

# AMERICAN RANDONNEUR



VOLUME 28 • ISSUE #4 WINTER 2025

## IN THIS ISSUE

The Core – Central to Ultra-Distance Cycling Success? – SAMUEL THOMPSON

The Audie Murphy Memorial Metric Century – JOE LANDRY

Photo Essay: Cape Nosappu – East End of the World – PATRICK CHIN-HONG



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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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**COVER** — Masaru Ijichi rides into the  
sunset and enveloping fog on Cape Nosappu  
1200k in Hokkaido, Japan.

PHOTO PATRICK CHIN-HONG

## WHAT'S INSIDE

<b>President's Message</b>	2
Dave Thompson	
<b>From the Editor</b>	3
Corinne Warren	
<b>2026 Grand Randonee Guide</b>	4
<b>The Core – Central to Ultra-Distance Cycling Success?</b>	10
Samuel Thompson	
<b>10 States, One Day, By Bike</b>	16
Derek Daniel Reformat	
<b>The Audie Murphy Memorial Metric Century</b>	20
Joe Landry	
<b>Gratitude to my Fellow Randonneurs: Transforming Lives Through Project Hero</b>	23
Mike Turek	
<b>Gender Data in Randonneurs USA</b>	24
The Randonneurs USA Board	
<b>East End of Reality: Cape Nosappu 1200K Ride Report</b>	26
Ben Swartz	
<b>Photo Essay: Cape Nosappu – East End of the World</b>	30
Patrick Chin-Hong	
<b>Korea Touring: Embedding a Brevet in a Fantastic Journey, Part One</b>	34
Kim Freitas	
<b>Philadelphia Bike Exposition 2025: It's a Philly Thing</b>	38
Dawn Piech	
<b>New RUSA Members</b>	40
<b>RUSA Awards</b>	42
<b>Parting Shots</b>	48

# President's Message

## Where have YOU been riding lately?

Designed and administered by Ken Knutson with the physical award crafted by Pierce Gafgen, the American Explorer Award tracks those who are riding all over the US. No other award recognizes the physical breadth of our individual riding history. The online description is pretty simple, but it's only the tip of the iceberg: *“Cover at least ten different U.S. states and territories on RUSA rides. Can add more states subsequently as you ride them.”*

Administration of the physical award is almost as complicated as riding to this goal. To date, 167 members have purchased the physical American Explorer Award out of about 575 who have attained 10 states. With each award purchased, there are 54 magnets generated. With each purchase, at least 10 are shipped with the metal plaque. Ken has approximately 7,000 magnets in storage waiting to be requested as states are attained (see photo.) Each member's set is unique with the remaining magnets waiting to be claimed, sitting in an envelope. The RUSA AmEx Award is definitely the most complex to administer!

However, the real goal, for those



focusing on the American Explorer Award, is to accumulate all 50 states. Only 13 of our members have managed this incredible feat of planning and execution with a few more about to hit 50. One member, Dan Driscoll, is about to complete his second set of 50. For the over-achiever, there are even “extra credits” for D.C., Puerto Rico, the Virgin Islands, Samoa, Guam, and Saipan.

Here's the current list of those completing – and claiming – all 50 States.

2014	Tom Bardauskas
2016	Mike Wallace
2016	Greg Olmstead
2016	Greg Courtney
2017	Ron Alexander
2018	Mike Myers
2018	Nancy Myers
2019	Ken Knutson
2019	Charles Joseph Fournier
2023	Dan Driscoll
2024	Pamela Wright
2025	Charles J Adams
2025	Craig Mathews

I knew that over time I had accumulated a few states but I hadn't really focused on it. Doing this analysis, I found that I had hit 25 – that surprised me! This award creeps up on you.

You must apply for the initial award once you hit 10 states and then additional states ridden to receive recognition in *American Randonneur*. I did a rough analysis while coming up with the numbers for this article and I came up with over 3,700 unclaimed States.

The chart below shows what our members are doing and how close they are to hitting 10 states, some intermediate multiple of 10 or 50 states. As you can see, there are many about to hit 10 and a few about to hit 50!

Where are you on this continuum? Do you know? The RUSA website award application will show you a list of your states. Applying for any RUSA award

provides recognition. It's up to you whether you also want to purchase the “trinket” and, for the American Explorer, add to Ken's stash of magnets.

Range	Active Members	Inactive Members
00-08	2496	9497
08-09	129	146
10-17	223	178
18-19	28	7
20-27	61	24
28-29	6	1
30-37	20	2
38-39	1	0
40-47	3	1
48-49	4	0
50	8	7

But there's more. **Ken has volunteered for RUSA for over 15 years.**

Do you ride ACP brevets of 200, 300, 400, 600 and 1000k? Have you purchased ACP medals for those accomplishments? If so, then you've seen Ken's return address on the envelope. Ken handles the ACP medals, and the RUSA Ultra Randonneur Award. Ken mails out 400-500 medals every year. I guarantee that his local USPS staff recognizes him when he walks in the door.

The next time that you place an order for anything from the RUSA store, whether that's medals or other awards, reflective gear, etc., think about the volunteers who are reviewing the routes, the volunteers who are running the events, the volunteers who handle the store, supported by volunteers who manage the website ... it goes on and on. Think of each of their incredible commitment to RUSA.

Thanks to all of the volunteers who keep this incredible machine humming along.

—Dave Thompson  
RUSA President  
president@rusa.org

# From the Editor

Cross training. It's something we all know we should do, and yet doing it isn't exactly easy. Randonneuring takes up a lot of time as it is. Who can also work in strength training, core, stretching and anything else fitness professionals might tell us we should be doing, all while staying in rando ready shape? Besides, riding is fun! That other stuff? It's exercise.

Last fall I made a commitment to round out my fitness – consisting of, like most of you, strong legs and a big aerobic engine – and joined the local gym. I hired a personal trainer, went through an assessment process, and have been lifting weights and doing yoga consistently since. I find myself asking, twelve months in, has it been worth it?

Am I stronger? Yes, a bit, evidenced by the increased weight I can move. Am I healthier? Probably. I know I am taking an important step towards fighting bone density loss, a particularly fraught issue for endurance cyclists.

Has my riding improved? Definitely not. Time spent in the gym is time not spent on the bike, and I have always been a train-by-volume rider. And now I actually need more recovery time – from riding and lifting weights.

However, I know that one can not live by the bike alone, and I actually look forward to each yoga class. So while I might need to tweak my workouts, I think my new routine is here to stay.

It's probably easier to get started with cross training in the winter, when it's cold outside and going for a ride means layering on the gear and being careful to avoid ice-slicked roads. To help you get started, Samuel Thompson is back with a detailed article on training your core. Because we compound the wear and tear of sitting at our computers all week with hunching



Colin Allen, yours truly, and Jason Bordelon of team Late Edition riding the fall dirt.

—PHOTO PAUL FOLEY

over on the bike all weekend, the core is a great place to begin a cross training program that will have you actually feeling a difference.

And what should you do with that new found core fitness? A Grand Randonnée, of course! We have an overview of the 10 domestic options for next year, offering a variety of terrain, scenery, challenges, and levels of support. And for inspiration on aspirational riding, check out our stories and photos of a couple rides in Asia. Ben Swartz, Patrick Chin-Hong, and Kim Freitas offer up their experiences on randonneuring in Japan and Korea.

So put the kettle on and settle in with your copy of *American Randonneur*. Daydream about your next randonneuring adventure – winter will be over before you know it. The next couple months are a great time to try a new activity, something that will complement cycling, and help you reach your goals in the new year.

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

*P.S. Our columnists are getting a holiday this issue but they'll be back in the spring with humor, advice, and reviews.*

# 2026 Grand Randonnee Guide

Looking to take your randonneuring to the next level? The 2026 slate of Grand Randonnées offers ten incredible opportunities to ride 1200 kilometers across some of the most inspiring terrain in the country. From coastal adventures and mountain climbs to cloverleaf routes that make things easier logistically, there's truly something for everyone. Many events even include 1000K options, perfect for riders easing into longer distances or stacking big mileage throughout the season.

These events aren't just about qualification, they're about preparation. Each ride gives you the chance to test your setup, fine-tune your pacing, and practice the unique logistics of travel and recovery. Learn what it's like to fly with your bike, manage multi-day fatigue, and adapt to changing conditions before Paris-Brest-Paris 2027.

Whether you're chasing your first 1200K or returning to see old friends,

this is your chance to push beyond your comfort zone. Ride through new regions, meet riders from across the country, and rediscover the joy of shared adventure. Dream big. Make mistakes. Learn from them. Every kilometer brings you closer to the rider you are capable of becoming. The road is waiting. Find your next challenge.

**Note: Final routes pending**



## **Golden Falcon:**

### **The Prince Awakens 1200K**

— *by Phil Fox*

On March 21, 2026, start your season with the Golden Falcon, the first 1200K on the national calendar. Beginning and ending in Middleburg, FL near Jacksonville, the Golden Falcon offers warm spring weather, flat terrain, and a chance to log early base miles while reconnecting with fellow riders.

The cloverleaf format features four loops reaching the Atlantic Coast, Osceola National Forest, and southern Georgia. Riders will pass through towns such as St. Augustine, Ormond Beach, Green Cove Springs, and Alachua, covering less than 10,000 feet of climbing across the entire 1200 kilometers.

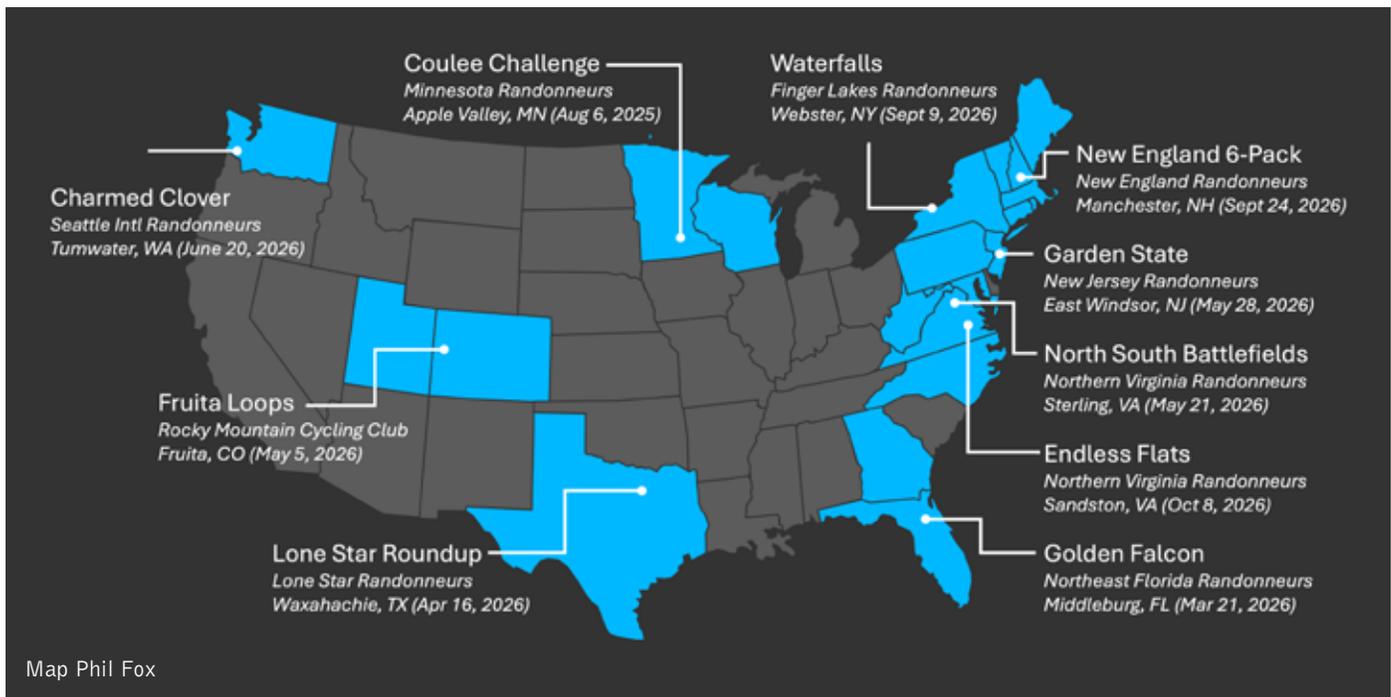
Expect mild temperatures, coastal breezes, and a relaxed, social atmosphere. Each loop returns to the same base, making logistics easy and grouping up simple. A 1000k option will also be available for those looking for a shorter challenge.

Find out more at [cyclingforever.com/ne-florida](https://cyclingforever.com/ne-florida)

## **Lone Star Roundup**

— *by Pam Wright*

Lone Star Randonneurs welcome you to Texas for an early season of training rides – 1200km, 1000km, daily brevets, and permanents – as we host the Lone Star Roundup April 16, 2026. The main event is a DIY ride with a minimal ride fee and riders responsible for making their own hotel and food arrangements. North Texas can offer some spectacular spring weather, with plenty of cold snaps and possible spring



Map Phil Fox

showers, for our northern buddies to feel at home!

LSR has a rich history of camaraderie on 1200's, including numerous "herds" averaging about 50% of total riders finishing together! It's always a thrill to see stronger riders willing to pull at a reasonable pace to keep so many riders together, including lots of first-timers, while everyone is laughing and making friends.

These will be new routes with less climbing than our previous 1200k's, which makes riding together easier, plus the cloverleaf style makes it so much easier for riders to prep their hotel room once and not have to pack

a drop bag for each night.

The host hotel is about a 30-45 minute drive from Dallas Love Field or DFW International Airport, depending on time of day and traffic. Uber is available and Costcotravel offers great rates on rental cars. Hotel will include hot breakfast daily, and all rooms will have a refrigerator and microwave. Walmart and restaurants are within walking distance.

More information will be available soon at [lonestarrandon.org](http://lonestarrandon.org). We'd love to have ya' join us so please add your name to our interested list for email updates on registration: [shorturl.at/DDpz9](http://shorturl.at/DDpz9).

YIPPEE KI YAY!

### Colorado Fruita Loops 1200

— by John Lee Ellis

The Colorado Fruita Loops 1200 is a new and different 1200k for us! Rocky Mountain Cycling Club is very enthusiastic about this ride, running May 15-19th. It explores the Colorado Western Slope, which has mountains, mesas, and above all, red rock canyons and rock formations. Its four stages all start and finish in Fruita, CO, about a dozen miles west of Grand Junction. This makes for easier logistics for riders and volunteers. Fruita is a bike-enthusiastic town, which you can enjoy while not riding the event itself. Overall, the peak altitudes are limited for Colorado, more approachable for riders from out of state, and Fruita itself is at a civilized 4,508 ft., making for comfortable sleeping. We are holding this in mid-May because this is the time of most comfortable temperatures (coupled with longer days) in this area.

**The Stages** – Stage 1 is an out-and-back to Naturita, through Unaweep Canyon over the Unaweep Divide, the mysterious canyon with rivers running in opposite directions.

Stage 2 is a lollipop southwest into Utah over the La Sal mountains,



Lone Star Roundup  
—PHOTO LINDA MIDDLETON

## Colorado Fruita Loops 1200

—PHOTO MARK LOWE



through Moab, and back via a quiet canyon road to Colorado.

Stage 3 hits the high point with a climb up the south face of the Grand Mesa above 10,000 ft., where you will likely encounter snow fields left over from the retreating winter.

Stage 4 is a combo day with a climb up to Douglas Pass NW of Fruita, followed by the spectacular Colorado National Monument, a highly scenic climb into dramatic rock formations, boasting the event's only tunnels, and ending up with a tour through Colorado's fruit and wine belt via Paonia.

**Distance Options** - In addition to the 1200k, we are offering a 1000k (the first three days plus an add-on at the end), and a 400k brevet the first day.

**Details** on stage length, climbing, the preliminary route and much else can be found on the Colorado Fruita Loops event page ([rmccrides.com/brevet-cfl-main.htm](https://rmccrides.com/brevet-cfl-main.htm)). The interest list is now open. We expect to open registration in January. We'd love for you to join us and experience this interesting region!

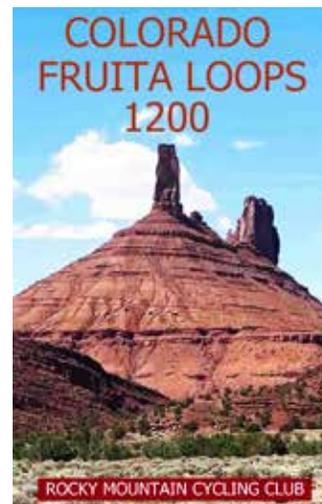
## North South Battlefields 1200K

— *by Phil Fox*

The North South Battlefields 1200K returns on May 21, 2026, for its second edition after a successful debut in 2023. Starting and finishing in Sterling, Virginia, the event is among the easiest logistically due to the close proximity of Dulles Airport.

