	Mallorytown	ON
17627	Baumann, Scott Michael	Portland	OR
17610	Earl, Robert	Portland	OR
17690	Muirhead, Krishna	Portland	OR
17694	Porter, Joshua	Portland	OR
17681	Shapen, Zane	Milwaukie	OR
17535	Blair, Sophia	Philadelphia	PA
17560	Coletta, Gene	Philadelphia	PA
17724	Daly, Kate	Wayne	PA
17631	Doherty, Joe	Philadelphia	PA
17612	Eby, Peter	Philadelphia	PA
17602	Hutchins, John	Philadelphia	PA
17629	Lugg, Bill	Philadelphia	PA
17538	Marchand, Greg	Bethlehem	PA
17600	Schuler, Greg	Pittsburgh	PA
17586	Thompson, Alexander	Springfield	PA
17559	Walling, Olivia W	Philadelphia	PA
17750	Wham, Mike	Philadelphia	PA
17752	Wham, Scott K	Plymouth Meeting	PA
17651	Austria, James Timbreza	San Manuel Isabela	PH

RUSA#	NAME	CITY	STATE
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17753	Bolterstein, Carl	Greenville	SC
17699	Carpenter, Benjamin	Greenville	SC
17556	Borders, Luke	Austin	TX
17742	Cochran, Charles	Arlington	TX
17675	Demmer, Michael	Houston	TX
17581	Galindo, R R	Austin	TX
17605	May, Rob	Arlington	TX
17603	Shaw, Bryant D	Richardson	TX
17577	Traylor, Jordan	Houston	TX
17696	Mahler, Christine Marie	Salt Lake City	UT
17534	Bousquet, Jennifer	Richmond	VA
17662	Jacobson, Wade	Manassas	VA
17706	Murphy, Bernie D	North Garden	VA
17646	Peters, Rachel	Burlington	VT
17725	Ablang, Jonas M	Kent	WA
17737	Adams, Emily	Port Townsend	WA
17636	Almgren, Jeffrey	Seattle	WA
17555	Azzarello, Connor J	Seattle	WA
17704	Barrios, Mara Corina	Kent	WA
17720	Benavente, Aldwin	Lynnwood	WA
17741	Brown, Mike K	Bothell	WA
17617	Choy, David	Bellevue	WA
17669	David, D A	Seattle	WA
17530	Davies, Simon W	Poulsbo	WA

RUSA#	NAME	CITY	STATE
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17721	Dulay, R. J.	Tacoma	WA
17703	Frank, George	Kent	WA
17667	Gaytan, Reilley	Sequim	WA
17666	Gaytan, Rick	Sequim	WA
17634	Giotopoulos, Xanthipi	Seattle	WA
17738	Haney, Patrick M	Everett	WA
17650	Johnson, Jake	Bothell	WA
17714	Krishna, Abhishek	Bellevue	WA
17567	Lashus, Daniel Connor	Seattle	WA
17747	Madasu, Venkateshwar R	Redmond	WA
17620	Marconi, Jamie	Bellevue	WA
17729	Merrill, William L	Seattle	WA
17635	Moore, Brad Preston	Bainbridge Island	WA
17585	O'Connor, Matthew	Seattle	WA
17715	Peterson, Roy	Seattle	WA
17711	Prepotente, Harry O	Federal Way	WA
17654	Salesky, Elizabeth	Seattle	WA
17716	Tongol, Ron	Ferndale	WA
17688	Watson, Jake W	Vashon	WA
17587	Bedford, Brian	Baldwin	WI
17580	Lewis, James	Mequon	WI
17566	Lindsay, John William	Oconomowoc	WI
17592	Sudhakar, Sagar	Brookfield	WI



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# Tackling the Great Southern Randonnée 1200K

BY PHIL FOX

The Great Southern Randonnée (GSR) is more than just a 1200-kilometer bike ride – it’s not only a test of endurance, but a journey through some of Australia’s most breathtaking landscapes, and a celebration of the global randonneuring community. Hosted by Audax Australia every four years, the GSR stands alongside legendary events like Paris-Brest-Paris (PBP) and London-Edinburgh-London (LEL) in its prestige and challenge.

With a limited field of participants, I was fortunate to get my number pulled from the list of interested riders from around the world and wasted no time securing my place for the October 2024 event.

## Journey Around the World

My adventure began long before the first pedal stroke. After 30+ hours of travel across the international date line, I landed in Melbourne two days after departing Chicago. With just one day to soak up the city’s vibrant atmosphere, the hotel concierge drew me up a crash course walking tour with several can’t miss sights to explore including the obligatory visit to the local Rapha Clubhouse. Not knowing much about Melbourne (or Australia) there was much to experience from the local coffee scene – pub scene – the architecture – the art. Too much to do.

After adjusting my body clock

with a good night’s rest, I indulged in two breakfasts, including a visit to the much-hyped Lune Croissanterie. Despite a 30-minute wait, the cheese and Vegemite escargot pastry was worth

every second in line. If Lune can’t make Vegemite palatable, no one can.

Before rushing to Southern Cross Station to continue my journey to the starting line, I explored the Shrine of Remembrance honoring Australian military veterans and strolled through the Royal Botanic Gardens, marveling at Melbourne’s unique blend of rich history and modernity.

The train ride to Geelong was followed by a bus to Anglesea, where I made friends with other riders on their way to our holiday park base camp. Quite literally on the other side of the world, half the challenge is just getting to the start. And while logistically taxing, the payoff was imminent.

Port Cambell National Park.

—PHOTO PHIL FOX







All aboard the rando train.

—PHOTO PHIL FOX

Welcome to the Great Ocean Road.

—PHOTO PHIL FOX

## Day 1: Anglesea to Hamilton – Coastal Magic and Culinary Delights

The first leg of the GSR was a stunner. We set off from Anglesea, heading along the iconic Great Ocean Road. Tailwinds made the 225 miles feel manageable, though the endless “can’t-miss” photo opportunities made it hard to keep up the pace. The jagged

cliffs, turquoise waters, and famous landmarks like the offshore limestone stacks known as the Twelve Apostles were postcard-perfect.

Wildlife sightings added to the day’s magic. While I missed kangaroos, I spotted an echidna waddling near the road. As the sun set, I rode into a wind farm outside Hamilton, its towering turbines silhouetted against a fiery sky. The scene felt like home, even halfway around the world.

Of course, no randonneuring day is complete without food. My first Lamington cake – a chocolate-and-coconut-covered sponge – was divine, and I lost count of the meat pies I devoured. Bundaberg Australian sodas fueled me through the miles, with sarsaparilla and blood orange quickly becoming favorites. I rolled into the control just before midnight, tired but exhilarated.

## Day 2: Hamilton to Port Fairy via Halls Gap – Wildlife and Weather

Day Two’s 215 miles took us through volcanic landscapes, the Grampians National Park, and dense rainforests. The climbs into the Grampians were challenging but rewarding, offering perfect tarmac and panoramic views. Along the way, I finally encoun-



tered kangaroos, from lone hoppers to mobs grazing in the distance.

Rain added complexity to the day’s ride, but camaraderie kept spirits high. I teamed up with the Seattle crew, twice sharing laughs and stories over meat pies at Izzy’s Café in Dunkeld. Wildlife encounters were a mixed bag: a venomous red-bellied black snake stretched across the road, and a flock of cockatoos bullied me for my lunch. Despite these surprises, the day’s highlight was the scenery – volcanoes, vibrant forests, and the raw beauty of rural Victoria.

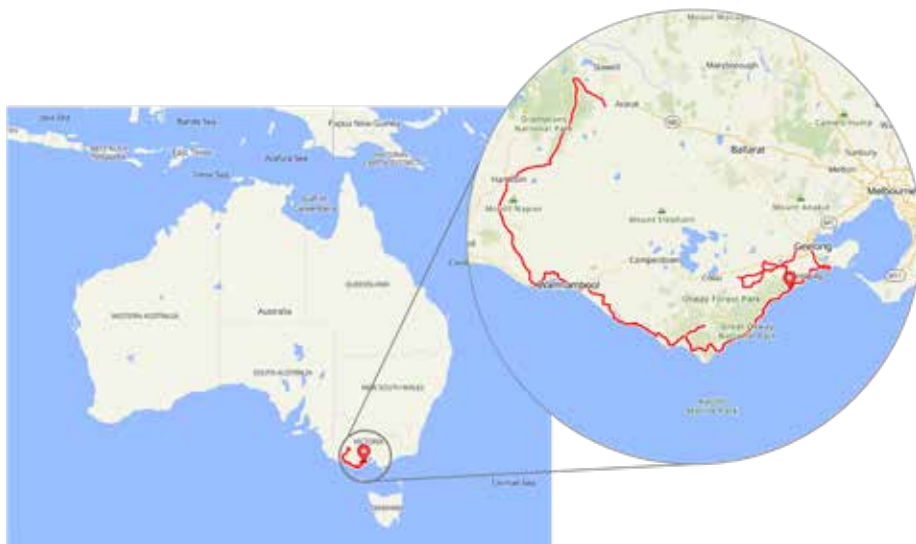
The day ended with a technical hiccup as my Garmin died just shy of 200 miles, leaving me to navigate the out-and-back course in the dark by memory and brevet card. It was a humbling reminder of the unpredictability of long-distance riding.

## Day 3: Port Fairy to Anglesea – Storms, Solitude, and Roo Encounters

Day Three’s route offered a mix of familiarity and new challenges. We backtracked past Port Campbell for







and drink. Mark Thomas (#64) held court after his astonishing 78th LRM 1200K finish, including 12 in Australia and four on this very course.

### Reflections from the American Rando Envoy

The GSR was as much about the people as the ride itself. Conversations at controls, shared miles on the road, and post-ride camaraderie made the experience truly special. Pam Wright (#3205) shared several highlights, lessons learned, and advice for future participants:

**Scenic Magic:** “The Great Ocean Road at night was one of the most magical places I’ve ever ridden. Blissful silence, crashing waves, and a dream-like moonlit landscape.”

**Wildlife Encounters:** From kangaroos and echidnas to colorful birds and snakes, the Australian fauna added excitement and unpredictability to the journey.

another look at the Twelve Apostles before tackling fresh climbs in the Great Otway National Park. Yatzie’s Café in Lavers Hill delivered yet another round of meat pies, shared with friends.

As night fell, storms brewed over the coast. While some riders stopped in Apollo Bay, I decided to push on for another 90 kilometers. Tackling the Great Ocean Road at night was surreal: lightning illuminated the waves, and the winding curves demanded full concentration. The solitude was intense but meditative, with only the sound of crashing waves and one blinking tail light miles in the distance to keep me company.

Exhausted, I arrived at the Anglesea control just before midnight. At the caravan park, I wasn’t hallucinating, a trio kangaroos were grazing between pieces on a giant chessboard. It was a surreal, quintessentially Australian moment to cap off an extraordinary day.

