

# RCC News



The Newsletter of the Redmond Cycling Club Volume 3, No.15

March, 2002

## Meetings & Events General Meeting: March 5, 2002

MIAROMA  
7614 NE Bothell Way,  
Kenmore (425-486-6200).  
Social meeting starts at 6:30 PM,  
business at 7:00 PM.

## Newsletter Submis- sions Due to Linda Knapp by the 18th of the Month.

## 2002 RCC Officers

### President:

Tom Killion, 206-418-0870  
tkillion@gte.net

### Vice President:

Peter Rankin  
peter@zipcon.com

### Treasurer:

Don Harkelroad  
mrdon@seanet.com

### Secretary:

Amy Harman  
aharman@earthlink.net

### Social Director:

Greg Sneed, 206-784-1265  
gr8tandem@attbi.com

### Newsletter Editors:

Linda Knapp, 206-524-9630  
linda@bozuk.org

Janet Heineck

janeth@u.washington.edu

### Webpage at:

<http://www.redmondcyclingclub.org>

### Email List at:

<http://groups.yahoo.com/group/rcc-riders>

## Message from the Prez....

by Tom Killion

Will YET ANOTHER RCC president fall victim to the curse of the office, doomed to fewer and fewer miles as the duties and pressures mount?

As the song said: "I just dropped in to see what condition my condition was in."

Well, it wasn't pretty, folks. Neither was the weather (big surprise) or the fine sheen of rain, mud, oil and broken glass on the route. Not what you would have wished for the first metric century of the season, but there you have it. The Gregster hatched a grand plan for Roller Coaster, and I laid an egg.

It wasn't Greg's fault. The weather is unpredictable, the course familiar, the company delightful. It wasn't the conditions. It was MY CONDITION.

Amazingly, somewhere between years 51 and 52, I LOST MY BODY. It would be easier for me to believe that space aliens had concentrated their "atrophy rays" on me than that somehow I was contributing to my own physical decline. After all, I didn't actually DO anything, did I?

Uh, maybe that's the problem. Too many "things" to do, too little time, the weather sucks/I won't ride today. And to top it off, here in the Silicon Forest it appears that the concept of "virtual miles", earned while seated before the glowing computer screen, has not yet emerged from early beta.

How to counteract this insidious, creeping terror? Vigilance. Priorities. Effort.

Vigilance: My ever-watchful stoker pointed out some time ago that I have developed a pronounced leaning and slouching habit, both on and off the bike, and encouraged me to make my first-ever visit to a physical therapist. Having been a generally fit and healthy specimen till now, I bridled at the thought of needing help in arranging my limbs in a more efficient and pleasing manner. Boy, did I learn a few things! The basic frame and underpinnings are OK, but the articula-

tion is out of whack.

Stretching, heretofore only for Olympic athletes, is now on the daily menu for moi. Paying close attention to posture and movement ditto.

Priorities: No more manana. Today is the day to ride, rain or shine. Work first and fast, then ride. Slim down the "responsibilities" to make more time for physical pursuits. It's funny how a few errands can eat up your day, how a little time web surfing can kill any riding time, but only if you let it. No more will I idle away the day, working on "projects", when I can ride or stretch or work out.

Effort: Ugh. Well, getting back into the gym three or more times a week will help. Lucky for me the Y is barely a mile away. I can ride there. Stretching works anytime, if I could remember all the exercises. Funny how the memory goes when the body goes. Riding. That's what I want to do, but not just on weekends anymore. Every day if I can, fifteen to thirty miles to keep in tune, more when I have time. Get up early and get the work done, then ride. Stay up late to finish what didn't get done in the morning. Eat. Sleep. Ride. Repeat.

It's too soon to tell whether these words can be translated into effective action, but I'm sure going to give it a go. Not two years ago I was in the best shape of my life, so I have a goal that I can actually visualize and remember.

Besides, I'm not aiming for Chippendale (dancer-boy), but for Chippendale (antique, but in great shape)!

Let's ride!