Riders will trace a unique cloverleaf format of loops and out-and-backs. The course cuts through Virginia, West Virginia, Maryland, and Pennsylvania, with a challenging 37,000 feet of foothills and punchy climbs.

The first edition took riders through towns rich in history and character. Gettysburg and Antietam anchored the Civil War heritage of the route, while Fredericksburg and Manassas added further battlefield resonance. Shepherdstown, perched on the Potomac, offers colonial charm, and Winchester stands out as a Shenandoah Valley hub with layers of history. While the final route is pending, the region brings rich history to the physical challenge.



The North South Battlefields 1200K offers randonneurs more than just distance. It's a test of grit set against battlefield landscapes, historic towns, and the relentless rolling terrain of the Mid-Atlantic, where late-May conditions can swing from cool mornings to warm, storm-touched afternoons.

Find out more at [cyclingforever.com/northern-virginia-randonneurs](https://cyclingforever.com/northern-virginia-randonneurs)

## Garden State 1200K

— *by Paul Kramer*

New Jersey Randonneurs' Garden State 1200K is a cloverleaf event based out of a hotel in the middle of the state, running from May 28th to the 31st.

**Day One** is a flat 400k loop down and back through the cranberry bogs and blueberry farms of the Pine Barrens to the Cape May lighthouse in the southeast corner of the state.

**Day Two** is a moderately hilly 300k loop, heading northeast to the Jersey



Shore. After riding south along the coast, the route turns west then north to the finish.

**Day Three** is a flat 300k loop southwest through the Pine Barrens to the Philly suburbs and back.

**Day Four** is a hilly 200k loop that takes riders northwest towards the Delaware Water Gap through small towns and farms reminiscent of New England.

This is an unsupported ride, but you will never be more than 200k from your room at the hotel. There is no rider limit.

Look for information on this and other rides, plus contact info, at [njrandonneurs.org](http://njrandonneurs.org).

### Charmed Clover 1200K

— *by Rose Cox*

Join the Seattle International Randonneurs on June 20, 2026 for a brand new 1200k route! The “Charmed Clover 1200K” is based on SIR’s “Third Time’s a Charm 1000K” from 2022. This route features fantastic scenery, including Wynoochee Lake and Lake Quinault on the Olympic Peninsula, Capitol State Forest, the Pacific Ocean, and Mount Rainier.

Approximately 67k of this route is gravel; minimum 30mm tires are



Garden State 1200K

—PHOTO PAUL KRAMER

advised. Much of this route is beyond cell coverage, so a satellite-based tracker (Spot, InReach, etc) is highly recommended. Some sections will test your rando self-sufficiency skills.

As the name implies, this route has a clover leaf configuration – the start, finish, and all overnights are at the La Quinta Inn in Tumwater, WA. While

this makes logistics simple for riders and organizers, it also makes DNFing temptingly easy.

This would be a great “practice 1200k” for riders contemplating PBP in 2027. In addition to the full 1200k there will be a three-day 1000k option. Completing either the 1000k or the 1200k guarantees first choice of PBP starting time slot.



Coulee Challenge 1200K

—PHOTO ROB WELCH

### Coulee Challenge 1200K

— *by Kate Ankofski*

The Minnesota Randonneurs invite you to join us Aug 6-9, 2026 on a Grand Randonnée through terrain that will forever change your notion about cycling in the Midwest.

Our beautiful 1200k route includes a combination of great roads and bike trails with a focus on the challenging coulees in the Driftless areas of Southeast Minnesota and Southwest Wisconsin. The terrain will have some hilly sections, with multiple, occasionally steeper hills crossing ridgelines followed by pastoral valleys and many quiet, bucolic roads. The Coulee is excellent prep for Paris Brest Paris given a

similar amount of climbing. Along the way riders will enjoy passing through small farm towns in the coulees and river towns on the Mississippi River.

The Coulee is fully supported with a robust crew of volunteers on the roads each day and at each of the overnight hotels in Black River Falls, Reedsburg, Winona and the ride HQ in Apple Valley.

For those who want to enjoy the full Coulee experience we offer a pre-ride cruise the day before the ride and a pre-ride kickoff banquet. Registration opens January 1, 2026 at [mnrando.org](http://mnrando.org)

### **Western NY Waterfalls 400K/600K/1,000K/1,200K/1,300K**

— by *Pete Dusel*

A brevet with a control at one of the natural wonders of the world, another at the highest single drop waterfall east of the Rockies, and a third in earshot of an American auto road-racing Mecca. An area that has 20% of the world's fresh water running through it. Scenic and quiet side roads as much as possible. A visit to Amish country, where you might get to race a horse and buggy, and criss crossing the historic Erie Canal.

How cool is that!

2026 will be the fourth edition of the Western NY Waterfalls event. After three editions, the event is becoming mature with only minor changes for this year's edition.

The event is a cloverleaf design centered in the Webster/Ontario area of New York state. The route passes through a block of hotels in Webster, New York near the end of each leaf. This lets you set up "camp" in one motel room and get to sleep in the same bed every night, without having to pack and unpack every day. The start of each day's leaf will take you past the Ontario control where hot and cold food will be available around the clock. Requests for special diets will be honored.

The goal is to visit as many waterfalls in the region as possible. The

cloverleaf allows us to combine different length brevets and share a common start. The first leaf is 400k, which everyone rides; 600k is the first and fourth, up to 1,300k if you finish all five leaves. As much as possible, quiet, picturesque side roads are used. There are some unavoidable congested areas around Niagara Falls, which is after all an international tourist destination, but what a view, and you may get misted from the spray!

The second leaf dips a toe into a small portion of New York's Finger Lakes region and visits several more waterfalls, including one that's taller than Niagara Falls. Glacial features, including drumlins, highlight leaf three, and a mild 200k finishes leaf four for 1,200k. The fifth leaf, for those riding the more relaxed pace of the 1,300k, uses a section of the Erie Canal Trail for a very flat, tree-shaded ride next to the water.

More detailed information, including photos and videos from the earlier editions, as well as RWGPS route maps, are on the event webpage which can be linked to from the RUSA home page at [rusa.org](http://rusa.org)

### **New England 6-Pack 1200K**

— by *Phil Fox*

On September 24, 2026, New England Randonneurs will host the inaugural New England 6-Pack, an ambitious grand randonnéé spanning six states. Starting and finishing in Manchester, NH, the cloverleaf format sends riders in four directions over four days.

Day one heads north through the Pemigewasset and Sandwich Range wilderness of New Hampshire. Day two turns west toward Vermont's Green Mountains. Day three crosses Massachusetts to reach Rhode Island and Connecticut. The final day travels east to the Atlantic Coast, following the shoreline through Portsmouth, Maine and out to Cape Neddick Lighthouse before finishing in Manchester.

With over 40,000 feet of climbing,

this route highlights New England's dramatic terrain, from steep mountain grades and rolling valleys to winding forest roads and open coastal stretches. Each loop offers distinct scenery and local character, while the shared home base allows riders to recover and reconnect each evening. A 1000K option will also be available.

Late September brings cool mornings, mild afternoons, and highs near 70F. Early fall colors begin to appear in the northern ranges, and the six-state course makes this an excellent ride for anyone pursuing their American Explorer award.

Find out more at [ner.bike](http://ner.bike)

### **Endless Flats 1200K**

— by *Northern Virginia Randonneurs*

The Endless Flats 1200K returns for its second edition on October 8, 2025, closing out the RUSA grand randonnéé calendar for the year. Starting in Sandston, Virginia, conveniently located near the Richmond airport, the route is your gateway to the Old Dominion's rolling Piedmont countryside, historic waterways, whisper-quiet rail trails, and more.

As with other cloverleaf formats, riders can choose three days for the 1000K or four days for the full 1200K. However, the route is designed to cover more ground to explore with two nights in Elizabeth City, North Carolina before returning north for the day four loop near Richmond, Virginia. The terrain is defined by marshlands, rivers, and wide coastal plains, with highlights that may include Colonial Williamsburg and serene Albemarle Sound.

October weather is generally mild, with crisp mornings, pleasant afternoons, and the chance of autumn rain. The flatter profile encourages steady pacing and social riding, giving randonneurs an opportunity to connect as much as to endure.

Find out more at [cyclingforever.com/northern-virginia-randonneurs](http://cyclingforever.com/northern-virginia-randonneurs) 🚲

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**Arizona Desert Camp**  
Since 1996, PAC Tour has been offering various tour weeks out of Tucson, Arizona. The weeks differ to provide a variety of roads and cycling challenges. This is a great way to escape cold climates and jump start your training. Visit our website for detailed info on each week.

Week 1: Historic Week: March 7 - 14, 2026  
Week 2: Century Week: March 15 - 21, 2026  
Week 3: Mountain Tour: March 22 - Feb 1, 2026

**Western Route 66**  
April 18th - May 9th 2026  
2026 is the 100th anniversary of Route 66! Celebrate the Mother Road and join us on a fully-supported ride from San Diego, California to Amarillo, Texas. Guided by Route 66 historian and legendary cyclist Lon Haldeman, this is sure to be an adventure to remember!

**WisconsinTour**  
June 22 - July 3, 2026  
Explore rolling hills and beautiful coasts of our home state's Driftless Region & Door County. Come see why Wisconsin is a road cycling destination.  
11 Riding Days 850 Miles 30,000' feet of climbing

**Northern Transcontinental -**  
Aug 4th - Sept 9th, 2026  
We have been running the Northern Tour since 1992. The route has changed from year to year & it passes through many landmarks along the way. This is a challenge that will change your life forever!  
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SCAN ME!

# The Core — Central to Ultra-Distance Cycling Success?

BY SAMUEL THOMPSON

The American College of Sports Medicine and the United States Department of Health and Human Services recommend that healthy adults complete a core exercise routine at least twice a week. The core is involved in every movement, either by initiating or transferring force and core muscles are continually active in everyday activities such as sitting, standing, walking and reaching.

Through this article, I intend to explore the evidence for core training and provide some practical recommendations for ultra-distance cyclists. I will begin by defining the core and highlighting the important difference between core exercises and strength training. There is a common acceptance that the core is important for numerous reasons, but how much evidence is there to support these claims and does this specifically translate to cyclists, particularly those who ride for huge distances and duration? I will also explore the most effective exercises to include in a core routine so that it can be as efficient and effective as possible.

## What is the Core?

The very word 'core' is instructive in illustrating its central role within the body's musculoskeletal structure. Defining the core isn't as simple as it may seem though, as what is referred to as the core varies between studies, with many including upper and lower

sections of the body such as the shoulders, trunk, hips and upper leg (Hibbs et al., 2008).

When considering the role and function of the core for a cyclist, it can essentially be seen as an extensive structure made up of in excess of 30 different muscle groups which all work in concert to stabilize the spine, pelvis and hips. Akuthota et al. (2008) describe the importance of the core in sports as providing 'proximal stability for distal mobility.'

The major muscles within the core include:

**Abdominals:** The rectus abdominis (the 'six-pack' muscle), transverse abdominis (deep core muscles), and internal and external obliques (located

at the front and side of the abdomen).

**Lower Back:** The erector spinae, consisting of three muscles extending from the neck to the lower back which help maintain an upright posture and support the spine.

**Hips and Glutes:** Including hip flexors at the front of the pelvis and upper thigh, hip adductors which make up the musculature of the inner thigh, gluteus medius and minimus located at the side of the hip, and gluteus maximus located at the back of the hip and upper thigh.

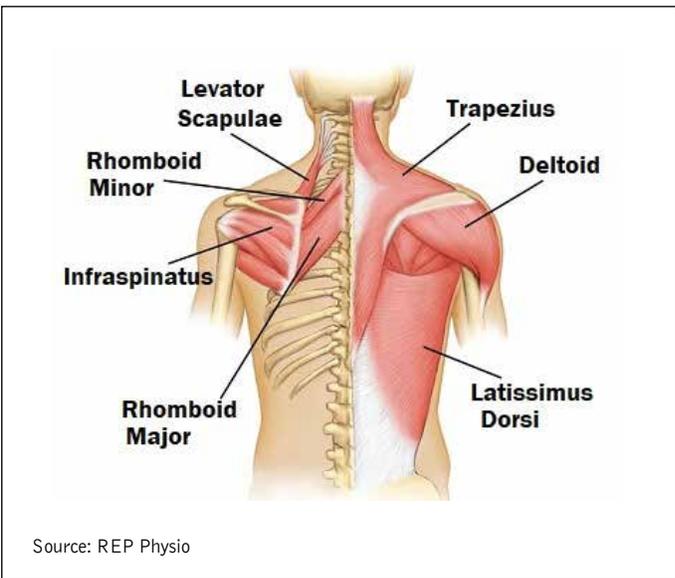
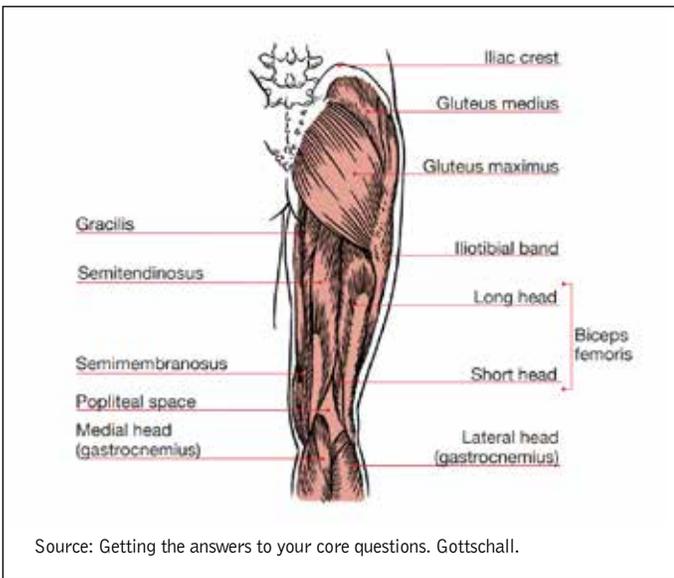
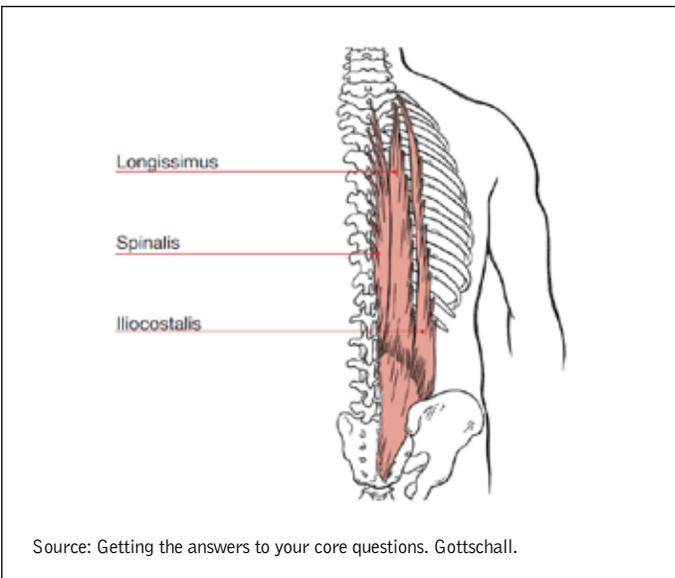
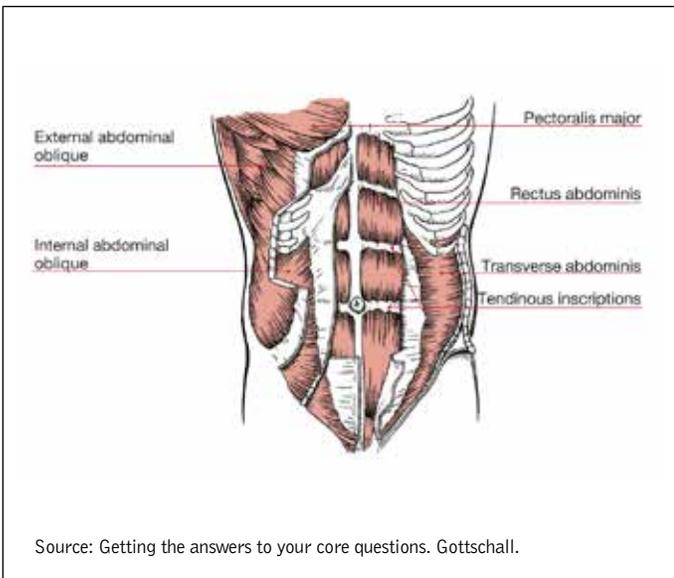
**Shoulders and Upper Back:** The trapezius, rhomboids and other muscles support posture and stabilise the shoulders.