### Day 4: Anglesea-Geelong Loop – The Final Push

The last leg of the GSR was a victory lap of sorts, though some headwinds and rain ensured it wasn’t without its challenges. The 125-mile loop took us through Geelong and surrounding towns including more oceanfront riding.

Despite some heavy rain, the

excitement of nearing the finish kept spirits high. I rolled into Anglesea with a total time of 82 hours and 56 minutes, drenched but elated. The celebratory atmosphere at the finish was pure unadulterated rando. For hours, friends new and old from all over the world welcomed each rider, sharing stories over much earned food





Bob Brudvik considering sharing his lunch with a local.

—PHOTO MARK THOMAS

**Words of Wisdom:** “Don’t overthink it. Yes, there are animals that might kill you, but that’s part of the fun. The memories will absolutely be worth it.”

### Vollies – Heroes Behind the Scenes

The GSR’s legendary reputation owes much to its volunteers, affectionately called “vollies.” From meticulously organized controls to roadside encouragement, their dedication was unparalleled. Each control reflected its hosts’ unique personalities, with warm smiles and plates prepared for us at every stop. Due to the intimate size of the ride, you really got to interact with the organizers over the course of the event and could see the pride they take in welcoming visitors to their club and region.

Wright summed it up perfectly: “I want to move to Australia just to be part of this extraordinary rando family.” Their passion and pride were evident, making every rider feel supported and celebrated.

Thomas fell in love with Australia and its rando scene on his first trip back in 2001. Following a DNF, he was determined to get back and finish the ride, ultimately returning in 2008. “The hospitality shown to me, the friends that I made, and the uniqueness of the country have kept me going back again and again. And again. Some of my oldest randonneur friendships involve Australian riders, including their friends and families.”

### Final Thoughts

The GSR taught me invaluable lessons about endurance, preparation, and the spirit of randonneuring:

**Preparation Matters:** Double-check navigation tools, pack versatile clothing



for changing conditions, and embrace the unpredictability of long-distance rides.

**Embrace the Community:** The camaraderie among riders and volunteers is what makes events like the GSR truly special.

**Savor the Journey:** Don’t be afraid to stop for photos, enjoy local delicacies (meat pies!) and soak in the scenery. The memories are worth the extra few minutes.

Whether you’re chasing a personal best or savoring the experience at your own pace, the GSR is a ride you’ll never forget.

The Great Southern Randonnée is more than a ride; it’s an adventure, a challenge, and a celebration of what makes randonneuring special. From the breathtaking landscapes of the Great Ocean Road to the warmth of the Australian rando community, every moment was a reminder of why we take on these epic journeys. Completing the 2024 GSR was a dream come true, and I’ll carry the memories – and the lessons learned – with me for years to come.

To anyone considering the next edition: Just go. The magic of Australia awaits. 🚲

Quintessential Australian caution sign.

—PHOTO PHIL FOX

## Ice Cream Team Ride

In August 2023, on a sunny, warm Saturday, New Jersey Randonneurs hosted the Cranbury Pop Dart. This Pop Dart is a Dart Populaire which RUSA describes as “...an event whereby teams of cyclists all ride to a common destination from various starting points. Dart Populaires are team events of 8 hours duration and 120k minimum distance... Each Dart team is limited to a maximum of five and a minimum of three machines (bicycles).”

If the Fleche and Arrow events are the serious granddaddies of team events and the Dart is the slightly less intimidating offspring, the Dart Populaire can be thought of as the fun cousin who loves to party.

Although it is billed as a team event, the dart Populaire is actually more of an opportunity to ride not-too-far with a group of friends, culminating in a party at the finish. The pace can be leisurely, the route can be as challenging – or not – as the team wishes and, unlike the flèche, does not need to be run in the frequently inhospitable weather of early spring. Like the other team events, the riders should stay together and must finish as a group.

In early June, my friend and frequent riding buddy George reached

out to suggest we form a team for the August event. George and I have ridden multiple epic events together with our friend Nigel, so we understand the

importance of developing a team of like-minded riders who would share the common goal of maintaining a leisurely pace, engaging in lively conversation, enjoying relaxed controls and not torturing the team with \*too\* many puns. We sent out e-mail invites to all the cool kids – some of whom had vacation plans and therefore were actually *too* cool – and soon had a full team roster.

The next task was designing a new route or adapting an existing route to meet the dart rules: “The traditional format for a Dart Populaire ride, like a Flèche, Arrow, or Dart event, is point-to-point, similar to an archer’s arrow flying toward its target. Though this is not a classic route design for team events, a large circuit or loop may

Mac Vergara grilling burgers  
at the after party.

—PHOTOS GEORGE SWAIN







George, Chris, Jon Levitt, Ron Andersen, and Janice Chernekoff at the holy grail of ice cream controls.

A rainbow of NJR kits.



also be used on a Dart Populaire, such as to make a scenic tour of a region.” Our team had decided that we would adapt a current permanent route to include controls which served ice cream, the eating of which would be the theme for our Dart.

We named our team The 5 Scoops, which was a nod to the number of riders and our hopes for the minimum amount of ice cream to be consumed! (Choosing a name for the team is often one of the most entertaining planning tasks!) Several teammates worked on updating the route to ensure it would meet the Dart Populaire criteria, be safe and scenic, and was relatively flat to ensure an unhurried pace with plenty of time for consuming frosty treats!

Ahead of the ride, we all reviewed the 78 mile course, coordinated our kits and set a start time. In the past, for our flèche teams, we have ordered jerseys sporting our team name but there was no time for such planning with the dart. We settled on any version of the New Jersey Randonneur Jersey and the varied vintages worn provided a rainbow vibe.

On the day of the big event we parked at the finish and then pedaled the few short miles to the initial control at a local deli. Although the control did sell ice cream, 7 a.m. was a bit early so

we opted for more appropriate fare to fuel the first leg.

The day was warm with a bright blue sky and enough clouds to provide the occasional bit of respite from the August sun. The wind was not memorable and we soon found ourselves at an intermediate control, another small, local deli, which did have a freezer case with a somewhat sketchy collection of ice cream. Several of us purchased the least suspect choices to fully to honor our team theme.

Throughout the morning we rotated riding partners and conversation as we pedaled through south Jersey farm country. I am constantly amazed by how much faster miles pass when in the company of good friends. The inevitable conversation, jokes, puns, occasional lines from songs, and just reconnecting changes the whole tenor of the endeavor and the hours effortlessly fly by.

We reached the holy grail of our tour at TK's Ice Cream, our 6-hour control. This control location is mandated by the Dart Populaire rules: “At least 25 km must have been ridden within the last two hours of the event.” We were ahead of schedule which allowed us to spend almost an hour at TK's and we took full advantage of our visit at what appeared to be a

legendary creamery. Truly one of my favorite aspects of cycling is eating massive quantities of food knowing the calories have already been burned!

We were the last team to arrive at the finish control where a lively barbecue was already underway. Mac, who had organized the event, was busy grilling burgers, and the other teams were already busy eating. We greeted old friends with hugs and congratulations and had our team photo taken.

This was truly one of the most enjoyable RUSA events in which I have participated. It seems that (some of us) on our often solo rides have to constantly watch the clock and rush through controls to finish within the allotted time. What a joy to enjoy a slower pace with friends!

If your local group has not sponsored a Dart Populaire I highly recommend getting it on your schedule. Or you can plan to join the August 2025 edition with New Jersey Randonneurs! 🚲



# The Rando Gender Gap

BY EMILY O'BRIEN

We think of randonneuring as a big tent that welcomes everyone who likes to sit on their bikes for very long periods of time. But if you look around at the start of a brevet, our demographics don't match the general population: RUSA's 2024 membership was roughly 83% male and 17% female.

Note that RUSA does accept other gender designations now, and some other organizations do as well; but those numbers are inconsistently reported, and are generally too small to substantially affect the disparity between male and female cyclists, so that is a topic for a different article.

Theories abound to explain this large disparity: Do women feel less welcome in endurance cycling, or cycling in general? Are women at a physical disadvantage? Are women who start their first brevet less likely than men to come back for a second one? Were women in the age groups RUSA represents less likely than men to ride bikes as kids? Do women prefer women-only events, which RUSA does not offer? Is the population of experienced cyclists who are potential randonneurs already heavily skewed?

We want our sport to be welcoming and fun ("Type II fun" is still fun!) for all riders. If we are losing people because they have negative experiences, or if we have a negative image among prospective riders, we need to know. RUSA has robust data on

membership and ride finishes that provides some perspective. Thanks very much to my other half, Jake Kassen, for his work in crunching these numbers! This data can't tell us everything, but it's a good start.

For comparison purposes, I also went looking for data from other cycling organizations such as the League of American Bicyclists, USA Cycling, and a variety of recreational road cycling clubs from around the country.

Although the gender gap isn't always as big as RUSA's, there is a substantial gender disparity in cycling across the board. According to the League of American Bicyclists' analysis of data from the USDOT National

Household Travel Survey, 30% of all trips on bike in 2017 were made by women, up from 24% in 2009. In their 2018 benchmark report based on data from the American Community Survey, LAB reports that between 2006 and 2016 the percentage of bicycle commuters who were women increased from 23% to 29%. An interesting detail is that when statistics on bike commuting are broken down by city and by state, places with a higher rate of bicycle commuting overall also have a smaller gender gap.

Of the outside data sources I looked at, USA Cycling is the most comparable organization to RUSA in that it sanctions specific types of bike races that are run by local groups around the country. In USAC events men and women generally race separately and not necessarily for the same distances. According to their 2020 demographics report, 80% of members were men and 19% were women; the remainder selected other options. That USA Cycling has a gender gap similar to ours makes it less likely that RUSA's lack of gender-segregated events is a decisive factor.

*Is the population of experienced cyclists who are potential randonneurs already heavily skewed?*



Regional road cycling clubs are populated by enthusiastic recreational cyclists at a wider range of ability levels, from beginners to century riders, and represent potential feeder groups for randonneuring events. So I contacted approximately 20 cycling clubs from around the country to ask for demographic data. Of the 12 that got back to me, most don't collect demographic data on their membership at all. Those that had data generally haven't been collecting it for very long, so I wasn't able to identify long term trends. Narragansett Bay Wheelmen (RI) was 27% female; Charles River Wheelers' (MA) was 34%; New York Cycling Club (NY) was 37%.

Santa Rosa Cycling Club didn't have data on their membership, but participants in their Wine Country Century event were 24% female for the 100 mile option, 38% for 62 miles, and 55% for 32 miles - a large gender gap for the longest option, and a slight gap in the other direction for the shortest.

Membership numbers don't necessarily reflect how often members attend rides, so the gender balance a rider would encounter on a ride might not match the membership percentages. It definitely doesn't in RUSA. Outside of bigger century events, clubs tend to operate more informally and don't generally track who shows up for which rides.