## Ride Listings

Please send your Ride Information for the RCC Newsletter and/or the RCC Webpage to [lknapp@home.com](mailto:lknapp@home.com) or call me at 206-524-9630

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## News from Malaysia

by Gil Sneed

### Tour de Langkawi

OK, here's one of those "no shit" stories. We drive down to Kuala Lumpur for the weekend to watch the last stage of "The Tour". Before driving down, I see on the internet that "The Tour" organizers are having a Andrea Tafi Fun Ride to say goodbye to Tafi because it's rumored that he may retire this year. Alex and I take our bikes with us. The "Fun Ride" began at 9 a.m. with registration at 8 a.m. I didn't know that you had to register for a "Fun Ride", so Alex and I were going to just hop into the crowd, which would have been OK except then we wouldn't have gotten a free T-shirt. I tell the registration folks that I don't need a T-shirt, but they say, "Don't you want Andrea Tafi to autograph this cool T-shirt with his picture on it?" Then Tafi, who is right next to us, hears the conversation and says, "What size do you want?" He autographs the T-shirt and actually is interested in talking for a bit which was kinda cool. After that, Alex and I walked a few yards over to the crit course so we could wait there for Tafi to finish signing autographs and go on the ride (the ride was 3 laps around the crit course: a total distance of about 19 k). While we were standing there with our bikes, I spotted the Executive Director for the Tour de Langkawi, whose name is Datuk Wan Lokman Dato' Paduka Wan Ibrahim (these folks over here must go through a lot of turmoil in coming up with a name for the baby). I met him at last year's tour. He seemed like a talkative sort, especially when the topic is cycling. I ask him how the UCI is viewing this year's tour, in light of the fact the TDL is trying to improve their rating from 2.3 to 2.2. This is the reply I got: "Well, let's ask someone who might know about that. Gil, I'd like you to meet a friend of mine, Francesco Moser." FRANCESCO #%\* MOSER!!!! I forget all about the rating situation and instead talk to him about his hour records and such. His English wasn't very good, not like Tafi's, but HEY!! Who gives a damn!!! I remember I had some paper in my back pocket and a pen so I had him sign. Robyn got pictures. Anyway, that's what I did on Sunday.

### Sungai Petani Zon Utara Basikal

Well, that was an interesting weekend. The road race was Saturday morning and even though I have ridden twice since October I figured I could hang with the pack for a few miles anyway....WRONG!!! After being the first one dropped, I saw a

few others come off the back and worked to reel them in. As I caught riders I got them to work with me to catch others and we ended up with 7 riders. We shared the pulls for the rest of the race and I finished 3rd (of this group) in the sprint. The "sprint" was a nasty hill with the line at the top. So, all in all I wasn't too upset about things. Sunday was the TT with a distance of only 11 kilometers and a headwind that seemed to follow the entire course no matter which direction you turned. The race officials made me start last because they said a fifty-one-year-old shouldn't be out racing bikes...I'm serious! So, that did give me a little motivation and I was real pleased with my time considering the headwind and all. I finished in 19:14 and some hundredths of a second....which wouldn't matter except out of 13 in my group I finished 12th and missed 11th by .48 seconds. I figured the average speed at around 22 mph into a headwind so I was really happy with that. After finishing the officials who told me to start last came over and apologized and congratulated me on a good ride. At least I felt accepted as a bike racer. I told them if they wanted to stay young...go pick up a bike and ride it. I wished I had someone with me (Robyn and Alex decided not to go) who had a camera. My support crew was 3 Muslim gals who were recruited by a course marshal friend of mine. To see a water bottle being handed out the window of the car by a girl with a head scarf and full body wrap is quite interesting. They really seemed to enjoy themselves and cheered for me as we got to the finish. The race began in a "very" fundamentalist Islamic area where many of the women had face veils. What I would have given for a camera. At the crit (I refuse to ride a crit!!!!...don't want to die) there was a stage at the finish line with dignitaries such as the mayor of Sungai Petani and race officials. I was talking to some of my junior riders when I hear over the PA system... "Mr. Gilbert please come to the stage" (in English which is quite unusual)....so I went over, and the MC introduces me as the team manager for the Alor Setar Cycling Club and also from The Boeing Company. I'm asked what I thought about the races and I told them that my Bahasa Malayu isn't so good. The MC told me that English would be fine so I thanked the Sungai Petani Cycle Club for putting on the event and told them what a great organization job the officials did and so on....and next year just because I'll be 52 don't make me start last just because I'm an old guy. Next month is the stage race on the island of Langkawi

so I'd better get riding.