## What is the Difference Between Core and Strength Training?

Core exercises are often confused with strength training. As we have established, the primary purpose of core exercises is to build a stable foundation for your working muscles. Pure strength workouts are more concerned with the targeted development of the working muscles, usually using heavy weights.

Incorporated within an appropriately periodised approach, and sensibly scheduled into an athlete's training

**... the primary purpose of core exercises is to build a stable foundation for your working muscles.**



week, strength training can be very advantageous. Workouts can add fatigue and muscle soreness, especially during a build period, so are best concentrated on away from key cycling objectives. Core exercises, on the other hand, are appropriate to include year round, as they are not intended to add excess fatigue to the athlete nor impact one's ability to do on-bike workouts.

**Why Ultra-distance Cyclists Should Do Core Exercises**

The most cited benefits of having a strong level of core stability include enhanced power transfer, injury prevention, better cycling dynamics and improved performance. In order

to dissect the true benefits and effectiveness of core training programs with respect to ultra-distance cycling performance, let us look at the relevant evidence for each.

**Enhanced Power Transfer (Gross Cycling Efficiency)** — Weijmans & van Berkel (2014) asked whether core stabilization exercises enhance cycling efficiency in their study involving 13 well-trained cyclists taking part in an eight week core stability training program. They could not find a significant improvement in gross cycling efficiency, although the 0.5% increase was close to the error margin of the hardware used. The authors conclude that even a small improvement in efficiency can

make the difference when margins are tight (or potentially when durations are very long, as in ultra-distance events) so encourage future research in this area.

**Reduced Injury Risk** — In a 2013 review, Bliven & Anderson highlight that the integration of core stabilization exercises into injury prevention programs, particularly for the lower extremity, is demonstrating decreased injury rates. For instance, there is substantial evidence illustrating differences in core muscle recruitment in low back pain (LBP) patients compared with healthy controls. This general consensus is confirmed by Hibbs et al. (2018) who note that improvements in lower back

AI generated image of a cyclist performing a plank: Google Gemini



injuries have been widely reported by improving core stability.

For a particular example, Ruckstuhl & Clémin (2019) explored the correlation between back pain and core strength within the Swiss national cycling team. They observed that having good core strength of the dorsal muscle chain was positively related to less frequent back pain. In addition, following a four month core training intervention, 47.9% of the athletes increased core strength and found significantly reduced back pain during cycling competition and daily life.

**Better Cycling Dynamics** — Abt et al. (2007) carried out a study looking at the relationship between cycling mechanics and core stability. Their protocol involved subjecting 15 competitive cyclists to an exhaustive cycling test before and after performing a core fatigue workout. In the test following core fatigue, altered cycling mechanics were observed, notably frontal and sagittal plane knee motion and sagittal plane ankle motion. Conversely, pedal force and work variables remained

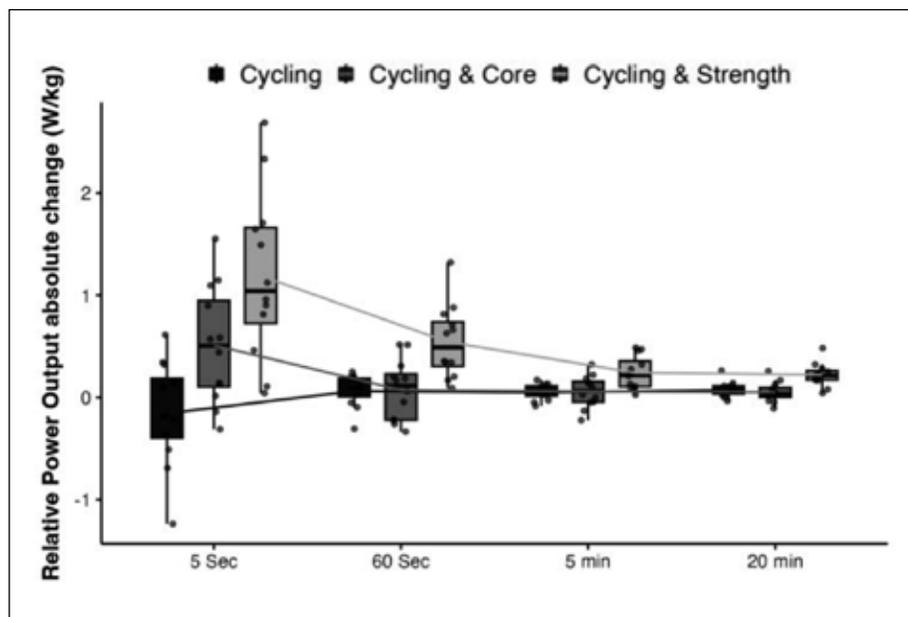
unchanged. The authors suggest that these results would imply compensatory kinematic adaptations to maintain a given power output, potentially exposing the knee and ankle joints to greater stress.

A lack of core stability was also considered to amplify the influence of other factors (e.g. strength imbalances, flexibility deficits, heavy gear selection) that are known to contribute to knee

pathology. This is particularly relevant for ultra-distance cyclists as riding for multiple hours with altered mechanics of the lower extremity exposes them more to these risks.

They conclude that “improved core stability and endurance could promote greater alignment of the lower extremity when riding for extended durations as the core is more resistant to fatigue.”

**Improved Performance** — Although improvements in core stability and core strength have been widely observed following a core training program, few studies have directly linked this with performance enhancement in sporting activities (Hibbs et al., 2008). Indeed, in a meta-analysis of randomized controlled trials across sports, Dong et al. (2023) noted that core training had almost no effect on athletes’ power and speed. Conversely, there was a large effect on general athletic markers, such as core endurance and balance.



Sitko et al. (2024) Absolute mean changes in relative power output by group and test.

Sitko et al. (2004) highlight that although previous studies have explored the utility of strength training in cycling populations, this has yet to be compared for core exercises. They divided 36 cyclists into three groups that performed either no strength training, conventional strength training, or core exercises. Peak power outputs were measured for durations of five seconds, 60 seconds, five minutes, and 20 minutes. Their results showed higher increases in relative power output for the conventional strength training group when compared to the other groups for all durations. The core training group increased their power output against the no strength training group across all durations, but only the 5 second power was statistically significant.

These ambiguous results can, however, be attributed to several considerations. The authors acknowledge that there is no gold standard method for measuring core stability and strength during sporting movements. Additionally, there is not yet any conclusive scientific evidence regarding the best intensity, volume, and distribution of core training sessions for the improvement of sporting performance. Therefore, the intervention used in their study may have produced insufficient stimulus to result in any measurable change in performance.

Whilst researching this article, I was somewhat surprised by the lack of definitive evidence supporting the widely cited and seemingly accepted benefits of core training. Does this imply that core training for cyclists should be seen as optional, or just a 'nice to have' on top of their regular on-bike training? I would argue no.

For ultra-distance cyclists, the evidence on injury prevention and cycling dynamics should be convincing enough

as to the benefits of having a strong and stable core. This is particularly pertinent for ultra-distance cyclists. A study on injury occurrence in ultra-endurance participants by Weir et al. (2025) shows 50% of cyclists participating in ultra-endurance events reported an injury in the past 12 months, with the lower extremity, and specifically the knee, the most frequent location.

We could also question how 'performance' is being measured in these studies. Short-term power metrics are often employed, which are not necessarily factors determining success for an ultra-distance athlete. With success in ultra-distance events more reliant on durability, resilience and resistance to injury than any short-term power measure, we would expect performance over long durations to improve as a consequence of improved core strength and stability. From the relevant wider evidence available, it is a reasonable conclusion to draw that

performing core exercises will only be beneficial for an ultra-distance cyclist.

### Which Core Exercises Should I Do?

If our objective is to elicit the greatest activation of the core musculature then it is imperative that we select exercises that effectively and efficiently target the intended muscles. To this end, Gottschall & Hastings' study in 2013 compared isolation and integration core exercises. Isolation exercises are simple, single joint movements, targeting proximal trunk muscles. Integration exercises are complex, multijoint movements that elicit activity across both proximal and distal trunk muscles. Their results indicated that activation of the abdominal and lumbar muscles was greatest during the integration exercises that required deltoid and gluteal recruitment. Furthermore, abdominal and lumbar muscle activity was greatest when balance was challenged, through the addition of



AI generated image of a cyclist performing a side plank exercise: Google Gemini

AI generated image of a cyclist strength training: Google Gemini

complex movements to traditional core exercises.

In the Dong et al. (2023) meta-analysis, the authors propose that adding core training movements suitable for the characteristics of the sport event will help improve the athletes' performance. The core needs to maintain a stable, static position whilst cycling to help facilitate the fast, dynamic movement of the legs when pedaling. As such, incorporating isometric holds can offer this element of sport-specificity to core exercises targeted at cyclists. These are holds where the muscles are placed under tension but are not contracting.

Some integration movements and isometric holds to consider include:

**Plank:** Lie face down with the shoulders above the elbows, forearms flat on the floor, shoulders and hips at an even height from the floor and feet wider than the hips. Build up to a hold of one to two minutes.

**Mountain climber plank:** Start with the shoulders, elbows and wrists aligned and the feet hip-width apart. Bring one knee to the opposite elbow while maintaining a flat upper body and twisting the lower body.

**Side plank:** Start in a side-lying position with the shoulders directly above the elbow, the supporting forearm flat on the floor and the feet stacked. Hold the other hand above the head for 20 seconds.



**Prone extension:** Lie face down with arms above the head. Lift and lower the chest off the floor by contracting the gluteal muscles.

**Bird Dog:** Start in a quadruped position with both hands and knees flat on the floor. Lift one leg and the opposite arm straight out to the height of the shoulders. Repeat on the other side. (All descriptions from *Getting the answers to your core questions*. Gottschall.)

### Building a Core Routine

I prescribe to all my athletes a core exercise routine to be done at least three times a week throughout the year. This frequency is in line with the interventions commonly undertaken in studies (such as Paul, 2018 and Chok, 2020), and the recommendations of coaching institutions such as the Association of British Cycling Coaches.

An effective way to construct an efficient and comprehensive routine is to employ super-sets. This involves doing multiple different exercises back-to-back before taking a short rest and repeating the set. Using the rest time to stretch/foam roll can be an even more time-efficient strategy.

Those new to targeted core exercises should start with basic movements and a number of reps or time of hold that is manageable, but still appropriately challenging. The degree of difficulty can be enhanced with minimal equipment by adding external resistance (e.g. a band) or a balance challenge. For exercises with the trunk off the ground, such as a plank, raising an arm or leg can increase core activity. Arokoski et al. (2001) found that completing a bridge exercise with one leg lifted increased muscle activity by at least 20% in the rectus abdominis and multifidi, and 200% in the external obliques.

### Conclusion

The core is the underpinning musculoskeletal structure for maintaining the postural stance and allowing for

*Those new to targeted core exercises should start with basic movements and a number of reps or time of hold that is manageable, but still appropriately challenging.*

optimal functioning of the surrounding limbs. In this sense, proximal stability through a strong core enhances distal mobility.

Although there is a lack of direct research on how core strength and stability enhances performance, there is a lot of evidence behind the global benefits core strength can bring. The mechanisms that have been explored with specific reference to cycling can be seen to contribute to overall performance enhancement, especially for ultra-distance cyclists, through the maintenance of good cycling dynamics and injury prevention when fatigued. After all, developing an injury during a ride is a surefire way to see a drop-off in performance and have a less than pleasurable time.

Fitting a core exercise routine into your training schedule should not be seen as overly complicated or time consuming. Focusing on basic integration exercises and isolation holds will prove to be an efficient and effective way of making the most of a session in less than 30 minutes 2-3 times a week. Find a time in your schedule which works for you and see core exercises as a priority, not just an optional extra. You will only reap the benefits, not just in your sporting activities but throughout everyday life.

## The Author

Samuel Thompson is an ABCC Level 3 cycling coach who, via his coaching & consultancy enterprise Acier, specializes in preparing cyclists for ultra-distance, self-supported events. He has over 10 years experience in randonneuring, including 3x Super Randonneur Awards and is an accomplished ultra-distance racer, achieving notable results such as 2nd at The Trans Pyrenees Race in 2019, 2nd at GBDURO 2022, and in 2025 set the fastest recorded time for the 4,750km Tour de France Randonneur in 12 days, 15 hours. 🚴

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# 10 States, One Day, By Bike

DEREK DANIEL REFORMAT, RUSA 13338

*“You cannot have your bike on this train.”*

The train conductor simply would not accept my bike, a Specialized Tarmac, on the Amtrak train heading from Boston, Massachusetts to Albany, New York

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My mind quickly ran through other ways I could easily get to New York and eventually New Jersey to attempt a recognized Guinness World Record by visiting the most United States in 24 hours by bicycle. My parents were already on their way to New Jersey. Perhaps they could pick up me and my bike, out of their way? This would add

an extra 300 miles to their drive, but I had no other option if I still was to ride the next day.

The previous record of eight states had been set by Sam Westby in 2024, by bicycling from Pennsylvania to Maine, and my plan included a large skirt north to Vermont to capture the 9th state. I needed to get from Boston

to the start in Milford, PA, and taking a train at least part of the way the day before was an integral part of the plan. Unfortunately, in the Northeastern US, most of these trains do not support cyclists with their bikes. Fortunately, my support team, my parents Michael and Barbara, agreed to drive me there.

With just an hour of sleep beforehand at a friend’s nearby, I set out at 3:15 a.m. from Milford. Early the following day, I completed the ride through nine states, traveling 383 miles in 22 hours and 26 minutes, finishing at a Circle K in Kittery, ME at 1:42 a.m. This was certainly a notable way to unofficially start the summer.

At the unofficial end of summer, on August 31 or Labor Day weekend, I set out again. This time I would beat my own record and ride through 10 states, eschewing Vermont, starting instead in Elkton, Maryland, near the Delaware border and riding nearly perfectly linearly in a northeastern direction, 416 miles to Kittery, ME.

There was at least one known prior attempt to break the nine states record over the summer: Dr. Oliver “Olie” Bridgewood, a host from the Global Cycling Network, had just posted on YouTube his unsuccessful attempt at this record on August 13. His ride was marred by severe thunderstorms and a crash on a slick metal bridge. It was just a matter of time before someone else would attempt this ride.



Philadelphia in the early morning.

—PHOTOS DEREK DANIEL REFORMAT



Lonely but quiet road at dawn.

A selfie taken during the second record ride.



It just so happened that I had been vacationing with family, friends and my girlfriend, Emily, in the North Carolina Outer Banks a week later. Having driven there from Massachusetts with my bike in the car meant that getting to the start in MD this time around would be less complicated. Emily was easily able to drop me off at the start while traveling back from NC. She later would meet me along the way again in New Hampshire, just prior to the completion of the ride. My parents were also involved in support on this ride, meeting me at three of the four stops along the way, two of which were improvised, and all of which were at 24 hour gas stations. Each stop was essential for handing off bottles and feeding, to limit time off the bike. Starting just after midnight, I successfully broke the record, taking 23 hours and 22 minutes.

Starting at 12:45 a.m., Maryland, Delaware, and Pennsylvania would

be traversed in the dark. Fortunately, the bike infrastructure in these three states, which included well paved road surfaces and bike lanes along most of the roads including numbered highways, helped to create a safer, smoother venture. The lights and hungry revelers lining up in the cheesesteak shops along Passyunk Avenue in Philadelphia around 2:30 a.m. made that part of the ride brighter and less isolated, a remarkable improvement from the lonelier roads south of the airport and city.

The Calhoun Street bridge, which is the aforementioned metal grate bridge crossing the Delaware River from Morrisville, PA, into Trenton, New Jersey had to be walked, as directed by the police who were there responding to a coincidental car accident on the Pennsylvania side. The walking/bike path along the western part of the bridge is made from composite wood boarding, and from there



New Brunswick, NJ in the morning light.



Ice Cream Lady at the last stop in Douglas, MA.

the previous record ride, from the last planned stop in Douglas, MA onwards. Just before midnight, I crossed into Maine and at 12:08 a.m. finished at the same Circle K truck stop on Route 1 as I had used on the nine state ride.

For these longer point to point rides, and to qualify for an official Guinness Record attempt, Guinness requires the .gps file converted to a .kml file (free file converters are available on the web). Additionally, I had two witnesses sign witness forms (provided by Guinness) at the start, and two different witnesses sign at the end; hence beginning and ending at 24-hour gas stations. Additionally, every stop during the ride needs to be filmed. Finally, Guinness requires a 2-minute video clip, either taken as a self-video while on the bike or from someone following, every hour for highlights. I took selfie videos and identified the time (with a separate wristwatch with the date), my current location, and an update as to how the ride was going.