I hesitate to draw too many broad conclusions based on these results, since most of the clubs I contacted do not collect this information at all. When clubs do collect demographic information, it is often because they are aware of a gender disparity and are making targeted efforts to reduce it; if those efforts are in any way successful, then we would expect clubs who have demographic data to also have below-average gender gaps.

RUSA's ridership data is much more detailed. Membership alone is not the whole picture. (Note: These statistics are based on a subset of RUSA data, because gender information was

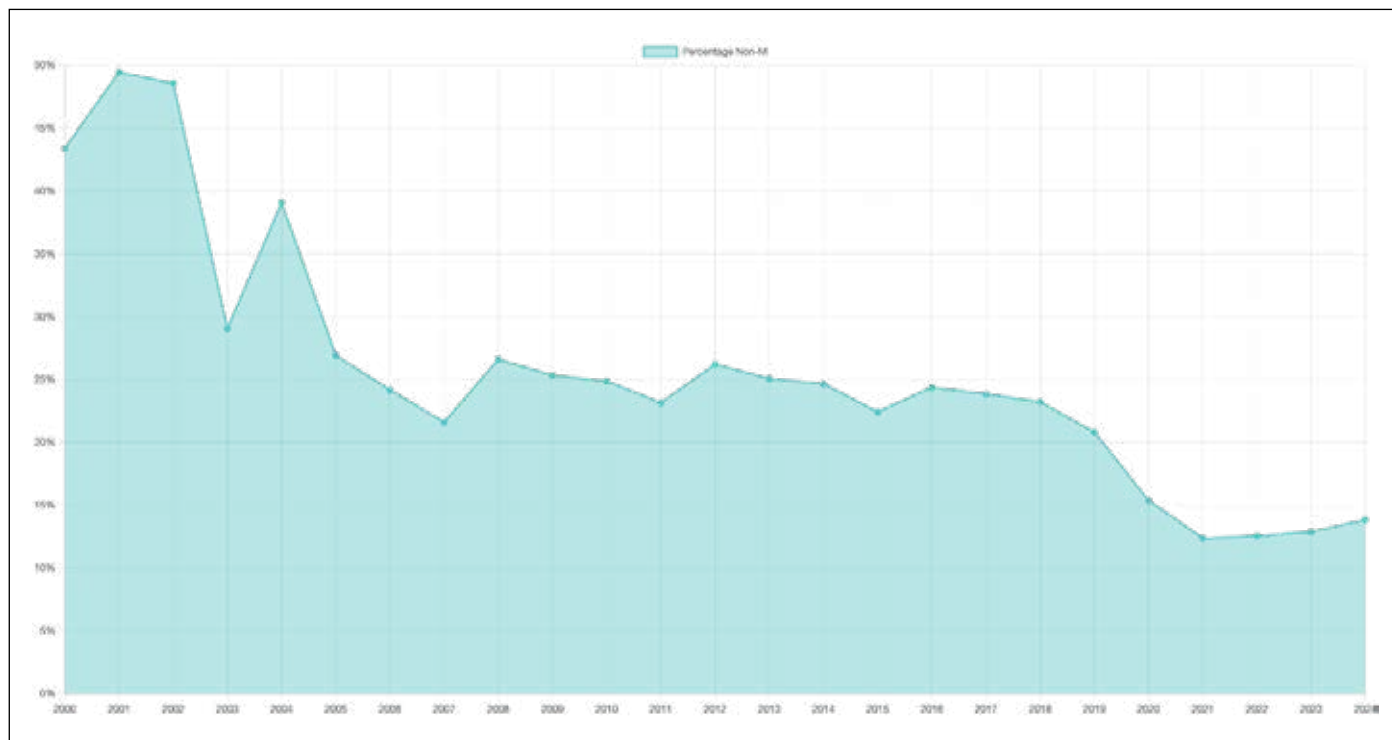
## Age Brackets of RUSA Event Completions

Age Bracket	Identity	Total Events	Percent within bracket
20-29	F	392	13.5
20-29	M	2,498	86.4
30-39	F	2,204	15.9
30-39	M	11,638	84
40-49	F	6,463	19.2
40-49	M	27,180	80.8
50-59	F	6,027	13.4
50-59	M	38,966	86.6
60-69	F	1,300	7.5
60-69	M	15,997	92.5
70-79	F	26	2.09
70-79	M	1,217	97.91
Excludes completion from non-members and riders whose gender is not listed. Excludes perms.			

## RUSA Event Average Ages

Distance Group	Identity **	Average Age of First Attempt*	Average Age of Finishes*	Average Age of DNF*
100-199	F	48.5	49.2	49.1
	M	49.6	50.6	53.4
200-299	F	45.4	48.2	48.5
	M	46.8	50.6	52.2
300-399	F	45.2	47.5	48.5
	M	46.8	50	52.9
400-599	F	44.9	47.4	49.6
	M	46.8	50.5	54
600-1199	F	45.2	47.5	51.4
	M	47.3	50	54.6
1200+	F	45.5	47.3	53
	M	47.1	49.2	57.9
**F includes members identifying as female and other designations. Excludes finishes for members where age is not known.				
Excludes Perms				

## Percentage Non-Male RUSA Members



not available for riders who were not members; prior to 2019 RUSA membership was not required for brevets)

Thanks to Jake for creating these charts! Some takeaways are:

- Women are 17% of RUSA's membership; they account for 14.5% of event starts and 20% of permanent starts.
- DNF rates for women and for men are nearly identical at all distances.
- Women randonneurs are a couple of years younger than men, both for first time finishers and for total finishers.

So while their numbers are low, women are not any less successful at finishing the rides they start than men are. Furthermore, RUSA's retention rate for women and for men is very similar as well. However, women participate in the longer events at a lower rate.

The percentage of RUSA members who are women has fluctuated over time, and at first glance it appears to have dropped substantially from its

peak. However, there are some caveats about this data. For the first few years on the graph, RUSA was new and much smaller. 2005 was the first year with over 1000 members for the year. The percentage of women members fluctuated between 20 and 25% for around 15 years, and then dropped off substantially in 2020. Of course, nothing ran as normal in 2020, although the percentage of women has not recovered to its pre-pandemic level. Finally, membership was not required to ride RUSA events until 2019.

What conclusions can we draw from this about RUSA's appeal to women riders? Bicycling has a persistent gender gap across a wide variety of

contexts, age groups, and experience levels, and this gap increases with longer distances. Women who do ride brevets appear to have as much success as men, and presumably also as much fun, since they come back for more at similar rates.

Given the average age of our riders, we should also consider factors that might have affected how adults spent their leisure time decades ago. RUSA's membership averages around 54 years old, and even the average age at which people start their \*first\* RUSA event is over 45. So in addition to factors that affect women's experiences with cycling today, RUSA's population is a trailing indicator of women's experiences with

***Women who do ride brevets appear to have as much success as men, and presumably also as much fun, since they come back for more at similar rates.***



cycling for the last 20 to 50 years. Violet Crown cycling club (TX) said that while their current membership has a sizable gender gap (although they don't have exact numbers), their juniors' racing team is pretty close to 50-50. Today's teenage racers are still over 25 years away from the average age of first-time randonneurs. That said, RUSA does not see higher representation among women in riders under 40, so if younger cohorts of cyclists show a smaller gender gap, RUSA has yet to see those effects.

Given the large gender gap in every group that could be considered a potential feeder population for randonneuring, it would be quite notable if RUSA's membership were anywhere close to 50-50. Even though our gender gap is wider than some, I don't feel that the low percentage of women's participation in randonneuring should be taken as an indictment of what RUSA, or local clubs and RBA's, are doing.

That said, no cycling club is an island. We are all part of a cycling scene that is not always welcoming of people who don't fit the right profile, and it is worth the effort to understand where our own gender disparities come from, even if most of those factors are beyond RUSA's immediate control. Running has closed its previous gender gap substantially, and marathons today are much closer to gender parity than cycling events.

Charles River Wheelers' president Randolph Williams says that if you're trying to attract more of a particular group of people, go recruiting where those people already are. Attend the women's only rides of your local club, talk about how great randonneuring is, and invite new riders to join you. Advertise in places where women cyclists go. While randonneuring is definitely not for beginner cyclists, everyone was a beginner at some point. Today's beginners could be tomorrow's

randonneurs. Lead beginner rides for other clubs you're a member of; we all went on our first group ride somewhere, and we all heard about brevets for the first time somewhere, whether or not we were ready to dive into them at that point.

Another takeaway from this project is that if we want to understand the demographics of our sport, collecting data over time is crucial. In addition to the ridership data that RUSA currently tracks, I suggest RUSA could also put out a member survey at regular intervals to collect more information about demographics, how riders found randonneuring, their prior cycling experience, their longest ride before their first brevet, their ride preferences, what influences their decisions about which rides to sign up for, and so forth. With more information, we can make more informed choices about the future of our sport. 🚲

## Gender Breakdown – Events

Distance Group	Gender**	Sum Total Finishes	Sum Total DNFs	Percent of total starters	Average DNF Rate of starters
100-199	F	3,420	161	18.0	4.5
	M	15,818	535	82.0	3.3
200-299	F	9,742	247	14.7	2.5
	M	56,678	1328	85.3	2.3
300-399	F	4,284	153	13.8	3.4
	M	26,849	883	86.2	3.2
400-599	F	2,336	90	13.2	3.7
	M	15,411	605	86.8	3.8
600-1199	F	2,115	152	13.4	6.7
	M	13,559	1125	86.6	7.7
1200+	F	668	30	11.6	4.3
	M	5,053	283	88.4	5.3
Total	F	22,565	833	14.5	3.6
	M	133,368	4759	85.5	3.4
Total Excluding 100ks	F	19,145	672	14.0	3.4
	M	117,550	4224	86.0	3.5

\*\*F includes members identifying as female and other designations.  
Excludes attempts by non-members.

## Gender Breakdown – Perms

Distance Group	Gender**	Total Finishes	Total DNF	Percent of total starters	Average DNF Rate of starters
100-199	F	15,243	145	20.8	0.9
	M	57,916	708	79.2	1.2
200-299	F	9,918	81	19.2	0.8
	M	41,662	385	80.8	0.9
300-399	F	332	3	18.2	0.9
	M	1,475	29	81.8	1.9
400-599	F	19	2	8.9	9.5
	M	199	17	91.1	7.9
600-1199	F	55	7	13.2	11.3
	M	359	50	86.8	12.2
1200+	F	5	1	15.4	16.7
	M	32	1	84.6	3.0
Total	F	25,572	239	20.1	0.9
	M	101,643	1190	79.9	1.2
Total Excluding 100ks	F	10,329	94	19.1	0.9
	M	43,727	482	80.9	1.1

\*\*F includes members identifying as female and other designations.