### Pedu Lake

Dude, went on a training ride yesterday up to Pedu Lake. God awful unless you're really into pain. There was one hill that was so steep that I got off to walk both because it was faster walking and because in trying to switchback it you were afraid that you'd fall and go tumbling back down to the bottom. Rode for about 140k. There were four of us, with one of the guys being fourteen years old who definitely has some talent. I had to keep chasing him down which gave me a great interval workout. The ride was way out in the jungle where there are no villages or houses. I almost ran over a cobra. I had my head pointed down at the pavement when I heard "Ular!" ("snake" in Bahasa). There it was right in front of my tire. I swerved and missed it. No big deal since it took off for the bushes. At another point along the road, the monkeys were following us by jumping from tree to tree. They were keeping up at 20 mph. Unbelievable. I'm putting together training programs for the riders as well as for myself. I found a great website on cycle racing and coaching at the Cascade Bike Club site. Then by going through the links, I finally found "Coach Carl." Tons of info. Got a stage race in a few weeks on the island of Langkawi. Should be fun.

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## For the Women's Team: Notes for Upcoming Racers From a Seasoned Competitor

by Carrie Eller

Cat 3 road racer for Recycled Cycles and UW Business School Undergraduate  
Reprinted by author's permission from the Husky Racing e-mail list.

I am not sure how much racing experience everyone has, so I've written up some information on basic racing strategy. You may want to just print this off and read it later. Even if you are experienced, it's good to refresh for the upcoming season.

Road racing is all about strategy. That's one reason it's so fun. In collegiate racing, you get a chance to become friends over the season with the ladies you race against. It's this laid back atmosphere that makes collegiate racing a great place to develop as a racer. I encourage everyone to take an active part in the peloton. This is your opportunity to improve your abilities.

## **\*Racing Tactics\***

### Cardinal rule:

Never chase down your teammate. Cycling is a team sport. If your teammate wins, you win. Working as a team is where strategy comes into play.

### Attacking:

Drop back about a bike length from the wheel in front of you. Sprint into the draft and slingshot around. Hammer away from the pack and try to maintain a gap. Best to be near the front of the pack, but not on the front (no draft to sprint into). Optional: give verbal warning: "On your right/left!" Attack is best executed when no one expects it--for example, after a prime sprint, hill, or someone else's attack.

### Counter attack:

After someone else attacks and the chase group catches up with the first attacker, you attack immediately after making contact with this group. Everyone will be tired from the chase and you have the potential to drop a bunch of people.

### Note:

Always be trying to thin the pack. The fewer people at the end, the better chance you have of winning.

### Sprint:

Basically the same idea as attacking. In criteriums, most of the time it's a good idea to be second or third out of the last corner to the finish line. In a road race, be third to sixth.

### Lead out:

Going as hard as you can with a teammate on your wheel, so that they can slingshot around you and get a win in the final sprint.

### Chasing:

Do not chase down your teammate. Chase down attacks. If you see someone make a move to attack, get in their draft as soon as possible so that you can break away with them. You want to chase so you/your team is not left behind. If none of your teammates are ahead in the break (the group that attacked/dropped the peloton), then you chase or get someone else to chase. If one or more of your teammates is up ahead in a break, then you will not chase. You will block in this situation.

### Note:

If you're planning on counter-attacking, let someone else start to chase. Then get into their draft so that you have energy to counter-attack.

### Blocking:

As described above, one or more of your teammates are ahead in a break. You and the remaining teammates get to the front of the chase pack and gradually slow the pace. You want to allow your

teammate(s) to get as much distance on the main peloton as possible so that they have a greater chance of winning. If a paceline is formed, you do not work through. You can get to the front of the paceline and set a false tempo (a tempo slower than the group was going).

### Note:

False tempo is also useful when you want to slow the pack. You or one of your teammates may be hurting or is about to attack. It's best if you act like you really are going hard or at a faster tempo.

### Paceline:

I think most of you did this at Craig [Udem]'s camp. If you have any questions, ask someone before you race. Pacelines are formed in breaks to get as much of a gap between you and the peloton as possible. They are also formed by pelotons chasing a break.