I have been riding bikes recreationally my entire adulthood and just recently began riding competitively. First during medical school and later in residency training at New York University, I started long distance bicycling in the Tristate area, riding mostly out on Long Island, usually with a tailwind, ending rides in the Hamptons or Montauk and taking the Long Island Rail Road back into the city. It was a great place to learn because if you can ride in and out of New York City, you can ride anywhere.

Having moved to Boston in 2016, I enjoy bicycle riding in the New England area because of the geographic diversity, quick access to remote roads, and that from Boston especially, like spokes on a wheel, one may ride in almost all directions, with the exception of due east. I currently practice plastic surgery in a private practice in neigh-

I could watch several police officers canvassing the street and river in the middle of night.

Perhaps the only time a cyclist can safely ride the straight-as-an-arrow Route 1 in New Jersey between Trenton and New Brunswick is between 3:00 and 5:00 a.m., using the reserved third right lane which is a shoulder off peak. The ride continued across the Meadowlands from Newark into West New York, NJ and I crossed the George Washington Bridge at 8:30 a.m. It was there where I enjoyed the only real meal or food for the day, a peanut butter and jelly sandwich on rye bread, generously made by my friend, Greg, who lives in New York City.

Crossing Manhattan and then the Bronx early on a Sunday proved rather breezy — in the right way — with relatively light traffic and decently

paved roads. In the wrong way, the actual wind for most of the day was coming from the north and northwest, creating a cross-head wind all the way until New Haven, Connecticut. Besides slowing me down, it also dried out my left eye, despite wearing glasses throughout the entire ride, blurring vision on that side. It was from here that much of the climbing along the journey would commence, into what is known as the Quiet Corner of Connecticut. These were by far the nicest roads for cycling along the entire route; undulating and twisting in and out of deciduous forests and along horse or cow farms. From there the northwest corner of Rhode Island at Buck Hill would be spanned on just two roads and the route from MA to ME through NH was well known to me since it was ridden once before on

boring Brookline, MA and volunteer as an Instructor of Surgery at Harvard Medical School. I commute daily by bike from the city to the office or hospital throughout the year, including during the winter, and I ride for a club team called COAST, both road and gravel races.

While this is a story of a ride and a rider who always wears pink when cycling, equally as important, it recognizes the teams that make these sorts of rides possible. Without their support, I would not be able to even attempt world records. I'm extremely grateful to have family and friends including Michael, Barbara, Ashley, Emily, Ron, Renee, Daniel, Timo, Steven, Greg, and Mark available and able to help. Recognition should go to all the people that make these efforts feasible, safe, and enjoyable.

My ride can be viewed at [www.strava.com/activities/15655615398](https://www.strava.com/activities/15655615398) and you can find me on Strava and Instagram as @thepinkcyclist. 🚲



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# The Audie Murphy Memorial Metric Century

BY JOE LANDRY

A couple years ago I was out doing a solo perm when I stopped to get water at a park in the small town of Farmersville Texas. I saw a sign with an arrow pointing the way to the Audie Murphy Trailhead. “Hmmm, who is Audie Murphy?” I thought to myself. When I got back home, I Googled him, and I was amazed at what I learned. If you are a veteran, you probably know who Audie Murphy is. If not, read on.

It turns out that 2025 is the 100th anniversary of Murphy’s birth, so I decided to celebrate with a Lone Star Randonneurs event. Murphy was born during a north central Texas summer, which can be brutally hot and discouraging to a lot of normally hearty randos. I decided to make the ride a nice, short 100 km populaire that stops by a couple places that commemorate Murphy’s life. Luckily, we didn’t have to celebrate Murphy’s 100th year with a 100° F temperature.

We gathered on the morning of July 12th (100 years and 22 days after Audie’s birthday) in Princeton, Texas, and I gave the group an ad hoc briefing on the first half of Murphy’s life. He

was born in the tiny community of Kingston, northwest of the Dallas/Fort Worth metroplex, the seventh of 12 children.

He was attending fifth grade in the nearby town of Celeste when his father, a poor sharecropper, deserted

the family. Young Audie dropped out of school and found work picking cotton to support the family. When he was 16 his mother died, and some of his siblings were put in an orphanage.

Later that year, Japan bombed Pearl Harbor, and Murphy decided to enlist in the military. He was originally rejected for being too young and too small, but with the help of his sister, he falsified a document and successfully enlisted in the Army. By the end of the war, he had received every possible US medal of valor, as well as a few medals from France and Belgium.

Today he is generally recognized as the most decorated soldier in US history.

With this inspiring story told, we headed out of Princeton. I have been

Yet another new suburban community in Princeton, Murphy’s birthplace in 1925.

—PHOTO JOE LANDRY



Lone Star randos at the  
Audie Murphy Memorial in Celeste.

—PHOTO DAN DRISCOLL

riding through Princeton for a few years now, and every time I pass through, it seems like another subdivision is going up. According to the Census Bureau, it has been the fastest growing city in the U.S. for two years running, last year increasing its population by almost a third to around 37,000. On the way out of town we saw a giant advertisement for a new community being built around a ginormous, irregularly shaped swimming pool. Seems like riding your bike around and around the “lagoon” would get boring, but to each his own.

Our first historical stop was in Celeste. On the way out we had a delightful delay due to post-parade traffic in Blue Ridge. The Independence Day Parade earlier in the month had been postponed due to rain. (Perhaps you heard about the terrible flooding and loss of life on July 4th further south near Kerrville, Texas?) We got plenty of smiles and waves.

When we reached Celeste, we first stopped at an Exxon convenience store, where I pulled out my phone and showed the group video clips from Audie Murphy’s movies. After World War II, the actor James Cagney invited Murphy to come to Hollywood. Murphy ended up being in 44 films, mostly westerns and war movies. Perhaps his most notable film was *To Hell and Back: The Audie Murphy Story*, a biographical movie where Murphy



played himself. The background music for the movie clips were country music songs that Murphy performed during his post-war singing career.

From the Exxon in Celeste, we biked another quarter mile to reach the town’s Audie Murphy memorial and took a group picture. Other towns in the area also have commemorations of the local hero. Further south, Kingston has a plaque showing his birthplace, and south of there, Greenville has the Audie Murphy Museum. You can go there and learn about his life story and his many acts of valor.

Murphy started the war in the North Africa theater, receiving training in Morocco, and then served in French Tunisia and Algeria. He then shipped off to occupied Sicily, and participated in the landing on the Italian mainland at Salerno.

During his time in Italy and France, he went on several scouting missions,

capturing and killing many enemy soldiers. On one such mission, his party of three was ambushed, with one dying from German machine gun fire. He and his surviving companion repulsed the attack and killed five enemy soldiers.

Later in southern France, when his platoon was attacked, he retrieved a machine gun and repelled the assault, killing two and wounding one. When the enemy took shelter in a nearby house and shot one of his men, Murphy advanced on the house while under direct fire and killed six German soldiers, wounded two, and took eleven prisoners.

Murphy was not immune to the weapons of war or the ravages of disease. During his time in Europe, he was wounded three times, including a shot in the hip which resulted in gangrene; he was also hospitalized for malaria twice.

In every case he returned to serve his men and his country. He is perhaps best known for his actions at Colmar Pocket, where a wounded Murphy climbed up on a burning tank destroyer and used its .50 caliber machine gun to single-handedly repel advancing enemy troops for an hour, killing and wounding about 50 of them before running

***After World War II, the actor James Cagney invited Murphy to come to Hollywood. Murphy ended up being in 44 films, mostly westerns and war movies.***

out of ammunition and retreating. After the war, Murphy returned to a hero's welcome in Farmersville.

We left Celeste and biked back west and south to Farmersville to check out a plaque commemorating his homecoming. We then made the final push back to Princeton. During a shade stop, I talked about how Murphy was an early advocate for mental health care for veterans. Murphy himself suffered terribly from post-traumatic stress disorder (they called it "battle fatigue" back then), and he slept with a loaded gun under his pillow. To deal with the resulting insomnia and nightmares, he took sedatives, to which he became addicted.

Though he successfully overcame the addiction by locking himself in a hotel room for a week, he still suffered mentally and emotionally from his war experiences. Speaking openly about his own problems, Murphy lobbied the government to support studies of the effects of battlefield experiences on soldiers, and to provide mental health benefits.



Audie Murphy died tragically in a plane crash just before his 46th birthday.

When we finally rolled back into Princeton, I had accomplished my two goals. I got the group out for a relaxing 100 km pop on a hot Texas summer day, and I educated a few people about a real American hero. If you made it this far through the article, I am thinking that I educated you as well! 🚲

Bikes donated by randonneurs and community members to get PH's Denver Hub up and running.

—PHOTO MIKE TUREK

Some of the veterans helped by the RMCC crew.

—PHOTO LY CHHO



# Gratitude to my Fellow Randonneurs: Transforming Lives Through Project Hero

BY MIKE TUREK

In 2016 several people took a leap of faith and launched a local Hub of Project Hero in Denver, Colorado. Project Hero is a national nonprofit dedicated to helping veterans and first responders heal from PTSD and mental health challenges through the power of cycling.

In March 2017 my wife and I met with my mentor, Chris Wiegand of Adaptive Adventures. He looked me in the eye and asked, “Do you know what you’re getting into?” My honest answer today? “Nope! If I did, I might not have started.” We’ve faced many tribulations! Without the support of our local randonneurs through generous donations, ride support, bicycle maintenance, and even literal burger flipping, we wouldn’t have made it.

Nine years later, our Denver Hub thrives thanks to continued partnerships with the Denver VA, Adaptive

Adventures, GE Vernova, and the Rocky Mountain Cycling Club (RMCC). Together we offer veterans cycling opportunities three times a week, fostering healing, community, and purpose. Over 30 members logged 1,762 rides and 32,772 miles in 2024. They are on a similar pace this year to match last year’s totals.

The impact? Transformative. We’ve witnessed veterans move from homelessness to leadership roles within our Hub. Others have found freedom from the ghosts of trauma, shed dependencies, and rediscovered the camaraderie they thought was lost since their service. Through shared miles, sweat, and outdoor adventure, our riders have rebuilt lives – one pedal stroke at a time.

To my fellow randonneurs: you know the clarity and strength that come from a long ride. Imagine channeling that into healing. That’s what Project

Hero does, and we’re grateful for RMCC randonneurs’ support in making these stories of resilience possible.

Thank you fellow randos! 🚲

If you are a veteran / first responder or want to volunteer nationally, visit [weareprojecthero.org](http://weareprojecthero.org) or [Facebook.com/projectherodennver](https://www.facebook.com/projectherodennver), or just reach out to me.



John Mangin has been very generous with both his time and skills.

—PHOTO MIKE TUREK

Mark Michel (RMCC President) and Lloyd Jones (RMCC Treasurer) have been instrumental in the success of our Denver Hub.

—PHOTO MAINDRU

# Gender Data in Randonneurs USA

BY RUSA BOARD

**In December 2024 the board undertook a survey of members as part of a review of Randonneurs USA (RUSA) collection and use of gender data.**

Our objectives with the gender project were as follows:

1. Maintain and foster a welcoming environment for all members.
2. Develop a long term solution, as gender coding and display have come before the board many times over the years.
3. Correct what was, in retrospect, an incomplete solution in 2021 when we added Non Binary / Decline to State as an additional gender option. It was a major enhancement but didn't go far enough and conflated the two.
4. Promote a solution that provides accurate demographics, to the extent possible. That will only result from people recording gender accurately and with assurance that their information is private.

Our main conclusions are to expand the gender options, moving to Man / Woman / Non Binary and Decline to State (M,W,N,D) and drop any gender designation from awards listings on the *American Randonneur* magazine as well as online. Gender data will only be available to membership in aggregate demographic reports. Our privacy policy will be updated to reflect these changes.

## **1) The move to M,W,N,D is a simple change with major impact.**

The N & D are splitting what we already have with the currently combined N/D category. The feedback from our membership and a look at other organizations indicates that M,W,N,D is more welcoming.

## **2) We are opting to drop gender from all awards listings.**

- We want a long term solution.
- In RUSA's first decades, its publications adopted some ACP conventions for displaying the gender of some riders, for some brevet rosters and award listings. Over the years, the practice was increasingly standardized in the magazine. However, rationale for the

practice did not accompany its use (the magazine rarely made reference to the gender code.) As a result, the purpose of the practice became less clear over time. Today, RUSA has at its disposal a wider set of communication channels. With our monthly Between Controls publication and social media, we have pictures, videos, and more frequent means of communication, increasing the ability to show the extent of women and non-binary riders participating.

- In one-on-one conversations, group discussions, and through survey feedback, the RUSA Board has come to understand that, while some members appreciate the convention of distinguishing some gender designations in award listings, many find the practice as a barrier to being treated as equals in our sport. Randonneuring in the United States has never divided participation categories by gender, age, experience, etc. The changes we are implementing today bring our awards listing into alignment with this important feature of our sport.

- Members are currently using the N/D category as an ad hoc privacy setting, at the expense of accurate demographics data. That is occurring

due to some not wanting to display their F on awards listings or simply because members feel that it's private information and do not want to draw attention to what they feel is irrelevant in our sport. While we could introduce a separate privacy setting, that would further complicate things.

- After introducing the conflated N/D gender category in 2020, some long-time randonneurs and recent new members have self-selected out of displaying their gender. Any given awards listing might include some women identified as such and some not. The awards listings themselves, meant to be a positive contribution, have become controversial.

- The survey results did not overwhelmingly provide direction.

- The Board decided that the tradeoffs were worth it – usefulness in increasing participation from women and non-binary riders vs the ongoing controversy regarding coding and display and our desire for accurate demographics.

## **3) Timing – Website privacy enhancements will drive the timeline for implementation.**

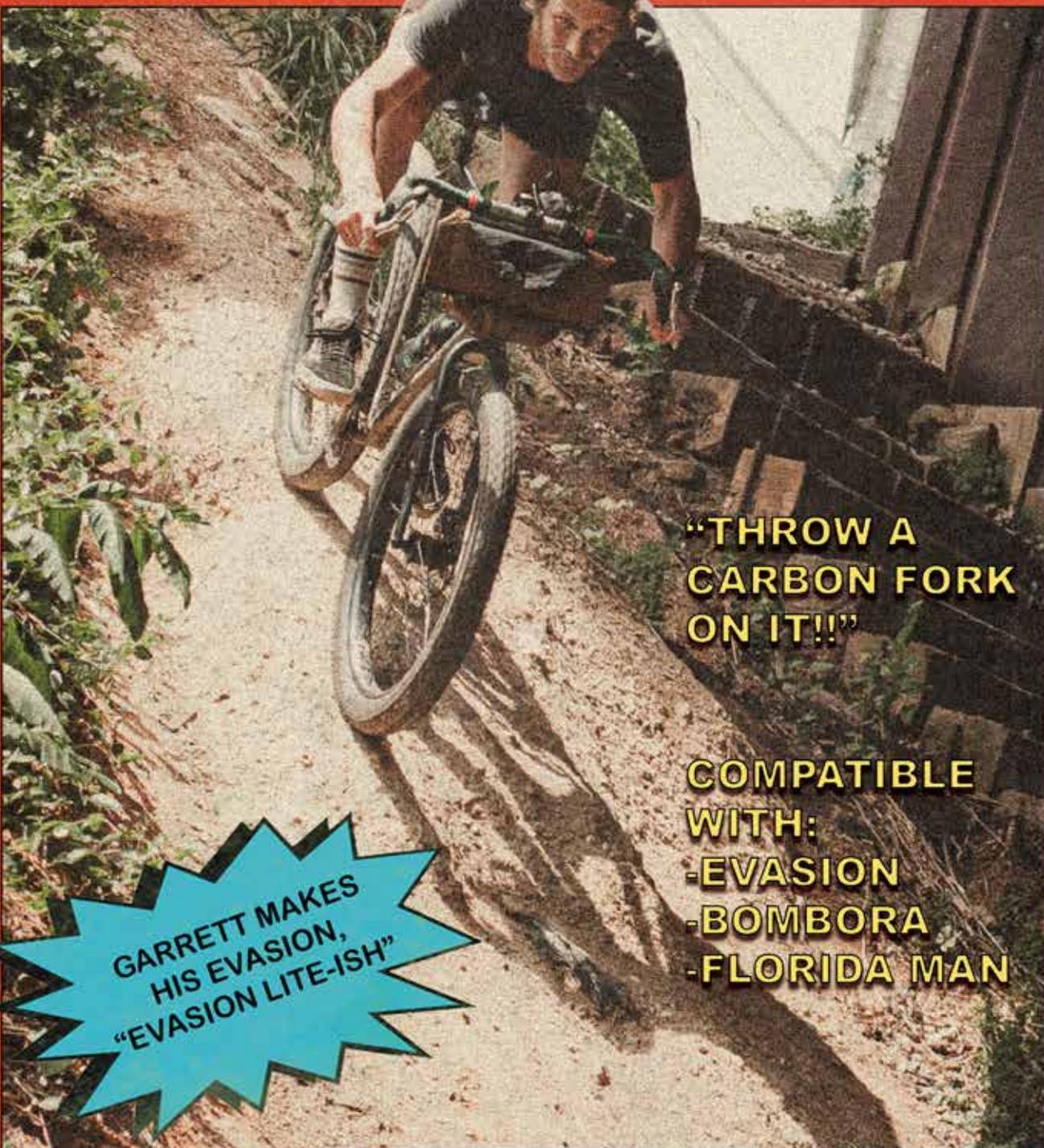
To complete this process, we need to move personal data updates behind a login. Work is already underway. Although not related to gender, some RBA functions are being used as a trial.