# Pedaling through Hot Foot

BY SARAH RICE (#9480) PT, DPT, PHD

“Hot foot” is a cycling injury that many long-distance riders choose to tolerate rather than address. A survey of 397 cyclists found that over half reported experiencing foot pain, numbness, or tingling. This is not surprising, given that the foot is one of the primary contact points with the bike. But what can be done about it? This article describes how a combination of the right footwear and foot exercises can help you overcome hot foot and ride pain-free.

---

## What is “Hot Foot”?

Most cases of “hot foot” fall under what is clinically called Morton’s neuroma. This occurs when a nerve is compressed in the midfoot, most frequently between the third and fourth metatarsal bones that are just behind the toes. Cyclists may feel tingling or burning in this area due to the nerve compression. Certain foot conditions, such as bunions or hammertoes, can increase the risk of developing Morton’s neuroma. The most effective way to treat this issue is to offload the affected part of the foot by adjusting your equipment and performing exercises to promote movement and flexibility in the toes.<sup>1</sup>

## The Right Cycling Shoes and Insoles for Hot Foot

Remove the insole from your cycling shoe and stand on it. Do your toes fit within the insole, or is your big toe or pinky toe hanging over the edge? If your toes extend beyond the insole, your shoes may compress your feet. Lake, Bont, and Riivo cycling shoes offer

wider options to alleviate this issue. Additionally, wearing thick socks or shoe covers in cold weather can worsen compression. If you ride in winter, consider switching to wider cycling shoes or boots to accommodate heavier socks without squeezing your feet.

The insoles that come with most cycling shoes do not offer support for the midfoot, the area of pressure on the pedal where cyclists experience hot foot. Consider buying insoles that have a metatarsal button, such as Specialized footbeds or CurrexBikePro insoles, as an upgrade to your shoes. Fully custom cycling insoles can be hard to find although both Specialized and Bont offer these as a high-end upgrade to their shoes. If you work with a podiatrist to get custom insoles, be sure to specify that they are for cycling. Standard shoe insoles are typically too thick for cycling shoes and may exacerbate compression issues.

About 87% of cyclists have what is called forefoot varus, meaning that your outer toes tilt downward at rest.<sup>2</sup> Uncorrected, this leads to more

pressure on the outer toes relative to the great toe. Bike fitters may shim your shoes to correct for forefoot varus, and some manufacturers such as Specialized have an intrinsic varus wedge in their shoes.

## The Right Pedals and Cleat Position

Cleat placement plays a significant role in managing foot pain. Cleats positioned farther forward increase pressure on the toes and midfoot while cleats positioned farther back shift the load to the arch and heel. The traditional recommendation is to center the cleat between the base of the big toe and the fifth toe, but there is no conclusive data showing this is the most efficient or comfortable position. A recent study of 21 cyclists with foot pain found that all participants experienced significant relief after moving their cleats back.<sup>3</sup>

Pedal type also matters. Clipless pedals, which lock the foot in place, are more likely to cause hot foot compared to flat pedals, which allow for cushioned shoes and variable foot positioning.<sup>4</sup> For those who prefer clipless pedals, choosing models with adjustable float can distribute pressure more evenly across the foot. Speedplay pedals offer adjustable spindle lengths and adjustable float while Time pedals provide both lateral and axial float.

## Your Toes Aren’t Just Along for the Ride!

Therapeutic exercises both on and off the bike can help hot foot symptoms. On the bike ensure that you are not scrunching your toes as you pedal. Splay and wiggle the toes



periodically as you ride. Offloading an area of nerve compression even for a few seconds is helpful. If you cannot splay your toes in your bike shoes, you may need wider shoes.

Off the bike try “toe yoga”: While sitting in a chair, bring your big toe up while pushing the other toes in to the floor, then switch and bring the other toes up while pressing the big toe in to the floor. Alternate 15 times. This exercise strengthens the intrinsic muscles of the foot that never cross the ankle, and movement of those muscles can help to keep the nerves of the midfoot healthy.

*Note: I swear this exercise is possible although most people who learn toe yoga cannot do it on Day 1. If you are unable to do it, you can “help” with your fingers until your toes learn what to do.*

As always, my message is: don’t put up with pain. If your hot foot continues, consult a bike fitter or a PT, and we can help. 🚲

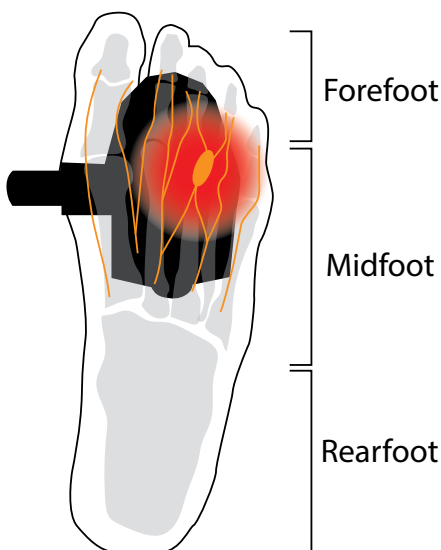


Image of the foot showing forefoot, midfoot, and rearfoot regions. The metatarsals are the long bones of the midfoot (gray). Morton’s neuroma most commonly occurs between the 3rd and 4th metatarsals (orange oval; the red area depicts resulting pain). Compression of the foot can increase irritation. Uncorrected forefoot varus increases pressure on the outside of the foot and, therefore, may also increase irritation in this area.

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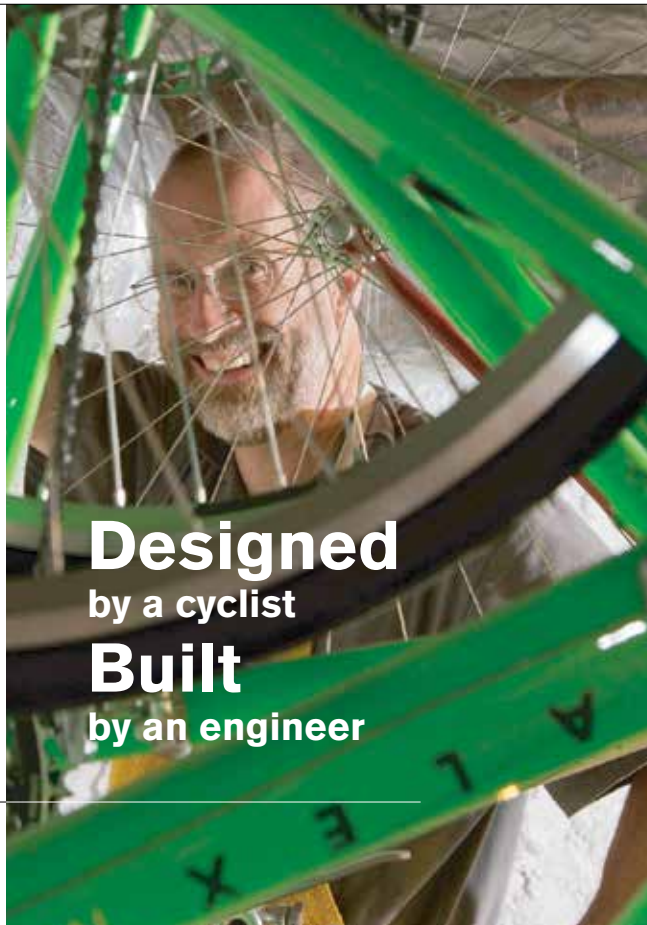
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## Jobst Brandt Ride Bike!

I was asked to review a new book for *American Randonneur*. At first I wasn't so sure about it since *Jobst Brandt Ride Bike!* isn't about randonneuring... but after reading it, I realized many of the same themes in the book were a lot like what we do in our sport: noncompetitive, self-sufficient, long-distance cycling. And, spoiler alert, it is a good book that I think many RUSA members will enjoy reading.

If you don't know who Jobst Brandt was, you can be forgiven. But for those of us who came of age in cycling in the 1970s and '80s in Northern California, his adventurous rides were legendary. Before there were mountain bikes, much less today's gravel bikes, Jobst was out riding rough dirt roads and trails on his road bike with skinny

tires. He often invited other riders to join him, but usually only strong racers seemed ready to accept the offer. Jobst lived and worked in the Silicon Valley and his playground was the nearby Santa Cruz Mountains that divide the Bay Area from the Pacific Coastline. These rugged mountains are steep and have a few paved roads for motorists, but there are also countless unpaved roads and trails that Jobst delighted in exploring. He was a strong rider but not a competitive one. He wanted companions to ride with and didn't try to drop others (but neither did he wait around much for slow riders.) Jobst might ride with a half-dozen companions, or one or two, or he would ride alone. But most weekends, he would be out on his bike, often riding 7-10 hours. A lot of it

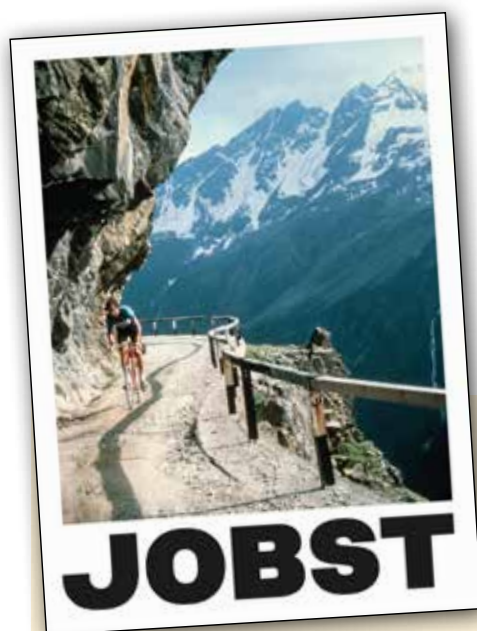
was on pavement, but a large amount was on dirt, or given the heavy winter rains, in the mud.

What made this even more remarkable was that he didn't have low gears, but just the standard 42-52 racing chainrings up front and something like a 13-28 in the back – ouch! It wasn't uncommon for "Jobst Rides" to involve some walking and pushing the bike, or even putting it on a shoulder like a cyclo-cross racer. And that he and the others did this on sew-up tires and rims made it even more remarkable. Remember, this was in the years before the arrival of the fat-tired and low-g geared mountain bikes we all know today.

Most Jobst Ride rookies would worry at first, but then with experience they realized the cyclists' nemesis, broken glass, is nearly always found on paved roads where motorists travel. These rides were hard on lightweight wheels, however, and repairing broken spokes and dented rims was a regular occurrence. With no sag support, they had to learn how to fix things on the roadside or be forced to hitchhike home – once they got off a forest trail and onto the pavement, that is.