### **\*Handling\***

#### Position:

Loose arms, bent slightly at the elbows. If you lock your arms, you will not be able to "flow" with the bike and you will make jerky movements that are dangerous in a pack. Knees are kept in line with pedals. It's a good idea to feel the top tube brush the inside of your knees.

#### Look:

Look ahead. You may be two inches off someone's wheel, but that's not where you want to look. Scan the road up ahead and the pack. In corners, look through the corner so your bike can follow. Basically, look where you want your bike to go.

#### "Hold your line":

Best advice ever given in a pack. Hold your line through corners and in sprints.

### **\*Other Stuff\***

#### Flats:

If you flat in a race, raise your hand so that the follow car knows to slow and give you a wheel.

#### Presence:

It's a good idea to at least seem confident in your abilities. Psychology comes into play often in a pack. Be vocal. If it's in a pivotal part of the race, don't let someone push or crowd you off a wheel you were drafting. If nothing is really going on in the race, it's okay to let people in, but don't get bullied. Be aggressive and hold your own.

Happy riding, Carrie

## Flaming Booger

by Greg Sneed

A special thanks to the gang from the Olympia Wheelmen. It was wonderful to see Brian List, Dan Fender, and Doug Graham. These hot riders were already booked for Swan Valley this season. Let's hope we see a first-ever Olympia team on the podium in Harrison next season.

The cycling gods allowed thirty-one riders to head out with good weather, cool and crisp, on this round one--the Flaming Booger Ride--leading to the podium at Harrison Hot Springs. The course was basically flat from Renton to Flaming Geyser Park and back for about 67 total miles.

On our tenth year of leading this ride, it was the usual chaos at the start, with riders showing up with forgotten equipment, having flats, or only one water bottle and no lunch. As usual, no map was provided. The strong got lost, the weak got lost, and some got left in the restroom at Auburn.

It was wonderful seeing the full peloton for the first time this season motoring down the Interurban Trail at 18 mph. Lovey and I started thinking of spring with all the colorful jerseys and the chattering of folks getting together. It was a happy feeling seeing so many great riders in one large group.

George Thornton, Susan Cady, Tom Killion, Duane Wright and Amy Harmon showed good early season form. It was a pleasure riding with them down to Auburn before they turned back early to attend other events. You'd think these folks had real lives.

Flaming Booger, being flat, is a tandem ride. As usual, the big dogs moved to the front on the Green River Valley Road. Ralph and Carol Nussbaum looked very strong, powering up their Co-Motion. Dottie Smith and Don Harkleroad showed experience and good form on their dream machine, working the first group. Lovey was in a bad mood as we kept an eye on Moe's continued 23 mph-attacks at the front. That's on a *fixed gear*, folks.

Max Maxon look very fit this early season powering up the valley, showing that those spin classes really work. Janet Heineck earned bonus points hanging tough in her first season with our road warriors. The Grand Dining Room at The Mallory will be worth the effort. Orin Eman and Laura Hoey showed themselves to be secret weapons. Laura, I believe that was 27 mph that you used to bridge up to the lead. My legs hurt

thinking about it. These two troopers worked their turns at the front and assisted others in the lead group. These folks will be hot picks for a Fleche team position at the next Zeek's social. Another rider to keep your eye on is Steve Rossano. The gentleman looked 'way comfortable on this first long ride of the season.

Thanks to all for showing up. Next stop--round two in two weeks--is "Roller Coaster". This is a hilly climber's ride of sixty-two miles with a lunch stop in Gig Harbor. The singles will have center stage on this ride.

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## Roller Coaster 2002

by Greg Sneed

The Canadians said it best for Saturday's Roller Coaster weather: grim. As we left our house to drive to Lincoln Park for the start of this year's Roller Coaster, Lovey and I were sure that no one would be in the parking lot to meet us and that soon we would be back close to home and the nearest Starbucks. Right. We should have known as we drove into Lincoln Park and saw Ron Himshoot and Tom Killion unloading their bicycles. Ye gods, these guys are tough. With thirty-seven degrees, wind and light rain, I was guessing at the wind chill.