## **4) Survey Results – The numbers tell part of the story but as much or more came from comments and offlist discussions with members.**

**The Randonneurs USA Board:** Dave Thompson, Dawn Piech, Gardner Duvall, Chris Argo, Charlie Martin, John Lee Ellis, Bill Bryant

# **CRUST**

## **CARBON FORK**



**“THROW A  
CARBON FORK  
ON IT!!”**

- COMPATIBLE  
WITH:**
- EVASION**
  - BOMBORA**
  - FLORIDA MAN**

**GARRETT MAKES  
HIS EVASION,  
“EVASION LITE-ISH”**

# East End of Reality: Cape Nosappu 1200K Ride Report

BY BEN SWARTZ

Despite all the time I have spent in Japan – including living there in college – I’d barely been outside the major cities. As I had never been to Hokkaido, when I heard about the 1200k there, I circled it in my mind.

After DNFing NY-Montreal-NY, I knew that I wouldn’t let that happen again and started thinking about how I could avoid repeating the same mistakes. I took winter training more seriously and going into the 2025 brevet season, I felt good.

Unfortunately, the rando gods had something else in mind. The season was brutal. Plagued by headwinds and heat, each ride felt harder than previous iterations. After the flèche I thought “That was the hardest ride I’ve ever done.” After a particularly windy 600k, doubt began creeping in. Was any of my preparation actually helpful? Would Hokkaido end up being another DNF?

I talked with my brother Noah about my anxieties. He suggested I contact his coach, rando JinUk Shin, who accepted me as a client with two months to go. As the workouts progressed, my anxiety steadily grew.

With two weeks to go, I did an outdoor training ride on a local bike trail. After a couple of minutes I rolled over a short patch of mud. Instantly my back wheel lost traction and I flew off the bike.

I got up to assess the damage: my knees and shins were badly scraped while my rear wheel had taken most of the impact. It needed to be replaced ASAP. When my LBS couldn’t do it that night, I began to spiral downward.

At this point my anxiety truly began to boil over. Even though there were contingencies, all my brain would let me see was the idea that I wouldn’t be able to make it to the start line. All I could imagine was me at the start without a bike to ride. All I could envision was another failed 1200k. The only thing I could picture was me being defeated by a stupid patch of mud.

My brain wouldn’t let it go. Even when a mechanic offered to build the

wheel and send it the next day. Even when the wheel arrived. Even when I got my bike packed. Despite my anxiety continuing at the airport, I had a smooth flight and picked up my bike without any issues. I met up with Noah and his partner Claire at our hotel in Tokyo. We had a week to be tourists in Japan before heading to Sapporo, where the ride would begin.

The day before the start my girlfriend, Jessica, got into town and we headed to the pre-ride meeting. The organizer had something really special planned – Rando Jazz! Five Japanese randos took to the stage and played a jazz concert.

Then we headed outside to a beautiful summer day in Hokkaido. We walked past the city’s central park and feasted on pizza and ice cream before heading to sleep.

Surprisingly, I slept through the night, but ran into two problems. First, I realized I had packed my glasses in my drop bag. Second, during the bike-check my rear helmet light exploded. My thought that “everything will be fine if I just get on the bike” began to melt away. Thankfully, a volunteer lent me an extra pair of glasses and I fashioned a taillight onto my helmet and was approved to roll.

Finally on my bike, I felt good. The miles began to fly as I knew all I needed to do was pedal. With almost 250 riders participating, I never felt alone. Claire and I rode together and caught up with Noah at the first

*“Taking a breath, I sat on the floor of the well, with my back against the wall. I closed my eyes and let my body become accustomed to the place. All right, then, I thought: here I am in the bottom of a well.”*

—HARUKI MURAKAMI, “THE WIND-UP BIRD CHRONICLE”



control. Knowing that a minute saved was a minute slept, I kept my stop short and headed off by myself.

After the second control, I got caught by Claire and Eric Larsen. We rode past cute rural towns before heading to the big climb: Kitami Pass. It was long – around 8 miles – but thankfully a steady 3 percent grade. The view from the top was gorgeous and Claire and I enjoyed the nice long descent together.

At the bottom we reached a SeicoMart, a convenience store chain

exclusive to Hokkaido. I got a Tonkatsu rice bowl that tasted sooo good. Before long, we heard someone call in English. We turned around and it was Noah! As we biked along, he continued his tradition of singing sea shanties to break up the monotony. I can't remember the first one, but it definitely mentioned grog.

As I approached the overnight I began thinking about how good my pace was and how, unlike on NY-M-NY, I could get some proper sleep.

Atop Bihoro Pass, looking down on Lake Kussharo.

—PHOTO NOAH SWARTZ

I got into the Kitami Control, was reunited with my glasses, and got a big plate of Japanese curry. I tucked in and got a full five hours of sleep.

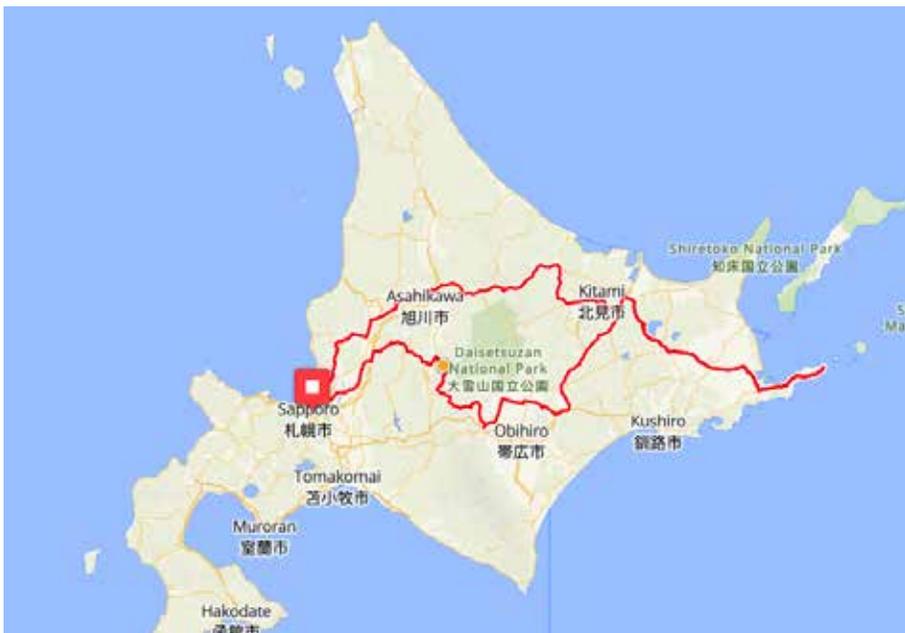
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We knew Day 2 was the longest day, but thankfully it was mainly flat, with just one big climb to start the day, Bihoro Pass. I had booked a hotel that made Day 2 around 370km.

Bihoro Pass was another long gradual climb. At the top we were rewarded with a beautiful view of Lake Kussharo. After we snapped a couple of pictures we rode down the other side, past my hotel and onwards to the long, flat, straight out and back to the coast.

Planning to ride together for this stretch, we headed off, knowing that we would be on it for many miles. Unfortunately, every 10 meters there was a huge divot where the concrete was initially laid. The three of us weaved around, stifling what little benefit our teamwork provided.

Soon it began to deluge. We continued riding, but the three of us were



The Cape Nosappu sign.  
A lot of night riding on this one.  
—PHOTO NOAH SWARTZ

Ben, Noah, and Claire at the  
start on the first morning.  
—PHOTO ESSICA COLNAGO



toolbox that I didn't know existed. I told my legs that their only job was to keep pedaling, and my brain that its only job was to stay awake. To get through this stretch I had to completely dissociate. I couldn't let my brain get in the way of pedaling.

As the miles rolled past I began to wonder if I'd ever get to the hotel. I thought about the ride that morning – nearly 22 hours ago. There should be a huge descent any minute now, I thought, but miles passed and it never came.

Finally I hit the descent that I had been thinking about. Was it a dream? Was I asleep on my bike? I began to feel cold; the descent was long enough that my heart had reached its resting rate. I got to the bottom and slapped myself to make sure that I was still awake.

Then the hotel emerged on the horizon. "A bed," I thought. "Finally!" When I got in I felt like a ghost. I must have looked like one too.

.....

I woke up in a haze and met Noah and Claire in the lobby. Compared to NY-M-NY, having more than an hour of sleep suited me well. I was slow up Bihoro Pass but it felt doable. We had to get back to Kitami, but after the descent, the sun fully came out and began sapping what little energy I had left. By the time we got in, I needed to take a beat to recover.

Our sea shanty creations had continued since the first night. Well into day three, we began making rando-parodies of songs to keep us occupied.

I came up with a couple bars to a Biggie Smalls "Party and Bull\*\*\*\*" parody: I was an ancienne since the cue card era / Not a Garmin; instant ramen; lit halogens / Roller dogs were a daily routine since '93 / A Little Debbies as my treat.

As Noah tried to riff on that (...asked me if I had something to eat / sure do two cherry Gu's in my shoe), Eric pedaled up to us and asked us how the previous night had gone. I mentioned that I was having trouble staying awake. Eric replied, "Oh, whenever I'm tired I do this" and then, at full volume, let out something that can only be transcribed as "SKIBIDIDIBIDOBEBEE-BEBOOBOOBONKBONKBEEEP"

Soon enough, we rolled into Rikubetsu, known as "the coldest town in Japan," which was having their summer festival. As I was getting ready to leave, a young kid turned to me and said "Ganbatte!" Japanese for "you got this" and told me that what we were doing was really amazing.

The sun began to set as we rolled out and soon the skies opened up and it began raining. Claire and I stopped to put on our rain gear, but Noah sped ahead. Despite not being torrential, the rain continued for many hours, which, paired with the divots in the road, made visibility low.

The rain continued and Claire and I got into the penultimate control for the day – Noah was long gone. By this point I realized we were in for another long night. Claire and I went back into the darkness of sleep deprivation.

After a number of miles, in honor of Eric, I let out a loud "SKIBIDIDIBID-IDIDOOBONKBEEP" and then began singing "One Line! Pace Line! Let's ride together and we'll ride all night!" We continued riding and building on the earlier sea shanties by playing a singing game where we punch-drunkenly tried to come up with rhyming verses that were mildly grog-related.

As we hit a descent I started belting out "ONE GROG, THREE GROGS, Let's Grog together and we'll grog all night!" and then started laughing

The organizer had a treat for us: a rando jazz band!

—PHOTO BEN SWARTZ



maniacally. Not hearing my newest parody of One Love, Claire asked me what was going on, which only made me laugh more. Then I started laughing even harder because I realized how crazy it was that I was laughing so hard. After what felt like an eternity, I finally stopped and told her about the new hit song: One Grog, Three Grog.

We continued to sing and kept each other awake until we finally got to the overnight. Hitting my futon I knew there was only one more day of this nonsense left.

.....

I woke up and Noah was there, but Claire had woken up early and set off without us. As the two of us left, all told I didn't feel so bad - and there was only one way back to Sapporo.

After the first climb, I looked at my computer. There was less than 200km left - I was so close - but I also felt like I

would spend the rest of my life on this bike. It wasn't dark out, but metaphorical mental darkness surrounded me.

We later caught up with Claire and some of the American riders. Patrick Chin-Hong mentioned that we should all roll together to make sure that Colin Moy finished his first 1200k strong. Noah piped up to mention that it was my first as well. The more the merrier!

At some point, a group of Korean riders passed us at a clip and everyone started to try to catch their wheels. I tried to keep the pace but realized that I was burning through what little energy I had left.

I let them go and as the sun began to set I looked around. The only person on the road with me was Colin.

So much for making sure we finished our first 1200k strong! We rolled into the last control before the finish together and met the others who were all destroyed from holding the pace of the Korean group.

As we rolled out of the control, the sun set completely. Noah, Claire, and I began singing again. Soon it became completely dark. Despite being less than 15 miles from the finish, I started to believe that I would forever be on my bike. Eventually, we made the final turn. I finished! I got my final stamp and turned in my brevet card. 87 hours and 26 minutes.

After passing out, apparently I woke up at 4 a.m., turned to Jessica and said, "Jessica, I need to get back on the bike." "No Ben, you're done," she responded. "I know, that was a joke... just for you," I muttered as I gave her a kiss and went back to sleep. She told me about this the next morning.

When I awoke the following day, the accomplishment still hadn't sunk in. It didn't feel like I had accomplished this Big Thing, nor that I had earned my revenge against the NY-M-NY DNF. Could it have been that the dissociative trick I played on myself began hardening?

As Jessica and I headed to an onsen, I thought about how it felt like I was truly at the bottom of the well, enveloped in darkness during all the night riding that I had to do. I jumped into the hot springs and let my aches and pain melt away as I stared into the lake. Was it real? Am I still on the bike? 🚲

At the Rikubetsu Festival in the coldest town in Japan, a giant boucne house.

—PHOTO BEN SWARTZ



# CAPE NOSAPPU

EAST END OF THE WORLD

AUGUST 11-14, 2025

► Patrick Chin-Hong



Karikachi Pass: Claire Mirocha chases to catch on to a small group on Day 4.



On the final day, riders stop at a Lawson convenience store for a quick bite of lunch and a short respite from the hottest day of the event. I am lost in chatting and haven't realized that my group has long gone without me. It will be another chance for me to race and play catch-up.



CROSSING LAKE TOBETSU FUKURO

It's an hour after the 6am wave has started, and we are crossing Lake Tobetsufukuro. The early fog has lifted and the speed has calmed a bit as riders settle into a more sustainable pace, though the energy is still high with riders chattering nervously. We are glad for the cool weather—for now.



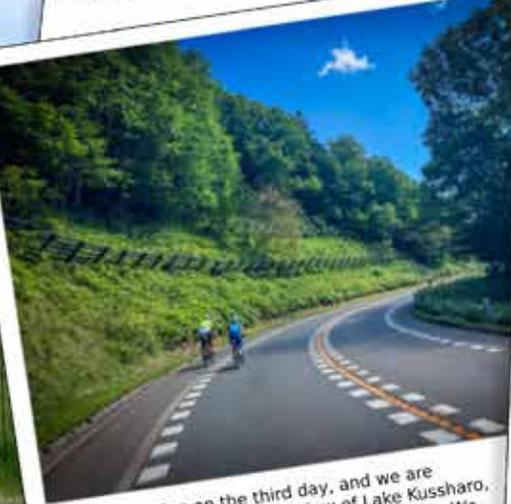
On the final day, we wake early and look for Masami, who has stayed overnight at the previous contrôle. Here, Takao and Masaru wait patiently for her arrival.



Beautiful geometric curves and soft morning light. Tunnels, especially the longer ones, echo loudly as traffic goes through. It takes a while to get used to the amplified roar, and we are happy to exit. Still, they are mesmerising.



The Furano melon is highly prized in Japan: not only does the ride pass through the region that produces it, but we are lucky enough that the fruit is in season. We stop at one of the roadside stands to sample the fruit, and it is otherworldly. Atsushi Tony Tanaka tells me of Hokkaido's agricultural connection to Amherst, MA; it's such a small world.



It's mid-morning on the third day, and we are climbing up to a spectacular view of Lake Kussharo, a caldera lake with exceptionally clear waters. We take a break when we reach the top of the climb to take in the incredible views.



Brevets are rides that require self-sufficiency: cyclists stop at stores they find along the way, or bring whatever they absolutely need with them. Here, a blue whale strapped carefully to a rider likely falls in the latter category.



Dusk falls on the first day and street lamps help illuminate the way as we cross the Yubetsu River. Depth perception suffers and eyes fatigue at night when the landscape disappears into darkness; we force ourselves to look up from the narrow swaths of headlight even though there is nothing to see.



I take a short nap at Betsukai and chase after Masaru when I wake up. I find him waiting at the Cape Nosappu turnaround, and we sightsee a bit together. I look for Russian patrol boats but see none, so we make faces and take silly photos instead.