Jobst also held Wednesday night sew-up tire repair parties in his home after work. Riders enjoyed eating pizza while they worked as a team to repair the pile of tires. Discussing upcoming routes or past adventures made the tire repairs go by swiftly.

As much as being a local legend for his epic rides in the Santa Cruz Mountains, Jobst was also known for his summer trips to the Alps and Sierra



### Jobst Brandt Ride Bike!

OLAF BRANDT, MATTHEW FORRESTER,  
MAX LEONARD, MATT ROGERS, AND  
JOHN WOODFILL

Isola Press





Jobst looking down on the famed Stelvio.

—PHOTOS PHOTOS COURTESY ISOLA PRESS

Nevada Mountains. He often had a few riders join him and they all remarked on how these arduous tours remain a strong memory of personal accomplishment, even half a century later. We all know what it is like to haul ourselves up some steep mountain pass with a 5–8-pound load of randonneuring gear in our saddlebag, and this is what Jobst and his crew were doing too. They travelled for two to three weeks with just the bare minimum of necessities to keep their bikes light to cross a few mountain passes each day.

One difference between randonneurs and him is that for Jobst, nightriding was not normally part of his cycling, unless he misjudged the day's difficulties, or there had been a mishap and delay, and the group ended up riding after sundown to reach their hotel. Still, in the pre-internet era, seeing pictures or hearing tales about some of the places Jobst went on his bike was astonishing, and to some of us future randonneurs, it was inspiring.

In addition to his riding adventures, Jobst's engineering skill was a key influence among the cycling industry developing in the Bay Area, especially with Avocet and Wheelsmith. Along with his regular job in the high-tech industry, Jobst worked with some local firms to help develop products in

wheels, tires, cyclometers, saddles, and clothing. His challenging rides would then be used to field-test the product prototypes. This is how I met Jobst in the early 1980s, and he and I had some vigorous discussions about various aspects of bicycle wheel-building. As related in the book, Jobst, like many engineers, hold their ideas and opinions dearly. Many of us would characterize his attitude as "It's my way or the highway." When such a point was reached, I would usually excuse myself to get back to work, but still and all, it was good to see someone apply engineering knowledge to my profession, even if I didn't always agree with his conclusions, or at least the way they were delivered.

Still, as Tom Ritchey said recently, "Ninety percent of what Jobst stood for, I still agree with today. I can't agree with him about everything, but in the back of my mind there is a voice that still gives me a certain amount of truth and inspiration and wisdom, that I live out today. And I just am thankful for that."

Mountain bike pioneers Joe Breeze and Gary Fisher expressed similar thoughts too. During this time, Jobst authored *The Bicycle Wheel*, the first treatise in English about how bicycle wheels work, and how to build them

properly. It instantly became an industry standard that has informed modern wheel-building ever since.

During the early 1980s something else was brewing. The mountain bike. For Jobst this was a disappointing development because now other cyclists would begin exploring all the places he had enjoyed riding over the past 20 years. Many landowners, formerly ignoring the eccentric guy on his bike, now had to deal with many more riders on their private roads and more locks appeared on gates.

Worse, our state parks eventually closed many good trails to mountain bikers.

Starting in the mid-1990s, Jobst wrote a lot on cycling forums on the early internet and quickly earned the label of being a curmudgeon. Knowing his epic and extensive riding experience and product development expertise, I wasn't sure he deserved this unfair term, but perhaps he did. In any case, he would usually sign his notes "Jobst Brandt Ride Bike!" thus explaining the unusual title of this book.

His friend Jan Johnson wrote, "I felt larger than life riding with Jobst. And I think my exposure to Jobst, and his persona and his bravado and his intelligence and his outspokenness, I think it helped me develop as a human and as a female, and as an athlete and as an engineer. He kind of brought me up, because my life would've been different had I not met Jobst."

More than being a trip down memory lane for me, I think Jobst Brandt Ride Bike will appeal to all randonneurs who enjoy rides that are "the harder the better." The pictures alone are awe-inspiring. Jobst and his friends hauled cameras along to record their epic adventures and many of the best ones are presented here.



Riding in the Alps.

This book is also unusual in that it doesn't have a flowing narrative like one might find in a more traditional biography. The authors interviewed many of the people who knew and rode with Jobst, but then arranged a sequence of their quotes to drive the story along. At first it seemed a little awkward but as the pages went by the format became more engaging and works well.

California, and the Bay Area in particular, is home to a lot of good cycling and it is normal to see folks out riding our roads, especially along California Highway 1 that travels along the Pacific Ocean shoreline. In the late 1990s and having moved to Santa Cruz, RUSA #8 and I were frequently cycling on Highway 1. We were part of the team of RUSA founders and stayed very busy with that during those years, but we were also riding our tandem a lot, even in the depths of winter when there were decidedly fewer riders on Highway 1.

Bundled up in layers of wool from head to toe, we knew our 1999 Paris-Brest-Paris qualifying brevets would be arriving in February and we wanted to be ready. As we cycled north, we might encounter a rider or two but often had the road to ourselves by December. However, on many Saturdays year-round, we often encountered Jobst himself, riding his favorite Palo Alto-Santa Cruz-Palo Alto loop. His route was about a hundred miles total, and a lot of it in freezing temperatures found in the inland forests during the winter months. Such conditions didn't deter him, but we noted that he was often alone during the coldest months.

For many years we would see Jobst headed south along the coast as we headed north. We would exchange waves and a greeting, but over time we noticed him less often, and then not at all. In January of 2011, Jobst set out early on his Santa Cruz loop, but he didn't get too far. He crashed on a

local descent in the pre-dawn fog and suffered injuries that ended his cycling. He died in 2015 at the age of 80.

For the people who knew him, Jobst Brandt was a towering figure. As long as any of us are alive, he will be remembered. And for younger riders who are only now discovering him, this book will help them understand that he was a unique, iconoclastic, and important figure in the sport of bicycling. Many pieces of Jobst's ethos – unusual determination, non-competitive audacious cycling, and enjoying being out in nature on two-wheels, especially on dirt roads – will resonate with many randonneurs today. 🚲

This book is available directly from the publisher, Isola Press:  
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**QUESTIONS?** Please contact Corinne at [editor@rusa.org](mailto:editor@rusa.org).

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**SUBMISSIONS  
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\*\*\*\*\*

# Konnecting to The K-Hound Kommunity

BY DAN DRISCOLL

One of my favorite aspects of The K-Hound Klub is the sense of Kommunity it brings, both as a national group, and as a local Klub of Krazy Randos. Just seeing a K-Hound jersey riding down the road or a K-Hound bumper sticker on a car in the parking lot at a ride start, Kinda says it all. (K-Hound Bumper Stickers are available through the RUSA Store.) There is a sense of Konnection, a fraternity/sorority feel, whether you've K-Hounded one time or Ultra'ed. Once a K-Hound, you've earned that title for life.

The 2024 K-Hound Pack was 66 strong, the second highest in K-Hound history. The ladies continue to shine with 15 females in this year's Pack, an all time high water mark. That's about 23% percent female, well above RUSA's national membership share of 17% females. The ladies actually out perform the men in average number of K-Hound Awards earned per unique rider. What motivates these super

tough ladies to achieve this award?

Another encouraging statistic is that we had 19 new K-Hounds, almost 30%. This is such an important part of building The K-Hound Kommunity, and these new members came from both coasts and states in between.

2024 was K-Hound's 19th year. A big howl out to the seven RBA's, two RUSA board members (Dave and Charlie), two web team members

(John Lee and Charlie), and countless RUSA volunteers and local K-Hounds that have helped mentor and build this K-Hound Kommunity for the last 19 years. 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. As of 2024, the last three *American Randonneur* magazine editors – Mike Dayton, Janice Chernekoff, and Corinne Warren – have all K-Hounded.

The top of the K-Hound Klub dog pile goes to Seattle International Randonneurs with eight K-Hounds for 2024, all males. Second in this team Klub 'Wolf Sled Race' goes to Pacific Coast Highway Randonneurs with RBA Kerin Huber K-Hounding for her 9th time, and a total of six K-Hounds, including three first timers, two of them female, for a total of three females. Impressive, PCH!!

There were three rando Klubs with five K-Hounds each: San Francisco Randonneurs with two first time K-Hounds, one female, and two females total; Rocky Mountain Cycling Club with RBA John Lee Ellis K-Hounding for his 13th time and a total of five K-Hounds, including one first timer and one female (our illustrious editor); and Lone Star Randonneurs, with RBA Dan Driscoll, who K-Hounded for his 18th year in a row, and two Ultra K-Hound females.

All six PCH K-Hounds at the December Populaire. From l. to r. are Greg Cardell, Terri Boykins, John Marino, Greg Jones, Lisa Jones, and Kerin Huber!

—PHOTO BRANDON RUBIN





There were two Klubs with four K-Hounds apiece: DC Randonneurs, with RBA Emily Ransom K-Hounding for her 6th time and Bill Beck, who Ultra K-Hounded this year, and one new K-Hound; and New Jersey Randonneurs with two females, one a first timer.

Asheville International Randonneurs had three: RBA Luke Heller, and twin sister Misha, and one new K-Hound.

Six RUSA Clubs had two K-Hounds: Audax Atlanta with one new K-Hound, Central Florida with one new K-Hound, Indiana Randonneurs with two new K-Hounds, Minnesota Randonneurs with two returning K-Hounds, New England Randonneurs with the Jurczynski's, and North Virginia Randonneurs with RBA Hamid Akbarian K-Hounding for his 9th time. RBA's who promote K-Hounding often see an increase in attendance at their brevets. San Luis Obispo Randonneurs RBA Grant McAlister also K-Hounded for his 6th time.

For many, riding an average of 200k a week is much easier with a Klub Kommunity that has other K-Hounds for company, motivation, accountability, and to help pass the time with Krazy Konversations. Getting as many Randos as possible to join your K-Hounding "K-Quest" for 2025 can be a smart AND fun move. This group affair can become a club or state earned award, with like-minded K-Hounds to ride with, all contributing to the success of one another, making it more of a team award. Enlisting friends to ride with can make earning K-Hound status more of a social event, just going out to spend the day with friends, enjoying Mother Nature and the Great Outdoors. The K-Hound Award can be earned riding nothing longer than a 100k, and this year many K-Hounds did mostly that.

Being a part of The K-Hound Kommunity can make life better when heading to a 1,200k event miles from home, either domestically or abroad, knowing there will be like-minded K-Hounds to ride with. Catching up



with Hounds that you've not seen for years can be a sweet reunion, bonded by the Klub Konnection of this unique Kommunity. It can be a good "get acquainted" activity prior to a Grand Brevet, looking up the registered riders and noting how many have K-Hounded.

More and more randos are earning their K-Hound status with foreign rides. Nine K-Hounds needed foreign 1,200k's to K-Hound this year, while many others just used those foreign k's to supplement their RUSA k's. John Mangin used a 2,126k Grand Brevet in Sweden to seal his K-Hound deal. Hamid Akbarian and Mark Thomas each rode an amazing six foreign 1,200k + events, totaling over 7,727 total kilometers.