More cars with bicycle racks were pulling into the parking lot: Kristie Salinger, Peter Rankin, Orin Eman, Steve Rossano, Laura Hoey, Mr. Don, Dottie Smith, Bill Pence, Peg Winczewski, and the man himself Kitt Rudd. The best of the best were in all-weather full battle dress. Everybody had fenders and some needed to put on mudflaps. But this group was ready to ride. We headed down to the Fauntleroy ferry.

On board, I got a call from the three musketeers--Paul, Paul and Brian from The Capital Wheelmen--that they would join us at the Southworth landing. These folks will be hosting our next ride in two weeks, the Millersylvania annual eighty-five-miler.

The group was shocked to see both that Greg had provided route maps and that you could read the roads on it. The fact that the route was incorrectly marked by the ride leader was no biggie just because Bob, Peg, and Kitt ended up riding seventy miles in freezing rain. One hit from this group and the ride leader would have been broken pottery. This is the same ride leader who booked rooms in Enumclaw for the start of last year's Canadian Fleche Pacificque on the wrong

## RENEWAL TIME

Send those membership dues in! Membership dues are \$15 per membership per year. More than one person in a household may be included in a single membership. Please use the form on the back of your newsletter to renew for 2002.

day. We ended up sleeping at my folks' house. My Mom still calls and asks whether we need our cycling clothes washed for this season. I'm sure I'll finally get the map right for the twentieth edition of Roller Coaster.

After a potty stop at Port Orchard, we had our first flat of the day. It was not to be our last. Lovey, as always, was ready with extra gloves and water bottles for riders. After we left Port Orchard, the climbers flew up the hills. We worked our way down through the hills, taking our time on the descents. A fall in these conditions would have been bad. Most flats occurred outside of Purdy, where it was like riding through cutting oil. Some riders were tiring as we reached Gig Harbor for lunch.

All but Bob, Peg, and Captain Kitt arrived together at our sandwich stop in Gig Harbor. I think we scared away some of the locals as we cold, wet, and dirty riders walked into the restaurant. Coffee, hot pesto soup, and turkey sandwiches were quickly provided as we took over all the seating in the place. I could feel my right knee, and my bones felt cold. The cold always gets to my shoulders and knees in these conditions. We were all pushing heavy, fully loaded bicycles. Bonus points in the bank for the tough rides ahead.

After lunch I was fully dressed again, but Lovey had to push me out the door to start riding. We headed north toward Ollala along Colvus Passage. The rain had stopped and the temperature dropped. On the descent into Ollala, I was cold. This was the first time I've wanted to get to the bottom of Church Hill quickly to start the climb.

Ron, Tom, Lovey and I worked the sweep heading back down into Southworth. Most of the group had left on an earlier ferry. Good idea, since it had been a long day. Kitt and Bob arrived, looking ready for another lap.

It was six o'clock when Lovey and I arrived home. We had a party to go to that night. I ate dinner and went to bed.

Seeya up the road, g

## Club President Strikes Head on Bridge Abutment, \$2 Million Damage Done

by George Thornton

The annual Flaming Booger ride goes from Gene Coulon park in Renton to Flaming Geyser Park outside of Auburn. A significant portion of the ride down to Auburn goes along a series of bike trails.

The trails pass beneath several bridges, some of which have low clearance room.

This reporter has learned that our new Club President, Tom Killion, struck his head on one of the bridge abutments. He was unhurt, but the bridge sustained severe damage and had to be closed to vehicular traffic.

A witness at the scene stated the cause of the accident was a change in the size of the President's head. Since becoming President in January, observers have noticed a significant increase in his cranial dimensions.

Not being used to the new dimensions, it appears our new President did not make sufficient allowance for the decreased clearance room.

Friends and family report he was unhurt. His wife, Nicole, reported he has a block-shaped head that is impervious to most forms of insult or trauma.

The bridge, by contrast, was dislocated from its foundation and had to be condemned. Although the bridge had survived the recent earthquake unscathed, it did not survive this incident. The cost of repair is estimated to run in the millions of dollars.

Although the Board expressed concerns about potential liability that might affect the Club, they were reassured that the Club is not responsible for this incident.

Attorneys have reported the Club is protected by the Bloodstone Principle, which is a well-established foundation legal principle that dates back to the origins of our legal system in Medieval England. The principle has loosely been translated as follows: "You can't squeeze blood from a stone."