The pre-ride notes include the danger of bears and 900 km of horseflies. Many riders carry little bells on their bikes to alert the aggressive bears of our presence, but we are unsure of how to deal with the horseflies. At the start line, Masaru presses a tiny dragonfly into my hand. "Tonbo," a rider tells me. Some riders use these decoys to scare away the flies, and I pin her to the back of my vest; I am not attacked by a single horsefly during the entire ride.



During the shakedown ride the day before the start, Grant McAlister and Jeffrey Cannon roll through the leafy campus of Hokkaido University.



We cross the Ishikari River one more time. We are so close to home here on the last day, and everyone is in a jovial mood. We've got this.



The final early morning at Shimizu and folks tiptoe past sleeping riders, soon themselves to wake up after their too-short naps. One more day.



It's late on the first night and riders are exhausted in the heat. We nap if sufficiently tired, wherever we can, however we can—even, like here, straddling our bikes with heads over the handlebars. When we begin to tip over, we know it's time to go.



Eric Larsen shows us his purchases at the Kitami stop and I document my skepticism. We have leapfrogged throughout



Colin Moy rides steadily into the sunset of the final evening. It will be his first successful 1200k, and we are cheering him on.



Ben Swartz, Noah Swartz and Claire Mirocha smile on the last day. It will be Ben's first successful 1200k and the trio is in a good mood, having sung through the nights to stay awake.



Beautiful hills a couple of hours into the ride. The journey across the island is a long one, and we settle into the rhythms of what will be the next several days.



While waiting for his instant ramen to cool, Masaru Ijichi shows his tan lines, the most impressive being the imprint of his watch. It is close to midnight on Day 2, and sleep is calling. Behind him, the gentle snores of already-sleeping randonneurs rise from the futons on the gymnasium floor.



Brian Feinberg opts for a sit-down breakfast at a 7-Eleven in Shintoku, not long after leaving the overnight contrôle on the final morning.



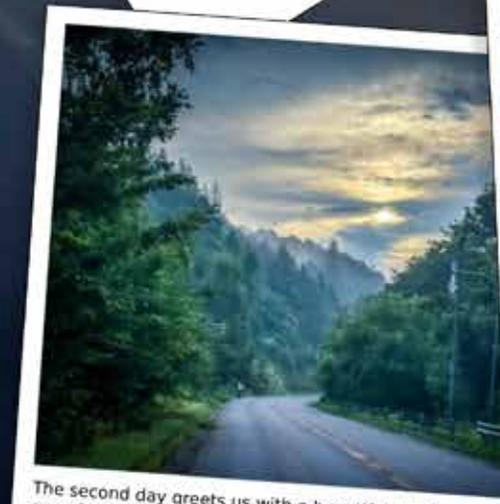
Makoto Miyazaki (宮崎誠) lived in Colorado many moons ago and rode brevets with the Rocky Mountain Cycling Club. He now lives in Shimizu, where he is volunteering at our third overnight, and where he is a farmer.



There are many tunnels on the route. Here a rider disappears into the belly of the Yunai Tunnel on Day 1. The textures of the walls and gently arched lines are a study in contrasts.



Kousei Tsubakihara and I chatted about this and that and the inconsequential things one talks about in one of the communal showers earlier in the ride. I am stunned to learn during the post-ride celebratory party that at 71, he was still not the oldest participant.



The second day greets us with a beautiful sunrise as we leave the overnight at Kitami, but we have little time to appreciate it: the Bihoro Pass climb looms ahead.



May Santos lets out a big grin as the room cheers her arrival at the finish.



Playing with shadows on the third night. A quick stop at a Lawson convenience store in Hombetsu for some sustenance proves productive, and riders fill their tummies. Convenience store onigiri has fuelled my ride.



Masami (畑中雅美) rinses her bike after taking a little tumble. We will all use the hose to soak our arms and heads and legs; the water is frigid but it does the trick to cool us a while from the heat of the day, and we welcome the shock.



Despite the low visibility and wet fog, Karikachi Pass on the return is much easier than the first time around. Perhaps because it's the last day and we can see the finish line in our sights. Here, Masaru waits at the top of the climb for Colin, cheering him on.



Masaru Ijichi is the Vice President of Audax Japan and, as we've come to learn, a most incredible host. Thank you for welcoming us so warmly to Japan. Here, he shares a laugh at Cape Nosappu before turning back west towards Sapporo.



Hirokichi Takahashi (高橋宏通) snaps a through-the-window photo of Masami (畑中雅美) and Hidenari Kato; I in turn snap a photo of them all. Hiro is the President of Audax Japan; we see him at various points throughout the ride.



Volunteers at the Nosappu turnaround greet riders. Hiroshi Yoshida recognises me from Zwift shenanigans a couple years ago, and we promise to catch up back in Sapporo. Hiroshi performed at the participant meeting as part of the Randonneurs Jazz Band, made up of Audax Japan members. He gives a thumbs-up as I snap a quick photo.



Don Flauta wonders if we should be concerned about what looks to be smoke billowing from a nearby volcano, given the sirens we just heard in the distance. But it is the last day, and we must get to the finish line before we worry about erupting volcanoes. We later learn it is common to sound the sirens in rural villages.



Beautiful fields and wildflowers, perfect mountains, calm skies. It is close to noon on the final day and we have the finish line in our sights. We roll quietly together, enjoying the last several hours.



The four of us rode most closely together during the ride: Masami (畑中雅美), Masaru and Takao. Here we are at the finish, making silly faces, of course.



Little commemorative trinkets from beautiful new friends to remember a beautiful ride; Takao Okada presented me with these at the end of the ride, a wonderful token to remember shared experiences. Thank you, Audax Japan.

Arigatō.

# Korea Touring: Embedding a Brevet in a Fantastic Journey, Part One

BY KIM FREITAS

My goals were simple: I wanted to go to South Korea. I wanted to ride my bike in the countryside. I wanted to meet Korean people. And I wanted to keep my R12 going.

I completely love the high energy and athletic dancing of K-pop. That led to my learning more about the culture and economy that was exporting its creativity and technology so vigorously. In the span of just a few generations, Korea has transformed itself from a war-torn nation into one of the world's leading economies, reflecting the extraordinary industriousness of Koreans and their collective ability to adapt in the face of enormous challenges. At PBP 2023 I saw many competent Korean

riders wearing their pink Rapha Korea 1200k vests. They had prepared seriously and studiously. They rode in groups, shared control tasks, and kept the vibe positive. I admired that approach. At a PBP after-party in Rambouillet, I met Jason Ham, a member of Korea Randonneur, and pocketed his business card, which said he was a route designer with the KR club. That planted the seed.

## A Brevet Sandwich

To anchor the trip I was planning, I explored the excellent Korea Randonneur website. I found a 600k in the southern part of the country, Gwangju-Busan-Gwangju (G-B-G). I reached out to KR co-founder Jan Boonstra and asked about participating; he put me in touch with G-B-G RBO Seo Sangwon. Jason Ham, the guy I'd met at PBP 2023, answered a few basic questions about the ride by email: Level of difficulty: "Easy"; Drop bags: "Nope"; Where do riders sleep? "I ride straight through."; Number of Riders: "Maybe 60, with a high percentage of women, 10%." Sounds good, huh? I thought so.

The structure of my trip was built around the brevet. I'd ride to the start (600 miles) to understand road condi-

tions and travel customs. I'd rest a few days before and after G-B-G. After the brevet I'd ride back to Seoul (700 miles) to see another part of the country. Finally, I'd take in the urban energy of Seoul – Gangnam style! I gave myself eight days to ride from Seoul to the start in Gwangju. To find a route I searched YouTube and RideWithGPS.

Korea has funded and built nine bicycle routes as part of a Green New Deal, a sweeping infrastructure and environmental initiative starting around 2000. The Four Rivers (4R) Path, completed in 2015, is best known to international cyclists, running 640km (400 miles) from Seoul to Korea's second largest city in the south, Busan. The 4R bike path proved to be an easy introduction to the rules of the road and local cycling etiquette. It offered cycling-oriented amenities, accommodations, and a way to meet both Korean and international cyclists. I'd get my bearings on the 4R and then split off and head west to Gwangju.

I used an itinerary posted on YouTube by Lost Then Found, a couple that have cycled all the bike routes and created great video content that shows the terrain and recommends how to stage each route. I used their five-day 4R plan, averaging about 115km day. I stayed in some of the hotels they recommended and used their Kakao map tracks.

## Leaving Seoul

An amazing aspect of Seoul is that you can ride on protected paths along the Han River out of a metropolitan area of 25 million people. The path is



Hi do island map.

—PHOTOS KIM FREITAS

In front of passport stamping booth on the Four Ari era path.

avidly used for commuting and training. There are playing fields, tennis courts, pop-up coffee shops, water fountains, and restrooms along the urban corridor. Outside of Seoul with fewer towns along the path, sometimes you have to go slightly off route to buy food and find hotels, but restrooms, bike repair stations, and rest areas are continuous.

The land along the 4R path is lush with rice and vegetables. Korea's limited arable land (<20%) is intensively farmed on small family farms with many greenhouses and hydroponic operations, allowing year-round production of vegetables and fruit. Yellow rice fields, ready to harvest, fill the vast river valley in September. Dense forests cover the surrounding hills. The bike route crosses wide, slow rivers and tributaries many times and follows the edge of large reservoirs, many with hydroelectric works that have created both the agricultural and industrial revolution that fuels modern Korea. It's rural and quiet for long stretches.

One of the most surprising things to me when cycling in Korea is the abrupt and stark contrast of urban and rural zones. Cities, even small ones, are a forest of apartment towers at the edge of the rice fields. Limited land, rapid urbanization and industrialization, and strong government planning encouraged this form of development. Cities are dense; families shop, go to school, and work close to their apartments and need fewer cars. Korea has leaned into uniformity and efficiency in many ways, housing in particular. A full 65% of Koreans live in apartments.

### My Daily Routine

I packed up, put on my one cycling kit, and hit a convenience store for rice cakes (seaweed-wrapped sticky rice with tuna filling), hard boiled eggs,



and a coffee drink. I navigated out of town, weaving on and off bike paths and bridge sidewalks to return to a bike path or open road. Getting in and out of cities was slow. I usually felt quite safe and protected from heavy industrial traffic riding in bike lanes. I constantly checked maps on my phone and rode all day, stopping at convenience stores for snacks and fluids. It was extremely hot and humid, even into mid-September. Each evening I planned my cycling mileage/destination for the next day, often building a RideWithGPS route and booking my destination hotel on agoda.com (Asia's booking.com.)

### Korean Hotel Love

Korean hotels are inexpensive and always clean. They provide reliable Wi-Fi, charging cables, pajamas, slippers, an electric kettle, and personal toiletries. Most hotels have a clothes washer for guest use. A bikepacker can travel very lightly with these practical amenities. I used an oversize seat pack and a front handlebar burrito bag to carry a thrifted polyester dress, rain jacket, sun sleeves, knee sun protectors, electrical adapter, cables, battery, and swim sandals. Nearly everywhere I took my bike to my room. A few places along the 4R Bike Path had bike lockers with a stash of useful bike rags nearby.

### Things to Love about Cycling in Korea

- Excellent urban cycling infrastructure and some noteworthy long distance bike routes, like 4 Rivers.
- Clean, well maintained public restrooms in towns and along the bike paths.
- 24-hour convenience stores with real food: rice cakes, roasted sweet potatoes, hard boiled eggs, fruit.
- No territorial farm dogs.
- Almost no stop signs outside of Seoul. Traffic flows with lots of roundabouts and yields, even at 4 ways.
- Electronic speed monitoring of cars and trucks, resulting in high compliance.
- Good native navigation applications (Kakao and Naver), making up for Google Maps' shortcomings in this region.
- Inexpensive, clean hotels with good amenities (\$24-45 / night).
- Restaurants everywhere with inexpensive, simple, hearty food, like rice bowls, ramen, and skewers for \$10.
- 5G cell service everywhere. You can do literally everything on your phone.
- Directional signage both Romanized and in Korean, a perfectly phonetic written alphabet that is easy to learn.



Typical dinner: Bibimbap bowl with condiments.

When I got to Gwangju, I retrieved the box and began preparing for the brevet over three days by eating, resting, exploring Gwangju, and endlessly sorting my limited gear. I rehearsed my early morning ride to the start and traced the elevation profile on the GPS. I spent a lot of time wondering how and if I could fit in with any groups and how randonneuring might be the same or different in Korea.

### An Anxious Start

Two days before the start, I realized a storm was predicted. I'll nearly always scratch an event if rain is in the forecast. My emotional state is fragile in rainy conditions when I can't stay warm and there is low visibility for traffic. When I rode to the start of the GBG 600k from my hotel at 5:30 a.m., rain was sheeting down hard. I found the check-in table and scanned the group for women to ride with. Everyone was squeezed under an overhang and wearing hooded jackets, so an awkward introduction in English to a few people around me was all I could do. I'm sure there were some women in the group, but I knew no one.

I got a light green brevet card with my name and a grid for the CP

(control point) stamps. It was somehow reassuring to have a brevet card in my pocket. The good pre-ride information included two RideWithGPS tracks (outbound and inbound) and a pdf with photos and mileage of the CPs, mostly bus stops (with stamp boxes or instructions to take selfies) and convenience stores (for getting receipts).

Groups started rolling out from the start, so I followed. The pace was faster than I was prepared for, and I kept dropping back behind the approximately 50 starters. In the heavy downpour my Garmin was nearly impossible to read, so I knew I needed to stay with others. The early turns were familiar since I used a rest day in Gwangju to preview the first 30k. Because of my pre-brevet ride, I wasn't surprised when we hopped on short sections of gravel bike paths bordering farms, dipped through narrow tunnels under roads or took steep ramps up to bridges. But I struggled to stay connected to the group. The rain and my inability to navigate created a sense of panic that I kept pushing aside to focus on staying with everyone else. Fear is a signal to pay attention. Staying alert to the group's turns and trying to breathe in a relaxed way and keep my heart rate down kept my fear in check. Could I descend and corner in the rain? Could

### Brevet Bound

After 5 days, around Daegu I diverted off the 4R and headed west to Gwangju, piecing together a route, until I joined the outbound brevet route. Once I left the 4R bike path, I never saw Western travelers and rarely saw any cycle tourists for the remainder of the trip. The superb cycling infrastructure and cycling-friendly tertiary roads aren't matched by a strong national cycling culture yet. More likely, Koreans simply don't get enough time off work to tour much. On Day 8, I arrived in Gwangju, a city of 1.4 million in southwestern Korea, known for its role in modern Korean history. The May 18 Democratic Uprising of 1980 was a pivotal moment when students, workers, and seniors rose up against military rule at great personal danger. The excellent Gwangju Museum of Art features many pieces inspired by the trauma and significance of this event in the national memory.

At the beginning of my trip, I'd mailed myself a box of brevet items from Seoul to a hotel in Gwangju. The package included lights and batteries, my San Francisco Randonneur jersey, reflective gear, and some nutrition.

Urban interface along the bike path.





### The Four Rivers Cycle Path

is a byproduct of the Four Major Rivers Restoration Project, completed in 2011 with the aim of revitalizing the Han, Nakdong, Geum, and Yeongsan Rivers, improving flood control, river restoration, expanded wetlands, and public spaces. The project's scope was vast – and expensive, about US \$17.3 billion. Originally viewed as a boondoggle, the bike paths have been embraced by local and international cyclists. Korea has 9 designated bike routes, totaling over 2,000 km. The opportunity to ride for hours in a car-free environment is a rarity in the world.

Here is what to love about Korea's designated bike routes:

- The paths are well maintained and clearly marked.
- About 70% are separated from vehicle traffic, and they generally follow river grades.
- Bike-specific bridges, tunnels, and wooden ramps.
- Rest stops with benches, water fountains, sheltered seating, and clean public restrooms.
- Red certification booths that look like British telephone booths, where cyclists stamp their "passbook" to claim a certificate and medal upon completion. Gamified, just like brevets!

I blend into a group? Could I stay on course? Could I hang on?

### The Bike Shop Incident

About 40km into the ride, not even to the first control, I couldn't shift my rear derailleur. I pulled over and swapped out the batteries on my SRAM component, but it didn't solve the problem. I indicated to the group I

was riding with that I couldn't shift and was falling behind on the rollers, stuck in a gear that was too high. They said, "Just keep riding." At the first control, a few other riders looked at my bike but couldn't determine what was wrong either. The derailleur batteries were fully charged. I thought it might be the tiny battery in the shift lever but didn't have that spare (note to self!). CP1 was a quick photo control near the entrance of an old railroad tunnel now dedicated to bikes, so the others said, "Just keep riding." Wait, how is this going to work out, I wondered?