There are nine over-achieving K-Hounds, with five earning "Hound and a Half" (15,000k in a single year): Hamid Akbarian, Dan Driscoll, Gary

Gottlieb, Thomas Lewis, and Mark Thomas; one earning "Double Dog" K-Hound (20,000k in a year): Bill Beck; two earning "Double Dog and a Half" K-Hound (25,000k in a year): John and Ann Jurczynski; and one earning an amazing three K-Hounds in a single year, for the "Triple Dog" K-Hound (30,000k in year): Shaun Ivory, doing this a second year in a row, and joining only three others who have previously achieved or surpassed this accomplishment.

One new Ultra K-Hound, Bill Beck, joins the 17 existing Ultras, helping to perpetuate sustainability and long-term interest in the Klub. Can't say enough good things about Ultra K-Hounds; it epitomizes things important to randonneurs: being consistent and tenacious. Ten years is a long time to be cranking out 10,000 km a year. We have several RUSA members with

## 2024 Ultra K-Hound Award

NAME	HOMETOWN	CLUB
William A Beck	DC Randonneurs	12/4/24

Claire riding amidst sunshine and windmills.

—PHOTO NOAH SWARTZ

Bob Booth Klaved his way back to the Klub after an 8-year hiatus.

—PHOTO MELISSA HARDIN



nine K-Hounds right now, to hopefully Kongratulate this time next year.

The geographic diversity of the K-Hound Award is well balanced, in terms of number of awards, females, and first time K-Hounds. The East Coast had an impressive 23 K-Hounds, with five females and five first timers. The West Coast had 21 K-Hounds, with five females and eight first timers. The Central States had 23 K-Hounds, including five females and five first timers!

Cheerleading for The K-Hounds is easy, because it's become a part of our life and who we are. It stimulates our passion for the sport we love, randonneuring. It's brought so many of us closer as a Kommunity, riding together to achieve a common goal. We all know it takes a "village" to make any award great, and we are 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 these K's and this K-Hound Kommunity. So who's going to K-Hound in 2025? We want you!!

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



Below are six 2024 K-Hound experiences, each with a unique perspective, written by three females, two of whom are first time K-Hounders, and three males, two of them first timers. They represent different clubs and parts of the USA, but they each employed strategies all their own.

#### **Pacific Coast Highway Randonneurs –** *by Kerin Huber*

PCH Randonneurs is proud of the six riders who earned their K-Hound award this year. New members of the kennel include Greg and Lisa Jones, who rode every single kilometer together on their tandem. And all their rides were 200 km or less, demonstrating that you don't need to do the "big" rides to earn a K-Hound. Terri Boykins is the other new K-Hound. She is one of our most frequent and enthusiastic riders – a natural for this award. And now she can wear the K-Hound jersey!

The other three PCH K-Hounds in 2024 are Greg Cardell, John Marino, and Kerin Huber. Greg reached 10,000 km way back in August, sealing his 4th K-Hound. Along the way he completed the Santa Fe Trail 1,000k and the Glacier 1,300k. John also earned his 4th K-Hound, done mostly by riding permanents near his home. We were

excited that he came to ride with all of us on our K-Hound Celebration Populaire. Kerin earned her 9th K-Hound this year, so that should provide a strong motivation to reach her Ultra K-Hound next year.

The six K-Hounds of PCH Randos earned their K-Hounds using different strategies and riding styles, but one thing they had in common was plenty of enjoyable miles on the bike.

#### **What I Gave Myself for My 70th Birthday –** *by Janice Chernelkoff*

I finished my first K-Hound a couple of weeks after my 70th birthday, so I was happy not only with completing the goal but also with having defied expectations 'for my age.' And even though my route to the kennel was almost entirely through 100k permanents, I ran into challenges when I was not able to ride RUSA miles due to travel, family obligations, and time spent on non-RUSA cycling goals. The catch-up periods involved doing three or four rides a week for a few consecutive weeks to get back on schedule. But that is what makes the K-Hound goal a proper challenge: for most of us, it's big enough that you don't really get a break from it for the whole year. Fortunately, my friend



Chris continues to tolerate my truly snail pace, so I had good company on many days. And we managed to visit some great ice cream shops during our travels. Probably not surprisingly, my body tolerated the regular riding quite well...in fact, I feel healthier and stronger for it. If possible, I'd like to repeat in 2025. However, the wind is blowing, and the temperature is near freezing... looks like I might already be working my way toward my first catch-up period. We'll see how it goes

#### **All the Little Bonuses – by Claire Mirocha**

All year I kept in mind that a successful K-Hound means you wanted to do every single ride anyway. The best part is not knowing what or who you'll run into. I got to talk to an ex-prison guard of Charles Manson, meet a local Arizona bike hero who'd been cycling 17 miles to work every day for 24 years, hear Phil Collins's original Tarzan soundtrack... and those are just stories from Safeway. I also swerved away from a roadside bear, soaked in hot springs, yielded to a herd of javelinas, and watched Juliayn pull a bee's stinger out from Tak's nose – all while on the clock. My bike is now, to a large degree, built from parts graciously given to me by volunteers when I had mid-ride mechanical emergencies – thank you!

#### **Hard-Earned K-Hound #4 –**

*by Bob Booth, the Madtown K-Hound*

After Hounding in 2014, 2015, and 2016, I faced strong health headwinds and a nearly insurmountable 8-year climb in an effort to return to the Klub. This time I completed few brevets out of the 84 rides I rode in 2024. Sometimes it felt a lot like emptying a 10,000 gallon swimming pool with a bucket. I credit Driftless Randonneurs RBA Greg Smith with suggesting how I might be able to Hound. He mentioned that folks have accomplished the feat by

Janice Cherneloff celebrating her 70th year the rando way.

—PHOTO CHRIS NEWMAN



Thai and his son hosting the Fall Rouler 130k.

—PHOTO MITCH ISHIHARA

#### **Loose Marbles – by Thai Nguyen**

You may have heard of the “big rock and pebbles” concept of goal-setting, where you prioritize your most important goals (the “big rock”) and fit in smaller tasks (the “pebbles”) around them. My approach was a bit different. Instead of a single, clearly defined “big rock,” I had a large marble – cycling – at the center, with many smaller, scattered marbles representing other goals.

The large marble was my focus, and what kept me motivated were the Les Randonneurs Mondiaux (LRM) 1200km+ events. A few international rides fit into my schedule: Vietnam in March, Canada's VanIsle in June, and the Philippines' La Union in October. My domestic LRM events included Shenandoah in May, Seattle's Glacier in July, and Florida's Cracker Swamp in November. These mini vacations helped me reset.

I also logged many fun miles with my son as part of our quest for the P-12 and Rouleur awards, totaling 1,636 kilometers. Our final ride in December brought my total distance to 10,069 kilometers. I couldn't have achieved the K-Hound award without him.



**Awe** – by Joe Ray

“A regular dose of awe is a simple way to boost healthy ‘prosocial’ emotions such as compassion and gratitude,” according to a study by researchers at UCSF and Trinity College Dublin. In that case, I, and most of us reading *American Randonneur*, must be awash in these emotions.

I had “only” aimed at earning a RUSA Cup and an R-12 in 2024. I opted for Western NY Waterfalls 1200k in September, where I rode with a number of others who had multiple RUSA Cups and K-Hounds among their accomplishments. It was a week of utter awe with gorgeous views of multiple waterfalls and lovely rolling farmland plus some of the politest vehicle drivers in the east. I shared a hotel room at this 1200k with Pierre, who finished his K-Hound on Day 5 of that event’s 1300k.

By the end of September, it was



Celebrating near-completion on the last day of Cracker Swamp 1200k with Joshua Haley (l.) and Mark Schenkel (r.)

—PHOTO PHIL PAISLEY

apparent that with a little over 6,000k under my belt, I had a decent shot at K-Hounding myself. Fortunately, I had retired in July and have a very supportive wife, so the idea of multiple 100k to 200k permanentents each week from late September to year-end did not sound impossible, and, hey, there

was another 1200k coming up in Central Florida that would help close the gap. Push the awe button one more time as the Cracker Swamp 1200k crew delivered a terrifically well-supported ride despite the lingering storm impacts from Hurricane Helene. At ride’s end I had only another 900k left to K-Hound and felt it was in the bag.

All in all, my small role was simply to keep pedaling and allow myself the awareness of and inspiration from the awesomeness going on all around me, from the countryside we get to marvel at as we ride, to our fellow randos doing all these amazing things, to – especially! – the volunteers staffing brevets all the way up to the RBAs and RUSA board and committee members. 🚴

## 2024 K-Hound Awards

NAME	CLUB	DISTANCE
Hamid Akbarian [9] *	Northern Virginia Randonneurs	14381
Randy T Anderson [4]	Quad Cities Randonneurs	11078
William A Beck [10]	DC Randonneurs	20552
Robert J Booth [4]	Minnesota Randonneurs	10273
Terri Boykins (F)	Pacific Coast Highway Randonneurs	11214
Dave Brillhart	Central Florida Randonneurs	10060
Greg Cardell [4]	Pacific Coast Highway Randonneurs	13232
Alison Carey (F) [3]	Randonneurs USA	11193
Janice Chernekoff (F)	New Jersey Randonneurs	10000
John D'Elia [3]	Randonneurs USA	10007
Mimo DeMarco [3]	DC Randonneurs	10021
Kendall Demaree	Seattle International Randonneurs	10723
Daniel S. Diehn [3] *	Minnesota Randonneurs	10008
Dan Driscoll [18]	Lone Star Randonneurs	19148
John Lee Ellis [13]	Rocky Mountain Cycling Club	11682
Ian D Flitcroft	Audax Atlanta	10033
Mary Foley (F) [7]	New Jersey Randonneurs	11229
Phil Fox II [2]	Chicago Randonneurs	11239
Gary P Gottlieb [17]	Lone Star Randonneurs	17932
Kitty Goursolle (F) [7]	San Francisco Randonneurs	11399
Christopher M Gross [2]	Northern Virginia Randonneurs	10001