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Some doofus (Tom) and "Teacher Ted" Lockery, the guy who started all this.

## Nathan Hale High students begin Bike Club

by Tom Killion

A group of Nathan Hale High School students, aided by "Teacher Ted" Lockery, has started a bike club. At the urging of Mr. Lockery, students gathered signatures for a mini-grant request to the local PTSA, and with the small sum received they purchased a bike work stand and pump, then scoured their garages for spare and surplus tools. The beginnings of a bike shop were created.

Redmond Cycling Club has joined in by donating a broad selection of Park Tools, including a second work stand and a wheel truing stand, so that the students will be able to learn how to maintain and repair their bicycles with proper equipment.

So that the students will get a firm understanding of cycling in general, and maintenance in particular, RCC has also obtained a small 'library' of repair manuals and cycling 'how to' and 'tips' books for their use. All the information we could have used when we were young and just starting out!

And wait...there's more! Matthew, super-wrench at R+E Cycles, Nathan Hale grad (and step-son of our own Newsletter Editor Linda Knapp) is conducting a short series of after-school demonstrations and hands-on repair classes for club members. Nothing like being shown first-hand how to do the job.

RCC members are encouraged to donate spare tools or parts (some already have) and especially time helping these kids learn skills and techniques that will last a lifetime. If you would like to assist,

contact Teacher Ted at [tmlockery@seattleschools.org](mailto:tmlockery@seattleschools.org).

Demos of your own bike(s) would be a nice idea also. The students have already organized their first group ride, in some of the more wretched weather of late, so I think it's safe to say that they're definitely RCC material! Perhaps you could invite some of the students on your next ride? Or organize a ride specifically for them?

A Big Thank You to Charlie Buchalter for his generous assistance in obtaining the tools for our donation to Nathan Hale. The plaque was a nice touch!



Matthew showing 'em how it's done right.

## Road to RAMROD

by Richard L. Gilmore

My latest adventure is getting off to a great start. Volunteer positions are being filled, operation proposals are being developed and new technology is being implemented. RAMROD is one of the premier one-day bicycling challenges in the world: the climbing, the altitude, the vistas. RAMROD is also trying to improve safety and support on the ride. We are looking into adding a food stop before the park entrance, decreasing the motor vehicle traffic congestion, keeping better track of riders and introducing an online registration option. Everything I and my team of talented volunteers are doing is to support my goals for RAMROD 2002. In order of importance they are:

- 1.) Every RAMROD rider will be in a safe place at the end of the day.
- 2.) RAMROD 2002 will run so smoothly that there will be no doubt about getting permits for RAMROD 2003.

I am pleased to announce the addition of two new volunteers to the RAMROD 2002 team. First is Dr. Wendy B Crisafulli DDS as the food goddess (formerly known as the food coordinator). Getting all the food to where the cyclists need it is an important job. Our former food coordinator, Marilyn Williams, did an excellent job of documenting the procedures and passes on a legacy that I am sure Wendy will live up to. Second, in a major coup on my part, I managed to enlist last year's RAMROD director Don Harkleroad as a volunteer coordinator. Whew! (Heavy sigh of relief). As you probably know, Mr. Don is RCC's new treasurer. That means I am really close to the money. That's got to be a good thing.

If you are inspired to join the RAMROD 2002 team, please get to the website (<http://www.redmondcyclingclub.org/ramrod/>) and check out the positions that are waiting to be filled. I will get the information on the site as fast as I can. It may be a few days after you receive your newsletter. If you don't have access to the Internet, leave me a message at the RCC voicemail number (206) 781-3903 and I will call you back.

New for 2002.

I mentioned the possibility of an added food stop to fill the rather large gap between the start of the ride and the Kautz Creek stop. Next month's newsletter should have more details about this proposed improvement. There is another change that I am instituting for RAMROD 2002. Personal Support Vehicles (PSVs)

are banned from RAMROD.

As an alternative there will be thirty slots available for a new class of official volunteer vehicles, the Ride Support Vehicle (RSV). If you are a RAMROD Rider who wants the added support of a personal support vehicle, you can apply for one of the thirty RSV slots. If you do not get one of the official RSV slots, you cannot bring a PSV into Mt. Rainier National Park as a registered RAMROD rider. If you do, your rider's bib will be pulled and you will be placed on a list that bars you all from subsequent RAMROD rides.