At a market stop about 10k later, I was surprised when a young man with a tool box approached me and asked to look at my bike. Unbeknownst to me, the randonneurs had called ahead to a local bike shop and asked the mechanic to come out to the course to service my bike. He quickly determined that it wasn't fixable on the spot and asked me to come to his shop. We loaded my bike into his car and drove about five kilometers to his shop in Namwon. Once inside, he put my bike on the stand and worked to determine the source of the

problem. The outcome of my ride was completely in his hands at this point.

He said the derailleur was broken, and he didn't have a replacement part since he didn't service this type of bike often.

My ride was over. I sat on the shop couch and considered my options. I'd pedal back to Gwangju from Namwon. Everyone had helped me as much as they could. That's the way it goes sometimes. 🚲

Part Two coming in the Spring '26 issue of *American Randonneur*



# Philadelphia Bike Exposition 2025: It's a Philly Thing

BY DAWN PIECH, RUSA VP

The 2025 Randonneurs USA Philadelphia Bike Commission spread lots of "RANDO LOVE" as we collectively shared our Big Tent of Cycling at the 14th annual Philadelphia Bike Exposition on March 8-9th, 2025. Thank you to the following members for assisting at the booth and/or panel presentation, and thank you to the Pennsylvania Randonneurs for hosting a 100k: Deb Banks, Lisa Charlebois, Nigel Greene, Josh Haley, Jake Kassen, Jonathan Karpick, Paul Kramer, Brad Layman, Chris Newman, Emily O'Brien, Ello Shertzer, and Mac Vergara.

Additionally, a very special thank you to Lydia Trott, Bill Bryant, and George Swain for their assistance in the development of the table banner, retractable banner, and booth handouts. And a big shout out of gratitude to Phil Fox for his assistance in planning the booth last summer to get us started



and for coining the phrase "The Art of Going Long." We used this as part of the title of our seminar, which filled the venue to standing room only.

Randonneurs USA is excited to announce that we will have a booth at the 15th annual Philadelphia Bike Exposition March 14-15th, 2026 as we continue our community outreach and marketing initiatives.

The volunteers were obviously enthusiastic.  
—PHOTO UNKNOWN

Have any ideas on community outreach and marketing? Share them with us at [board@rusa.org](mailto:board@rusa.org)

And remember to always share the *RANDO LOVE* in your respective community and beyond. 🚴



Randos from several regions came together to help out.  
—PHOTO DAWN PIECH

Emily, Deb, Chris, and Dawn.  
—PHOTO UNKNOWN



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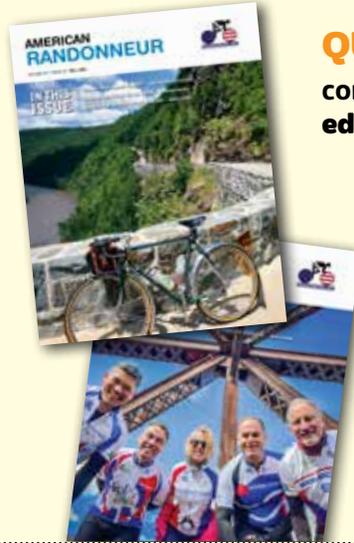
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A ride gone comically wrong?

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## We want to hear about it!



### QUESTIONS?

contact Corinne at  
[editor@rusa.org](mailto:editor@rusa.org)

### DEADLINES:

Spring issue  
**DECEMBER 15**

Summer issue  
**MARCH 25**

Fall issue  
**JUNE 25**

Winter issue  
**SEPTEMBER 25**



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# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
18323	Carlson, Anders	Anchorage	AK	18418	Weinberger, Zane	Brooklyn	CT	18331	Clark, Chris J	Succasunna	NJ
18459	Driscoll, Alicia	Soldotna	AK	18365	Mills, Ian C	Washington	DC	18364	Constant, Jovan W	Mount Laurel	NJ
18329	Page, Warren R	Hornsby Heights	AU	18495	Druেকে, Helena	Rostock	DE	18500	Maslag, Carl	Point Pleasant	NJ
18487	Reyes, Alfredo	Goodyear	AZ	18494	Bounds, Kevin W.	Broxton	GA	18398	Quinn, Andrew	Montclair	NJ
18517	Kadziola, Andrzej	Langley	BC	18322	Callaghan, Riley John	Decatur	GA	18389	Reinhardt, Don	Denville	NJ
18363	Abad, Miguel N	Daly City	CA	18417	Rogers, Brian M	Forsyth	GA	18458	Rotolo, Filippo	Mahwah	NJ
18499	Abeyta Canepa, Gabriel M	Seaside	CA	18488	Douglas, Mark R	Elmhurst	IL	18433	Salovaara, Lauri Mikael	Bernardsville	NJ
18478	Bennett, Kerrigan R	Walnut Creek	CA	18354	Friedl, Johann	Chicago	IL	18501	Simpson, Caitlin	Point Pleasant	NJ
18469	Carrick, Sean	Fountain Valley	CA	18431	Richards, Edward	Chicago	IL	18384	Wiltshire, James	Evesham	NJ
18373	Dalton, Ian	San Francisco	CA	18404	Zivin, Mark	Evanston	IL	18444	Albinson, Ron	New York	NY
18498	Fassler, Jordan W	West Sacramento	CA	18334	McDonald, Steve	Lafayette	IN	18468	Becker, Daniel J	Brooklyn	NY
18421	French, Holly	San Francisco	CA	18396	Tukker, Anke	Lafayette	IN	18453	Belcher, Ellen	New York	NY
18457	Galiano, Mark	San Diego	CA	18518	Breslau, Jeremy	Arlington	MA	18393	Brannigan, R	Jamaica	NY
18394	Garretson, Charles	Monterey	CA	18348	Connolly, April	Norton	MA	18470	Casem, Kristian	Long Island City	NY
18409	Hall, Jillian	Walnut Creek	CA	18406	Driscoll, David	Chestnut Hill	MA	18430	Cho, Christopher H	New York	NY
18347	Klaiber, C	Palo Alto	CA	18400	Hogan, Patrick	Malden	MA	18436	Chumak, Mykhaylo	Brooklyn	NY
18520	Le, Thanh Minh	San Jose	CA	18511	Leonard, Gerald	Arlington	MA	18343	Chung, S	New York	NY
18425	Linder, Bob	San Francisco	CA	18366	Lover, Andrew	Shutesbury	MA	18439	Curcio, David M	Brooklyn	NY
18325	Mann, Barry S	Palo Alto	CA	18376	Ribeiro, Lucas	Medford	MA	18392	Davis, C	Jamaica	NY
18507	McMartin, Thane P	Long Beach	CA	18422	Rousseau, John	Burlington	MA	18493	Dunkleberger, Robert	Sloansville	NY
18464	More, Dhanaji	Sunnyvale	CA	18426	Wick, Michael L	Lexington	MA	18474	Fran, Adam	New York	NY
18476	Muniyappa, Shankar	Fremont	CA	18390	Wlostowski, Adam N	Somerville	MA	18504	Genereux, Margot	Brooklyn	NY
18483	Munoz Ruiz, Raquel	Daly City	CA	18521	Connor, Jennifer	Annapolis	MD	18455	Gibson, Leland K	New York	NY
18522	Naug, Sarbajeet	Union City	CA	18480	Crew, Josh	Ellicott City	MD	18416	Gregg, Lidia K	Brooklyn	NY
18486	Ngaosi, Gabriel Cruz	Cypress	CA	18491	Gannon, Matthew	Frederick	MD	18479	Grossman, Joshua A	New York	NY
18475	Nichols, Greg	Oakland	CA	18454	Maffioletti, Damian	Hyattsville	MD	18466	Jung, Alex	Brooklyn	NY
18385	OConnor, Megan	Berkeley	CA	18472	Paydo, Mike	Severna Park	MD	18326	Kremer, Adam	Brooklyn	NY
18463	Periasamy Rajagopalan, Arjun	San Jose	CA	18375	Pilling, C A	Chevy Chase	MD	18428	Larsen, E. Tage	New York	NY
18446	Prier, Chris	San Diego	CA	18448	Schimpf IV, William F	Hagerstown	MD	18371	Leskov, Ilya	New York	NY
18411	Quinn, Alexander Sasha	Berkeley	CA	18391	Castorina, Joe	Alfred	ME	18508	Lin, Yuchen	Rego Park	NY
18484	Rimskii, Alexei	Daly City	CA	18410	LeVasseur, Art	Grosse Pointe	MI	18401	Lukashov, Alex	Brooklyn	NY
18477	Shankar, Radha	Fremont	CA	18332	Melito, Jeffery Scott	Romulus	MI	18490	Noguchi, Toshihiro	Brooklyn	NY
18382	Smith, Ian	Burlingame	CA	18461	Younger, Lance Harold	Battle Creek	MI	18407	Nozell, Richard	Rochester	NY
18510	Somasundaram, Arun	San Ramon	CA	18344	Araya, M A	Roseville	MN	18502	Parke, Max	Brooklyn	NY
18503	Suyat A, Mayo Lapuz	American Canyon	CA	18356	Bell, Jacob	Minneapolis	MN	18452	Rassmann, Philipp	New York	NY
18387	Takada, Toshiyuki	Lake Forest	CA	18377	Franzone, Carolyn G	Rochester	MN	18412	Rieffel, John	Ballston Lake	NY
18374	Traiger, Saul	Los Angeles	CA	18509	Glasford, Steven Richard	Minneapolis	MN	18380	Schultz, William J	Brooklyn	NY
18408	Troutwine, Brian Lee	Oakland	CA	18327	Miller, Shelby G.	St. Paul	MN	18512	Sezer, Matthew J	Woodside	NY
18368	Tutski, Ilya	Fremont	CA	18467	Rabe, Fran	Inver Grove Heights	MN	18451	Shao, Emily	Astoria	NY
18353	Van Dyke, Ben	Berkeley	CA	18378	Thomas, Lauren Elise	Rochester	MN	18432	Sloan, Dylan	Brooklyn	NY
18362	Winchester, Norman	Huntington Beach	CA	18349	Butcher, G Todd	Kansas City	MO	18485	Tan, Tank	Brooklyn	NY
18465	Wishovich, Benjamin	San Rafael	CA	18386	Goodwin, James D	Chesterfield	MO	18423	Tang, Weijie	Richmond Hills	NY
18456	Yang, Mudi	San Diego	CA	18372	Menees, Bob	St. Louis	MO	18449	Tirone, Christopher	New Paltz	NY
18492	Clerkin, Patrick	Wheat Ridge	CO	18370	Reckamp, Bryan C	Saint Louis	MO	18395	Tse, Tanya	New York	NY
18427	Farago, Susan	Boulder	CO	18388	Doyle, Martin	Hillsborough	NC	18506	Voss, Maggie	Brooklyn	NY
18358	Hensinger, Brett Michael	Denver	CO	18381	Ellis, John Hugo	Durham	NC	18513	Warner, Zachary G	Brooklyn	NY
18341	Mahnke, Daus	Westminster	CO	18450	Lawrence, Charles S	Greensboro	NC	18516	West, Cory M	Horseheads	NY
18383	Martin, Cory	Peyton	CO	18437	Whittemore, Kyle	Somersworth	NH	18361	Wong, Maggie	New York	NY
18399	Martin III, G F	Enfield	CT	18415	Chan, Wendy	Maplewood	NJ	18352	Worker, Caleb	Bronx	NY

RUSA#	NAME	CITY	STATE
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18435	Wu, Junhua	Middle Village	NY
18471	Zheng, Li	Long Island City	NY
18440	Zoeckler, Vernon T	Brooklyn	NY
18447	Bender, Cliff	Medina	OH
18321	Carpenter, William	Columbus	OH
18337	Chinchana, Sydney	Richfield	OH
18443	Stoychev, Teddy	Columbus	OH
18339	Tinjak, Edo	Dublin	OH
18505	Szymanski, Chad	Woodbridge	ON
18434	Devin, Darton	Corvallis	OR
18360	Frenkel, Evan	Portland	OR
18489	Hunter, Max	Lake Oswego	OR
18424	Jones, Miles Turak	Portland	OR
18338	Langford, Brad	Eugene	OR
18460	Wilshire, Michael P	Portland	OR
18414	Arkebauer, Andrew	Philadelphia	PA
18419	Claus, Kevin	Lincoln University	PA
18441	Evanko, Dan	Morrisville	PA
18462	Guzek, John R	Clarks Summit	PA
18413	Heller, Nathaniel	Glen Mills	PA

RUSA#	NAME	CITY	STATE
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18324	Lo, J	Philadelphia	PA
18350	Prosser, Jake	Pittsburgh	PA
18481	Sandorfi, Nora	Wallingford	PA
18328	Stango, David	Aston	PA
18402	Steinberg, Daniel	Philadelphia	PA
18359	Acosta, Michael G	Pasig City	PH
18482	Hollis, James Daniel	Columbia	SC
18367	Lux, Joshua D	Box Elder	SD
18342	Pearson, Carmela Serina	Singapore	SG
18523	Simpson Jr, Charles Dow	Soddy Daisy	TN
18497	Emond, Vincent	Brooklyn	TX
18496	Robertson, Donald Dwayne	Snyder	TX
18442	Rollans, Brad	Arlington	TX
18379	Shotts, Greg	The Woodlands	TX
18333	Isabelle, Margie E	Salt Lake City	UT
18519	Milianta, Samuel Robert	Salt Lake City	UT
18369	Cuiujuclu, Vlad	Richmond	VA
18420	Howell, Martin J	Alexandria	VA
18397	Lloyd, Seth	Arlington	VA
18355	Metzbower, Adam	Charlottesville	VA

RUSA#	NAME	CITY	STATE
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18346	Wheeler, J Whit	Arlington	VA
18515	Armstrong, Jon	Kent	WA
18351	Bauer, Jean-Paul	Seattle	WA
18473	Brooks, Bradley	Port Townsend	WA
18335	Byron, Mary	Seattle	WA
18340	Carmines, Robert Taylor	Seattle	WA
18330	Contreras, Ismael	Seattle	WA
18445	Green, Michael J	Poulsbo	WA
18320	Hibbard-Pelly, Natalie	Olympia	WA
18403	Huang, Dennis	Issaquah	WA
18405	Jenkins, Zach J	Seattle	WA
18438	Mehlhoff, Joshua Mark	Renton	WA
18319	Oliveira, Christopher B	Seattle	WA
18336	Patterson, Scott	Seattle	WA
18514	Wall, Valerie	Kent	WA
18345	Wang, Lucy L	Seattle	WA
18429	Wu, Dixi	Sammamish	WA
18357	Woodley, Craig	Hudson	WI

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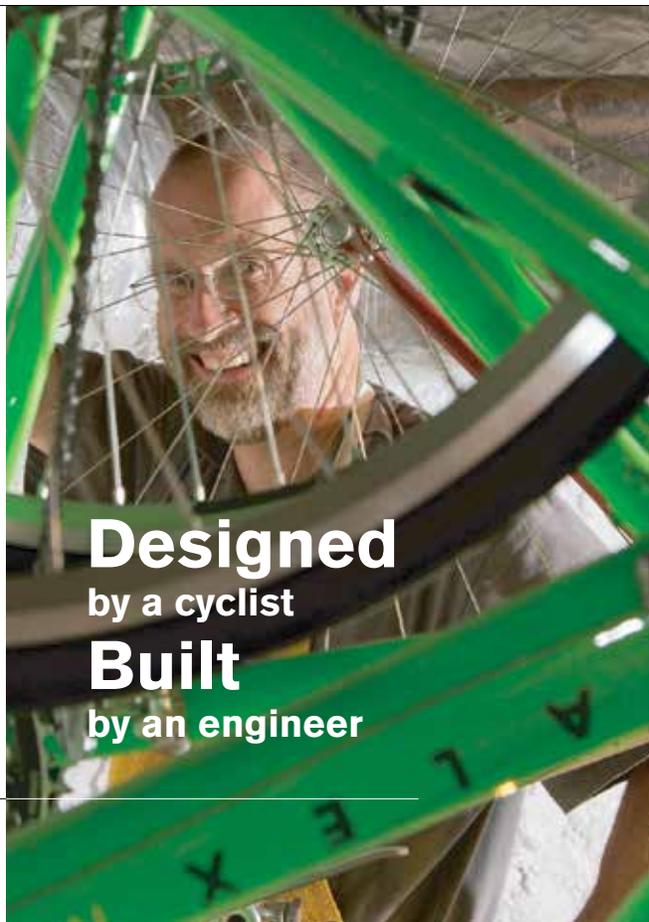
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# RUSA Awards

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
Nicolas H DeHaan	Grand Rapids, MI	8/31/25
Francis Aloysius DiCarlantonio	Annapolis, MD	10/28/25
Paul H Donaldson [3]	Richmond, VA	7/25/25
Russell Dorobek	Austin, TX	9/28/25
Phil Fox II	Chicago, IL	7/28/25
Charlie A Martin [6]	Sunnyvale, CA	7/29/25
Marshall J Nord	Rock Hill, SC	10/17/25