## 2024 K-Hound Awards

Christopher Heg [2]	Seattle International Randonneurs	11841
Luke Heller [2] *	Asheville International Randonneurs	10006
Misha Marin Heller (F) [4]	Asheville International Randonneurs	10302
Jim Howell [3]	Rocky Mountain Cycling Club	10452
Kerin Huber (F) [9]	Pacific Coast Highway Randonneurs	12089
Shaun Ivory [3]	Seattle International Randonneurs	30417
Greg Jones	Pacific Coast Highway Randonneurs	10016
Lisa Jones (F)	Pacific Coast Highway Randonneurs	10016
Ann Benoit Jurczynski (F) [2]	New England Randonneurs	25631
John Jurczynski [2]	New England Randonneurs	25010
Joe Landry [2]	Lone Star Randonneurs	10971
Tommy Lee	Asheville International Randonneurs	10361
Thomas Lewis [3]	Seattle International Randonneurs	16094
Christopher Maglieri [7]	Eastern Bloc Cycling Club	10694
L John Mangin *	Rocky Mountain Cycling Club	10861
John J. Marino [4]	Pacific Coast Highway Randonneurs	10462
Charlie A Martin [6]	San Francisco Randonneurs	13568
Grant McAlister [6]	San Luis Obispo Randonneurs	10077
Brian R McGuire	Bullshifters Bicycling Club	10112
Doug McLerran [3]	Illinois Randonneurs	13934
Claire Mirocha (F)	San Francisco Randonneurs	10144
Pierre Moreels	San Francisco Randonneurs	12165
Robert C. Newcomer [2]	Audax Atlanta	11210
John D Nguyen [5] *	Seattle International Randonneurs	10051
Thai Nguyen *	Seattle International Randonneurs	10069
Jack Nicholson	Severna Park Peloton	10385
Jacek Nowakowski	San Diego Randonneurs	10050
Dana A Pacino (F) [15]	Lone Star Randonneurs	15706
Andreas Prandelli [3]	New Jersey Randonneurs	11640
Mark Z Rada	Indiana Randonneurs	10478
Emily Ranson (F) [6]	DC Randonneurs	10368
Joseph Ray	Pennsylvania Randonneurs	10013
Amy L Russell (F) [6]	Heart of Texas Randonneurs	11371
Ben Schauland [2]	Seattle International Randonneurs	10000
Paul G Shapiro [11]	New Jersey Randonneurs	10526
Ian Ryan Singer [3]	South Florida Randonneurs	11614
Vernon M Smith [5] *	Rocky Mountain Cycling Club	11828
William H Smith *	DC Randonneurs	10206
Thomas S Southwood	Indiana Randonneurs	12246
Noah Swartz [2]	San Francisco Randonneurs	10160
Mark Thomas [16] *	Seattle International Randonneurs	16834
W David Thompson [11] *	Central Florida Randonneurs	12557
Corinne D Warren (F) [3]	Rocky Mountain Cycling Club	10259
Kevin J Williams [3]	Davis Bike Club	11404
Pamela Wright (F) [17]	Lone Star Randonneurs	11210

# 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.

## RUSA Coast-to-Coast Award

NAME	CITY, STATE	APPROVED
Randy T Anderson	Peoria, IL	11/12/24
Christopher M Gross	Washington, DC	10/31/24
Joshua J Haley	Canton, OH	11/12/24
Luke Heller	Asheville, NC	12/23/24
Mark Thomas [5]	Kirkland, WA	11/6/24

## Randonneur 10000 Award

NAME	CITY, STATE	APPROVED
Ron Himschoot	Seattle, WA	11/18/24
Lydia Ellen Trott (F)	West Point, IN	11/18/24

## Randonneur 5000 Award

NAME	CITY, STATE	APPROVED
Ron Himschoot [3]	Seattle, WA	11/18/24
Paul G Shapiro [3]	Princeton Junction, NJ	12/14/24

## Can-Am Challenge Award

NAME	CITY, STATE	APPROVED
Diehn, Daniel S.	Black River Falls, WI	11/30/24
Lim, Francis	Sydney	11/30/24
Nguyen, Thai	Bothell, WA	11/30/24
Thompson, W David	New Smyrna Beach, FL	1/31/24

## RUSA Cup Award

NAME	CITY, STATE	APPROVED
Randy T Anderson [3]	Peoria, IL	11/12/24
Dan Driscoll [18]	Arlington, TX	1/4/25
Paul Liu	Oakland, CA	12/24/24
Claire Mirocha (F)	Berkeley, CA	11/4/24
Joseph Ray	Bernardsville, NJ	11/12/24
Christopher C. Slocum [4]	Toms River, NJ	11/12/24

## Mondial Award

NAME	CITY, STATE	APPROVED
Philip J Auriemma	Newark, CA	11/10/24
Nicholas Bull [2]	Arlington, VA	11/12/24
Kitty Goursole (F) [3]	San Ramon, CA	11/22/24
Thomas Lewis	Seattle, WA	11/13/24
Joseph Ray	Bernardsville, NJ	11/12/24
Andrew P Sapuntzakis	Seattle, WA	12/3/24
Paul G Shapiro [4]	Princeton Junction, NJ	11/24/24

## Challenge Lepertel Award

NAME	CITY, STATE	YEAR
Colvin, Dan	Dripping Springs, TX	2024
Cooper, Martin S	Vaughan, ON	2024
Dorobek, Russell	Austin, TX	2024
Ende, John Capn	Asheville, NC	2024
Karpick, Jonathan	Cleveland, OH	2024
Ledru, Pascal	Denver, CO	2024
McAlister, Grant	Morro Bay, CA	2024
Sapuntzakis, Andrew P	Seattle, WA	2024



## RUSA American Explorer Award

NAME	CITY, STATE	TOTAL STATES	APPROVED
Anderson, Randy T	Peoria, IL	12	11/12/24
Batek, Jon	Batavia, IL	13	11/14/24
Clark, Lynn	Hudson, OH	17	11/7/24
Driscoll, Dan [1]	Arlington, TX	28	11/7/24
Feinberg, Brian K	Cupertino, CA	15	12/7/24
Geisert, Rodney D	Columbia, MO	31	11/16/24
Graham, Christopher P	Luterebach	13	11/11/24
Jones, Greg	Moorpark, CA	25	12/10/24
Jones, Lisa [F]	Moorpark, CA	24	12/11/24
Klaassen, Spencer	Saint Joseph, MO	49	11/15/24
McAlister, Grant	Morro Bay, CA	13	12/28/24
Mirocha, Claire [F]	Berkeley, CA	10	11/3/24
Rada, Mark Z	Kokomo, IN	14	11/21/24
Ray, Joseph	Bernardsville, NJ	23	11/12/24
Slater, Bret A	Springfield, VA	13	12/31/24
Swartz, Ben	Washington, DC	11	10/27/24
Trott Jr, Steven Kent	West Point, IN	14	10/22/24
Trott, Lydia Ellen [F]	West Point, IN	15	11/19/24

## Attention Members

*American Randonneur* is mailed via third class mail to the address on file of all current members. It is important that you inform the membership office of any change of address, so that your magazine will reach you in a timely fashion.

**Update your address online at:**

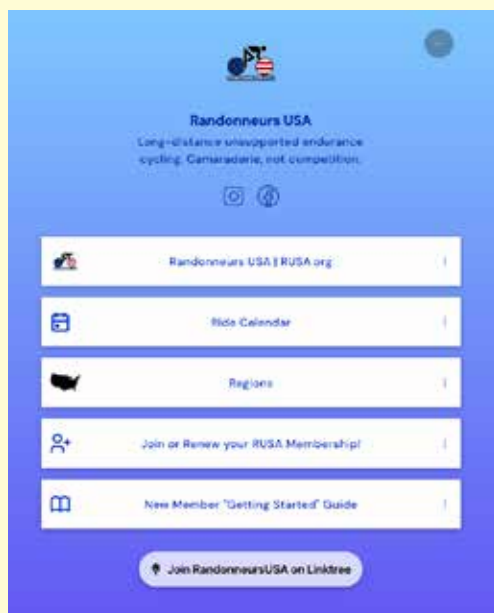
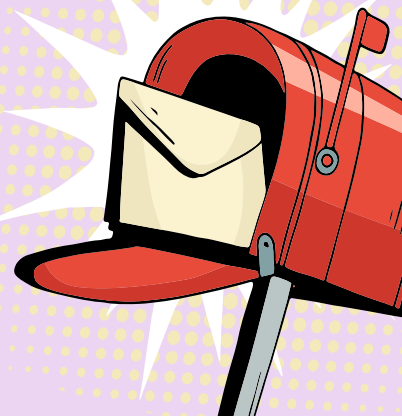
[rusa.org/cgi-bin/memberaddresschange\\_GF.pl](https://rusa.org/cgi-bin/memberaddresschange_GF.pl)

**And, don't forget to renew your membership!**

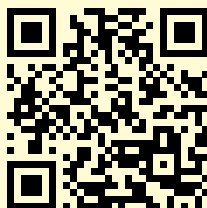
Memberships run from January through December.

**Renew online at:**

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**Scan this QR code for quick access to pertinent info on the RUSA website.**



# RUSA Awards

## RUSA Rouler Award

NAME	CITY, STATE	APPROVED			
William A Beck [3]	Woodbine, MD	10/31/24	Joe Landry [2]	Dallas, TX	11/26/24
Aditya Bhandari	Newbury Park, CA	12/9/24	Keith J Larson [2]	Minneapolis, MN	10/21/24
Geoff Birch	Escondido, CA	11/11/24	Joel Lawrence	Santa Clarita, CA	12/9/24
Terri Boykins (F) [3]	Los Angeles, CA	11/3/24	Jung Lee	Laurel, MD	10/31/24
John Breinholt	Los Angeles, CA	11/20/24	Sam Liu	San Diego, CA	10/21/24
Bill A Brier, Jr [2]	Fremont, CA	11/22/24	Dave Milsom [2]	San Diego, CA	11/11/24
Jeffrey S Cannon	Los Angeles, CA	11/11/24	Sandra G Myers (F) [2]	Diablo, CA	11/20/24
Greg Cardell [3]	Valencia, CA	11/3/24	David Nakai	Fallbrook, CA	11/3/24
Matthew L Cazalas [2]	El Cajon, CA	10/21/24	Jacek Nowakowski	Escondido, CA	10/21/24
Joshua Crixell [4]	Temple, TX	10/27/24	Jonas M Nygard VI	Minneapolis, MN	10/21/24
Trevor F. Crowell	Washington, DC	10/31/24	Mike Pace [2]	Los Angeles, CA	11/11/24
Dean Dobberteen	Bonita, CA	10/21/24	Shan Perera [2]	Seattle, WA	10/28/24
Gardner M Duvall	Jefferson, MD	10/31/24	Emily Ranson (F) [3]	Ellicott City, MD	10/31/24
Norman Ehrentreich [3]	Shoreview, MN	10/27/24	W Thomas Reeder [2]	Alexandria, VA	11/10/24
Emily Fairbrother (F)	Frederick, MD	11/10/24	Sarah E Rice (F)	Chicago, IL	12/9/24
Phil Fox II	Chicago, IL	12/9/24	William H Smith	Mount Airy, MD	10/31/24
Andrew Gavenda [2]	Burbank, CA	11/11/24	Wei P Sun [2]	San Diego, CA	10/21/24
Maitram K Giske (F)	San Diego, CA	12/23/24	Ben Swartz [2]	Washington, DC	10/21/24
Robert Gomon [2]	Idledyde, MD	10/31/24	Jimmy Sy-Quia	Carlsbad, CA	10/21/24
Kitty Goursolle (F) [3]	San Ramon, CA	11/20/24	Mark Thomas [2]	Kirkland, WA	11/21/24
Dallas Harty	Arlington Heights, IL	12/22/24	Dorina Dv Vaccaroni (F)	San Diego, CA	12/23/24
Christopher Heg [3]	Seattle, WA	10/28/24	Matthew Vining [3]	San Gabriel, CA	12/9/24
Aaron Holdaway	San Diego, CA	10/21/24	Corinne D Warren (F)	Monument, CO	10/28/24
Takeshi Hosokawa	Poway, CA	11/11/24	David Weigel	Wheat Ridge, CO	10/28/24
Mitch Ishihara [3]	Issaquah, WA	10/28/24	Aliya James Allen Weise	San Diego, CA	10/21/24
Vinay vihari Lakamsani	Simi Valley, CA	11/11/24	Billy Whited	Falcon Heights, MN	10/27/24
			Kevin J Williams	Carmichael, CA	11/22/24