#### WHY?

#### Endangering Riders:

A few PSV drivers seem to think that pacing their rider is a good technique. However, this causes long backups of motor vehicles on the narrow roads around the mountain. Drivers caught in these backups become frustrated and impatient. These drivers are likely to take chances to get past the backup. Some drivers might realize that the backups are somehow related to the bicycle riders. It only takes one irate driver's poor judgment to cause a tragedy.

#### Endangering RAMROD:

In the past two years, the use of PSVs has increased dramatically. The Park Service is not happy about the subsequent traffic congestion due to poor PSV technique. This puts future RAMROD rides at risk because the Park might decide not to issue the required permits.

#### What does a RSV do?

If you want added support, apply for one of the thirty volunteer Ride Support Vehicle slots. This will be available on the web site after registration has begun. As a RAMROD RSV you might be requested to assist the ride should needs arise. Tasks might include transportation of materials or people forward on the route. You will not be asked to track back and forth on the route. You will be expected to leap-frog your rider by stopping at legal parking areas, letting your rider go ahead then driving until you catch up and parking at the next legal parking area. This keeps you behind your rider and off the road, except when you are jumping forward to catch up with your rider. We will be supplying a map of suggested stopping points for RSVs. I will publish details of this new program in the newsletter and on the website as they are developed.

Finally, RAMROD enters the 21st century with an online registration site. I encourage everyone to use it because it simplifies and automates our record

keeping. Of course you can still mail in your registration with a check or money order, or join the throng of bicycle riders at this year's Bicycle Expo at the Stadium Center. It is just across the street to the north of the baseball stadium.

While my primary goal is the safety of my riders, RAMROD belongs to you, the Redmond Cycling Club. If you have any comments, I want to hear them. (The title is "director" after all, not dictator.) I am particularly interested in hearing from previous year's riders and volunteers. Send me e-mail through the web site or leave a message on the RCC voicemail system. website <http://www.redmondcyclingclub.org/ramrod/> and voicemail (206) 781-3903

## Ride & Event Calendar

### MARCH

#### March 1-3 Bicycle Expo

Info about the Bicycle Expo at: <http://www.cascade.org/expo/>  
Please contact Ruth Sneed if you can help in the booths or with setting up and tearing down. Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

#### March 2 Roller Coaster Part Deux

A special Roller Coaster for those who could not make the ride a week before. Check with Greg Sneed to see if there is enough interest and to see if his knee is up to it! Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

#### March 2 Seattle International Randonneurs 100 km Populaire

more info at <http://www.seattlerandonneur.org>

#### March 5 Mudflaps - Special Edition

Meet at Gasworks and ride to the RCC Meeting in Kenmore. Ride starts at 5:30pm sharp. Bring Lights. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

#### March 9th - Millersylvania

85miles, hilly Bill and Melody Co-Leaders, Olympia Wheelman, Brian and his gang are putting a fleche team together.

#### March 12 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

#### March 19 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to

Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

#### March 23 Seattle International Randonneurs 200 km Brevet

more info at <http://www.seattlerandonneur.org/>

[www.seattlerandonneur.org/](http://www.seattlerandonneur.org/)

#### Sunday, March 24th - Country Ride Series-Snohomish Valley

50-55 miles, brisk, some hills, map, occasional regroup, Heavy rain cancels 10:00am from Harvey Field (Snohomish Airport)

Join us for the first Country Ride of the new season. We will ride from Snohomish to Granite Falls and return via Monroe. Beautiful spring farmlands and forests beckon you to come on this ride. Harvey Field is just about 1/4 mile south of downtown Snohomish on Airport Way. Please park in gravel portions of the lot. Bring some money for a pleasant social lunch at Papa Mia's in Monroe. That leaves only 8 flat miles back to Harvey Field. Ralph and Carol Nussbaum (206)783-6450

#### March 26 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: [gr9tandem@attbi.com](mailto:gr9tandem@attbi.com)

### APRIL

#### Apr 13 Seattle International Randonneurs 300 km Brevet

more info at <http://www.seattlerandonneur.org/>

[www.seattlerandonneur.org/](http://www.seattlerandonneur.org/)