## RUSA Cup Award

NAME	CITY, STATE	APPROVED
Randy T Anderson [4]	Peoria, IL	10/3/25
Jon Batek [2]	Batavia, IL	9/17/25
John D'Elia [2]	Middletown, CT	8/27/25
Mitch Ishihara [2]	Issaquah, WA	10/7/25
Greg Janess	Berkeley, CA	8/20/25
Charlie A Martin [6]	Sunnyvale, CA	9/24/25
Kerry Moody	Dumont, NJ	9/30/25
Kevin J Williams [3]	Carmichael, CA	9/28/25

## R-12 Ultra Award

NAME	CITY, STATE	APPROVED
Kitty Goursole	San Ramon, CA	10/20/25
Graham A Ross	Portland, OR	10/20/25

## American Randonneur Challenge Award

NAME	CITY, STATE	APPROVED
Hamid Akbarian [5]	Glenn Dale, MD	10/13/25
Josh M Brown	New York, NY	10/13/25
Alison Carey [2]	Ocean Springs, MS	10/13/25
John D'Elia	Middletown, CT	10/13/25
Francis Aloysius DiCarlantonio [2]	Annapolis, MD	10/13/25
Paul H Donaldson [3]	Richmond, VA	10/13/25
Dindo Agpalo Flauta [2]	Sacramento, CA	10/13/25
Misha Marin Heller [5]	Alexandria, VA	10/13/25
Peter Marco	Pensacola, FL	10/13/25
Charlie A Martin [6]	Sunnyvale, CA	10/13/25
Pierre Moreels [2]	Los Gatos, CA	10/13/25
Robert C. Newcomer [2]	Atlanta, GA	10/13/25
Thai Nguyen [6]	Bothell, WA	10/13/25
Marshall J Nord	Rock Hill, SC	10/13/25
Bill Russell [3]	Vineyard Haven, MA	10/13/25
Tommy S Southwood	Westfield, IN	10/13/25
Michael R Sturgill [8]	Phoenix, AZ	10/13/25
Kristie I Summers [3]	York, SC	10/13/25
Mark Thomas [9]	Kirkland, WA	10/13/25
W David Thompson [9]	New Smyrna Beach, FL	10/13/25
Kirsten H Walker [3]	Tres Pinos, CA	10/13/25
Kevin J Williams [3]	Carmichael, CA	10/13/25

## Galaxy Award

NAME	CITY, STATE	APPROVED
Shaun Ivory	Woodinville, WA	7/30/25
Peg Winczewski	Tacoma, WA	8/11/25
Pamela Wright [2]	Fort Worth, TX	9/7/25

# CRUST

*Dead Sailor*

## DIRT JUMPER

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for older bones?

IMPRESS YOUR  
KIDS AND SCARE  
YOURSELF.

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IN  
USA**



# RUSA Awards

## P-12 Award

NAME	CITY, STATE	APPROVED
Tom Atkins [2]	Ravensdale, WA	10/10/25
Alex Bachmann	Xenia, OH	7/21/25
William A Beck [12]	Woodbine, MD	8/16/25
Kent Beernink	Lakewood, IL	10/1/25
John N Benson [2]	Bothell, WA	10/8/25
Douglas John Carlson	St Paul, MN	8/27/25
Peter L Cousseau [2]	Seattle, WA	8/24/25
Kelly DeBoer [15]	Avery, TX	7/28/25
Russell Dorobek [6]	Austin, TX	9/28/25
Brian Enyart [2]	Russiaville, IN	10/20/25
Rick Gagne	Lebanon, ME	10/14/25
Andrew Gavenda [2]	Burbank, CA	10/20/25
Kyle A Greaves [3]	Everett, WA	9/25/25
Robert A Hendry [8]	Bainbridge Island, WA	7/24/25
Gary Kanaby [9]	Salado, TX	8/16/25
Joe Landry [2]	Dallas, TX	9/6/25
Jacob Virgil Layer	Dedham, MA	9/27/25
Christopher Maglieri [4]	Weatogue, CT	10/7/25
Grant McAlister [5]	Morro Bay, CA	9/19/25
Jim Pringle	Carlsbad, CA	7/18/25
Mark Z Rada [2]	Kokomo, IN	8/3/25
Alexander Riddell	Rochester, MN	9/27/25
Nancy Russell [3]	San Rafael, CA	9/14/25
Ron Selby [5]	Zionsville, IN	9/28/25
Paul G Shapiro [13]	Princeton Junction, NJ	10/19/25
Ariel B Spiegelman [2]	Austin, TX	10/2/25
Sarah Stolz [7]	Seattle, WA	9/9/25
Bob Torres [4]	Carlstadt, NJ	9/2/25
James Vajda [5]	Oxford, OH	9/14/25
Matthew Vining [5]	San Gabriel, CA	10/25/25

## R-12 Award

NAME	CITY, STATE	APPROVED
Paul Ashton	Fremont, CA	9/3/25
Alex Bachmann [5]	Xenia, OH	7/21/25
William A Beck [19]	Woodbine, MD	8/19/25
Jeff Brain [3]	Bonney Lake, WA	8/16/25
Greg Cardell [5]	Valencia, CA	9/24/25
Wai-Yin Stephen Chan [3]	Oakland, CA	8/26/25
Mimo DeMarco [3]	Arlington, VA	9/11/25
Francis Aloysius DiCarlantonio [3]	Annapolis, MD	10/23/25
Norman Ehrentreich [9]	Shoreview, MN	10/5/25
Brian Enyart	Russiaville, IN	10/5/25
Phil Fox II [3]	Chicago, IL	8/26/25
Patrick Gaffney [2]	Philadelphia, PA	9/9/25
Gregory K Goebel [6]	Cypress, CA	8/22/25
Rob Hawks [9]	Richmond, CA	9/13/25
Chuck Hurley [2]	Annapolis, MD	10/11/25
Shaun Ivory [3]	Woodinville, WA	8/2/25
Joe Landry [2]	Dallas, TX	9/4/25
Keith Morical	MInnetrista, MN	8/22/25
Jacek Nowakowski [2]	San Diego, CA	9/21/25
Dana A Pacino [19]	Aledo, TX	9/8/25
Andreas Prandelli [3]	Forked River, NJ	7/25/25
Myvan Quoc	Fremont, CA	10/17/25
Graham A Ross [3]	Portland, OR	10/19/25
Paul G Shapiro [16]	Princeton Junction, NJ	10/19/25
Kevin J Smith [5]	Seattle, WA	7/20/25
Leszek Sobczak	Woodland Hills, CA	9/6/25
Sarah Stolz [5]	Seattle, WA	9/9/25
James C Taylor [8]	Cottage Grove, OR	8/8/25
Lydia Ellen Trott [3]	West Point, IN	7/22/25
Corinne D Warren [8]	Monument, CO	8/9/25
Kevin J Williams [4]	Carmichael, CA	10/25/25

## RUSA American Explorer Award

NAME	CITY, STATE	TOTAL STATES	APPROVED
Beernink, Kent	Lakewood, IL	11	10/1/25
Cherneckoff, Janice	Lyon Station, PA	23	9/28/25
DeHaan, Nicolas H	Grand Rapids, MI	16	8/31/25
Driscoll, Dan [1]	Arlington, TX	48	9/27/25
Eley, Paul Seward	Aurora, CO	10	10/28/25
Gardes, Yonnel	Bellevue, WA	12	9/19/25
Geisert, Rodney D	Columbia, MO	41	9/26/25
Gritsus, Vadim	Hackensack, NJ	20	9/13/25
Ishihara, Mitch	Issaquah, WA	11	7/29/25
Mathews, Craig	The Woodlands, TX	51	10/7/25
McDonald, Timothy Paul	Auburn, AL	12	9/19/25
McGuire, Brian R	Phoenix, AZ	10	9/17/25
Rada, Mark Z	Kokomo, IN	20	9/15/25
Ray, Joseph	Bernardsville, NJ	41	9/23/25
Ricker, Christopher C	Chicago, IL	10	9/18/25
Slater, Bret A	Springfield, VA	23	8/11/25
Welch, Byron	Austin, TX	48	10/1/25
Wright, Pamela [1]	Fort Worth, TX	33	9/27/25
Wu, Jasmine	Cupertino, CA	10	9/14/25

## 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:

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

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## Hey Readers!

We want to hear about your randonneuring tips or tricks!

**SUBMIT** a paragraph + maybe a picture.

# RUSA Awards

## Randonneur 10000 Award

NAME	CITY, STATE	APPROVED
Jeffrey S Cannon	Los Angeles, CA	9/23/25
Patrick Chin-Hong [3]	Amherst, MA	6/10/25
John D'Elia [2]	Middletown, CT	8/27/25
Brian K Feinberg	Cupertino, CA	9/25/25
Cheng-Hong Li	Princeton, NJ	10/11/25
Georgi Emilov Stoychev	Brambleton, VA	10/6/25
Noah Swartz	Oakland, CA	6/7/25

## Mondial Award

NAME	CITY, STATE	APPROVED
Jon Batek	Batavia, IL	9/18/25
Michael Bratkowski	Studio City, CA	8/19/25
John D'Elia [2]	Middletown, CT	10/2/25
Stephen Hazelton [4]	Garland, TX	7/28/25
Joel Lawrence [2]	Santa Clarita, CA	9/26/25
Christopher Maglieri [3]	Weatogue, CT	8/17/25
Charlie A Martin [4]	Sunnyvale, CA	7/28/25
Ian Ryan Singer [2]	Weston, FL	10/26/25
Vernon M Smith [3]	Monument, CO	10/25/25
William H Smith	Mount Airy, MD	10/26/25
Michael R Sturgill [3]	Phoenix, AZ	9/25/25
Timothy J Sullivan [2]	Coronado, CA	10/14/25
Pamela Wright [5]	Fort Worth, TX	9/7/25

## Randonneur 5000 Award

NAME	CITY, STATE	APPROVED
Cheng-Hong Li	Princeton, NJ	9/11/25

## Rando Scout Award

NAME (25-49 unique routes)	CITY, STATE	APPROVED
Bilbee, Kevin J	Apple Valley, CA	10/14/25
Bush, Debbie B	Fort Collins, CO	9/14/25
Cannon, Paul A	Portland, OR	10/11/25
Chan, Wai-Yin Stephen	Oakland, CA	7/28/25
Fretz, Michael	Berkeley, CA	8/27/25
Giske, Maitram K	San Diego, CA	9/7/25
Halay, James P	Parrish, FL	10/28/25
Neff, Philip J	Seattle, WA	8/27/25
Southwood, Tommy S	Westfield, IN	7/20/25
Wortham, Julia	Leeds, AL	10/19/25

NAME (50-74 unique routes)	CITY, STATE	APPROVED
Duvall, Gardner M	Jefferson, MD	8/26/25
Gavenda, Andrew	Burbank, CA	10/28/25
Kerrigan, Mike	Wolfeboro, NH	10/28/25
Roy, Matt	Arlington, MA	8/18/25
Warren, Corinne D	Monument, CO	8/3/25

NAME (75-99 unique routes)	CITY, STATE	APPROVED
Matney, Andrea Bassing	Glen Echo, MD	9/9/25
Nguyen, John D	Seattle, WA	8/27/25

NAME (100-124 unique routes)	CITY, STATE	APPROVED
Beebe, Ward	Oak Harbor, WA	9/18/25
McLerran, Doug	Aurora, IL	10/12/25
Sturgill, Michael R	Phoenix, AZ	10/14/25

NAME (125+ unique routes)	CITY, STATE	APPROVED
Ludviksson, Audunn	Seattle, WA	7/30/25
Martin, Charlie A	Sunnyvale, CA	9/22/25

## RUSA Rouler Award

NAME	CITY, STATE	APPROVED
Randy T Anderson [2]	Peoria, IL	8/11/25
Robert J Booth [2]	Madison, WI	9/22/25
Samantha M Carroll	St. Paul, MN	7/20/25
Osvaldo Colavin	San Diego, CA	10/16/25
Norman Ehrentreich [4]	Shoreview, MN	7/20/25
Brian Enyart [2]	Russiaville, IN	9/10/25
Phil Fox II [2]	Chicago, IL	10/28/25
Dragi Gasevski [3]	West Bloomfield, MI	10/12/25
Andrew Gavenda [3]	Burbank, CA	9/2/25
Rodney D Geisert	Columbia, MO	10/19/25
Michael James Geuss	Chicago, IL	8/11/25
Kitty Goursolle [4]	San Ramon, CA	10/21/25
Joshua J Haley [2]	Canton, OH	10/20/25
Calder J Hartigan	Seattle, WA	10/14/25
Stephen Hazelton [5]	Garland, TX	8/9/25
Christopher Heg [4]	Seattle, WA	10/14/25
Aaron Holdaway [2]	San Diego, CA	10/16/25
C Hoyt	Roseville, MN	9/7/25
Kerin Huber [4]	Pasadena, CA	9/2/25
Mitch Ishihara [4]	Issaquah, WA	10/14/25
Michael Jalkio	San Diego, CA	10/16/25
Andrew M Jensen	Columbus, OH	10/20/25
Greg Jones [4]	Moorpark, CA	9/2/25

NAME	CITY, STATE	APPROVED
Lisa Jones [4]	Moorpark, CA	9/2/25
Jim Joy [3]	Minneapolis, MN	9/22/25
Daniel E Klausner	Eagan, MN	10/12/25
Hollie Long [2]	Bloomington, IL	10/12/25
Krista J McNamee	Cleveland, OH	10/27/25
Elliot J Michel	Chicago, IL	10/12/25
Keith Morical	Minnetrista, MN	9/22/25
David Nakai [2]	Fallbrook, CA	9/2/25
Jonas M Nygard VI [2]	Minneapolis, MN	9/7/25
Dawn M Piech [3]	Hill Point, WI	9/22/25
Mark Z Rada	Kokomo, IN	10/26/25
Karl Reiche [2]	Anchorage, AK	8/18/25
Brandon W Rubin	Oak Park, CA	9/2/25
Amy L Russell [5]	Waco, TX	8/9/25
Tommy S Southwood [2]	Westfield, IN	9/10/25
Sagar Sudhakar	Brookfield, WI	8/13/25
Wei P Sun [3]	San Diego, CA	10/16/25
Lydia Ellen Trott [2]	West Point, IN	9/24/25
Dorina Dv Vaccaroni [2]	San Diego, CA	10/16/25
Matthew Vining [4]	San Gabriel, CA	9/2/25
Rob Welsh [4]	Apple Valley, MN	8/19/25
Billy Whited [2]	Falcon Heights, MN	9/22/25
Douglas A Whitfield [4]	St. Paul, MN	9/22/25

## Ultra Randonneur Award

NAME	CITY, STATE	APPROVED
Greg Cardell	Valencia, CA	8/27/25
Laurent Chambard	Summit, NJ	9/15/25
Patrick Gaffney	Philadelphia, PA	9/9/25
W David Thompson [4]	New Smyrna Beach, FL	9/16/25
Kevin J Williams	Carmichael, CA	9/28/25

## Challenge Lepertel Award

NAME	CITY, STATE	YEAR
Cardell, Greg	Valencia, CA	9/24/25
Diehn, Daniel S.	Black River Falls, WI	9/26/25
Williams, Kevin J	Carmichael, CA	10/25/25
Wright, Pamela	Fort Worth, TX	10/27/25



A group of Indiana Randonneurs  
(above) after their fall dart.  
—PHOTO LYDIA TROTT

## Parting Shots

On the first day of Gold Rush Randonée,  
l. to r. Victoria Norman, Jeremiah  
Maller, Dan Diehn, Pascal Ledru,  
HyoJae “Jay” Kwon, “Michael” Min.  
—PHOTO VICTORIA NORMAN



A 15th anniversary coffeeneuring ride in Tampa with a stop  
for pumpkin spice lattes. l. to r. Beth Calhoun, Mary Spence,  
Laura McCatty, and Peggy Hales.  
—PHOTO MARY SPENCE

A mixte adventure in Big Basin Redwoods State Park.  
l. to r. Takahiro “Tak” Noguchi, Sourav Das, and Eric Larsen.  
—PHOTO PASCAL LEDRU

# *SON Ladelux*



In Stock!

The new SON Ladelux dynamo headlight adds USB charging, with a 1,200 mAh battery fully integrated in the headlight housing. The battery acts as a buffer for USB charging when the rider stops. It also powers the high beam. The optical design is the same as the Edelix II but the standard beam is brighter at 150 lux. The high beam is controlled by the handlebar mounted switch, which also incorporates the USB-C port. The Ladelux is now in stock at Peter White Cycles.

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