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## P-12 Award

NAME	CITY, STATE	APPROVED
Matthew B Bevers	Sherborn, MA	11/15/24
Dave Brillhart	Orlando, FL	11/16/24
Nicholas R Bronson	Raleigh, NC	1/4/25
Dan Burghart	Granite Bay, CA	11/4/24
Matthew D Close [3]	Woodinville, WA	12/24/24
Paul A Colmenares [3]	Okeechobee, FL	12/29/24
Joshua Crixell [12]	Temple, TX	12/2/24
Sharan L Daniel (F) [4]	Seattle, WA	1/3/25
Kelly DeBoer [14]	Avery, TX	10/23/24
John Lee Ellis [11]	Lafayette, CO	11/16/24
Ian D Flitcroft [6]	Williamson, GA	12/20/24
Will F Haley	Chicago, IL	12/15/24
Dustin B Harding [3]	Loveland, CO	12/1/24
David Harper	Seattle, WA	11/2/24
Lukas A Jeter [2]	North Bend, WA	12/18/24
Greg Jones [3]	Moorpark, CA	12/10/24
James Kerrigan	Seattle, WA	11/22/24
Greg Lang	Philadelphia, PA	11/8/24
Ken A Lanteigne [2]	Gresham, OR	1/4/25
Ronald Long [2]	Woodinville, WA	11/7/24
Christopher Maglieri [3]	Weatogue, CT	1/10/25
Anthony M Medina [3]	Bainbridge Island, WA	12/2/24
Forrest Anthony Miller	Oswego, IL	12/15/24
Christine Newman (F) [12]	Skillman, NJ	12/9/24
Jack Nicholson	Arnold, MD	12/4/24
Jeffrey Orlin	Newton, MA	12/10/24
Susan Otcenas (F) [2]	Willamina, OR	12/13/24
Stephanie E Reid (F)	Chicago, IL	12/8/24
Paul G Shapiro [12]	Princeton Junction, NJ	12/14/24
Adam Shire	Medford, MA	11/12/24
Thomas S Southwood	Westfield, IN	12/22/24
Bill Threlkeld [7]	Herndon, VA	12/20/24
Matthew Vining [4]	San Gabriel, CA	11/9/24
George Winkert [5]	Highland, MD	1/3/25

## R-12 Award

NAME	CITY, STATE	APPROVED
Robert Scott Anderson [2]	Coto de Caza, CA	12/30/24
Travis Berry	Philadelphia, PA	12/30/24
Dan Burghart	Granite Bay, CA	11/11/24
Alison Carey (F) [3]	Ocean Springs, MS	12/31/24
Paul A Colmenares [3]	Okeechobee, FL	12/29/24
John Lee Ellis [17]	Lafayette, CO	11/16/24
Julien Erard [4]	Portland, OR	12/4/24
Ian D Flitcroft [6]	Williamson, GA	12/21/24
Michael Fretz [3]	Berkeley, CA	11/6/24
Andrew Gavenda [2]	Burbank, CA	11/30/24
Gregory K Goebel [5]	Cypress, CA	11/22/24
Dan Hallman	Washington, DC	12/4/24
David Harper [5]	Seattle, WA	11/2/24
Wm Todd Hoskins, Sr	Brookfield, WI	12/14/24
Kerin Huber (F) [13]	Pasadena, CA	12/14/24
Mitch Ishihara [9]	Issaquah, WA	12/1/24
Greg Janess [2]	Berkeley, CA	11/22/24
Chuck Judy	Chicago, IL	12/9/24
Greg Lang	Philadelphia, PA	10/26/24
Johnmark Larson	Portland, OR	1/2/25
Tommy Lee	Asheville, NC	11/4/24
Deirdre Mann (F)	Whittier, CA	12/30/24
Charlie A Martin [6]	Sunnyvale, CA	12/26/24
Brian R McGuire [4]	Phoenix, AZ	12/4/24
Pierre Moreels	Los Gatos, CA	11/12/24
Jack Nicholson [12]	Arnold, MD	1/5/25
Dana A Pacino (F) [18]	Aledo, TX	12/31/24
Dawn M Piech (F) [4]	Lombard, IL	12/22/24
Gary Prince [3]	Seattle, WA	10/17/24
Graham A Ross [9]	Portland, OR	1/8/25
Amy L Russell (F) [4]	Waco, TX	12/16/24
Nancy Russell (F) [7]	San Rafael, CA	11/22/24
Paul G Shapiro [15]	Princeton Junction, NJ	12/14/24
Wei P Sun [3]	San Diego, CA	12/27/24
Michael Gerald Turek [8]	Longmont, CO	12/23/24
Mac Vergara [5]	Piscataway, NJ	11/16/24
George Winkert [18]	Highland, MD	12/18/24
Jasmine Wu (F) [2]	Cupertino, CA	12/9/24

# RUSA Awards

## R-12 Ultra Award

NAME	CITY, STATE	APPROVED
Russell, Bill	Vineyard Haven, MA	1/11/25

## American Randonneur Challenge Award

NAME	CITY, STATE	APPROVED
Hamid Akbarian [4]	Glenn Dale, MD	11/18/24
Robert Scott Anderson	Coto de Caza, CA	11/18/24
Dave Brillhart	Orlando, FL	11/12/24
Alison Carey (F)	Ocean Springs, MS	11/18/24
Nicolas H DeHaan [2]	Grand Rapids, MI	11/18/24
Dan Driscoll [5]	Arlington, TX	11/18/24
Dindo Agpalo Flauta	Sacramento, CA	11/18/24
Phil Fox II	Chicago, IL	11/18/24
Yonnel Gardes [2]	Bellevue, WA	11/18/24
Joshua J Haley	Canton, OH	11/15/24
Ian Page Hands [3]	Bellevue, WA	11/18/24
Misha Marin Heller (F) [4]	Alexandria, VA	11/18/24
Ron Himschoot	Seattle, WA	11/18/24
Ron Himschoot [2]	Seattle, WA	11/18/24
Charlie A Martin [5]	Sunnyvale, CA	11/18/24
Pierre Moreels	Los Gatos, CA	11/18/24
Thai Nguyen [5]	Bothell, WA	11/18/24
Mark Z Rada	Kokomo, IN	11/18/24
Joseph Ray	Bernardsville, NJ	11/18/24
Thomas Rozwadowski	Tallahassee, FL	11/18/24
Bill Russell [2]	Vineyard Haven, MA	11/18/24
Ben Schauland [2]	Seattle, WA	11/18/24
Bret A Slater	Springfield, VA	11/18/24
Kristie I Summers (F) [2]	York, SC	11/18/24
Bradford D Tanner [3]	Concord, NH	11/18/24
Mark Thomas [8]	Kirkland, WA	11/6/24
W David Thompson [8]	New Smyrna Beach, FL	11/18/24
Kirsten H Walker (F) [2]	Tres Pinos, CA	11/18/24
Mick Walsh	Seattle, WA	11/18/24
Kevin J Williams [2]	Carmichael, CA	11/18/24

## Rando Scout Award

NAME (25-49 unique routes)	CITY, STATE	APPROVED
Hannon Ford, Eric K	Pranburi	12/25/24
Layman, Brad	Philadelphia, PA	12/13/24
Moy, Colin S	Castro Valley, CA	12/10/24
Nowakowski, Jacek	Escondido, CA	12/23/24
Swartz, Ben	Washington DC	12/13/24
Vergara, Mac	Piscataway, NJ	1/5/25
Wu, Jasmine	Cupertino, CA	10/30/24

NAME (50-74 unique routes)	CITY, STATE	APPROVED
Crixell, Joshua	Temple, TX	12/2/24
Dobberteen, Dean	Bonita, CA	12/23/24
Hawks, Rob	Richmond, CA	11/30/24
Piech, Dawn M	Lombard, IL	12/9/24
Watts, William	Indianapolis, IN	10/29/24

NAME (75-99 unique routes)	CITY, STATE	APPROVED
Brier Jr, Bill A	Fremont, CA	11/30/24
Nakai, David	Fallbrook, CA	11/3/24
Perera, Shan	Seattle, WA	12/27/24
Roberts, Mark W	Seattle, WA	12/27/24

## Ultra Randonneur Award

NAME	CITY, STATE	APPROVED
Patrick Chin-Hong [2]	Amherst, MA	12/10/24
John D'Elia [2]	Middletown, CT	12/8/24
Dan Driscoll [10]	Arlington, TX	11/28/24
John Lee Ellis [3]	Lafayette, CO	1/8/25
Luke Heller	Asheville, NC	12/23/24
Brian R McGuire	Phoenix, AZ	10/31/24
Mark Thomas [6]	Kirkland, WA	12/27/24



# *IQ-XL*



This new dynamo headlight from Busch & Müller is extremely bright. Select either 200 lux or 300 lux for the low beam, or switch to high beam at 250 lux. The light ships with a fork crown mount. Handlebar mounts are available separately.

The 200 lux setting will be enough for almost any situation, except perhaps when riding at night in the rain, with lots of automobile traffic, and pot-holes, like what I used to do 50 years ago in Boston.

Then, you will be glad you have the 300 lux setting. Yay! Drag from the dynamo hub will be a bit higher at the 300 lux setting, so most of the time you'll be at 200 lux. Boo!

Download the instructions here.

<https://www.peterwhitecycles.com/downloads/iq-xl-instructions.pdf>

# PETER WHITE Cycles

24 Hall Rd. Hillsborough, NH 03244

603 478 0900

[www.PeterWhiteCycles.com/schmidt-headlights.php](http://www.PeterWhiteCycles.com/schmidt-headlights.php)

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