#### April 26-28 Seattle International Randonneurs Flèche Northwest

more info at <http://www.seattlerandonneur.org/>

[www.seattlerandonneur.org/](http://www.seattlerandonneur.org/)

### MAY

#### May 11-12 Seattle International Randonneurs 400 km Brevet

more info at <http://www.seattlerandonneur.org/>

[www.seattlerandonneur.org/](http://www.seattlerandonneur.org/)

#### May 18 22nd - ANNUAL INLAND EMPIRE CENTURY BICYCLE RIDE

The TriCity Bicycle Club will be holding the 22nd annual Inland Empire Century bicycle ride on Saturday, May 18, 2002. Proceeds from this ride will benefit the Safe Kids Coalition of Benton-Franklin Counties.

The ride will include distances of 25, 55, 75, and 100 miles through the lower Yakima River Valley. Registration forms

are available at local Tri-Cities bike shops, on the web at <http://www.owt.com/tcbc> or by phoning (509) 375-0594. Registration for adults is \$20 in advance, \$25 on ride day. Registration for ages 13 -17 is \$10. Children 12 and under are free but must be accompanied by a registered adult. The registration fee includes ride snacks, route maps and sag support. Inland Empire Century T-shirts will be available for a nominal cost of \$15.

The ride "START" and ride day registration will be in Howard Amon Park at the east end of Lee Boulevard off George Washington Way in Richland, WA. The start will be open from 6:30 a.m. to 9:00 a.m. Helmets are REQUIRED!! If you don't have one, they will be available at the start line for \$6, as a part of the Safe Kids Promotion. You should also bring sunscreen, a patch kit and pump, water bottles and wear layered clothing.

For more information, please e-mail [tcbc@owt.com](mailto:tcbc@owt.com) or call (509) 375-0594.

### **MAY 25, 26 & 27 - NORTHWEST TANDEM RALLY**

#### **BOISE, IDAHO**

Boise has been selected to host the northwest tandem rally (NWTR) on the Memorial Day Weekend, 2002. Typically, 300 to 500 tandem teams with as many as 1000 riders attend the rally. Three days of incredible rides in the Boise Valley with a great banquet dinner Sunday night. Great sponsors, great food and great rides. Come see why Boise is such a great place to live. Visit our website at [www.nwtr.org](http://www.nwtr.org).

#### **THE RIDES**

Rides of 30 miles, 55 miles and 85 miles will be supported on Saturday and Sunday. Saturday's ride can be described as mostly flat with some rollers. The routes take you through downtown Boise in front of the State Capitol Building to Harrison Boulevard and its historic homes and along the base of the Boise Foothills. Once in the country, the 55-mile route makes a big loop through farmland, mint fields and a small commercial iris garden. The 85-mile route will cross over the Middleton Foothills into the Emmett Valley and will take you through apple and cherry orchards along the Emmett Foothills. The one climb on this route will be up the old Freeze-out Hill onto Highway 16 back to Boise.

Sunday's ride can also be described as mostly flat, but will have a few more rollers and climbs for all three routes. The route takes you up Capitol Boulevard along Crescent Rim Drive for a spectacular view of downtown Boise. The route has one short, moderate climb up to the Birds of Prey Interpretive Center, which will be the first rest area. The 30-mile route

will take you back to Boise through some of the more quaint residential areas, while the 55- and 85-mile routes will continue to the west through farmland to Kuna. These rides offer a combination of desert, farmland and urban settings. Monday is a self-supported, self-directed day. Riders can enjoy a mosey along the Boise greenbelt or take a strenuous ride up to our local ski area, Bogus Basin. The greenbelt follows the Boise River to the east to Lucky Peak Reservoir and to the west into Garden City. For those with strong legs, a massive cardiovascular system and good brakes we offer the ride up Bogus Basin Road - 15 miles and 3500 vertical feet of riding with beautiful views of the Boise Valley. For you mountain bike tandem riders our local riders will lead you on some of the single track in the Boise Foothills. See why Mountain Bike Magazine selected Boise as the No.1 mountain biking community in the U.S.

### **JUNE**

#### **June 1 - 15th Annual Apple Century Bike Ride**

The 15th Annual Apple Century Ride includes outstanding scenery and reasonable, yet challenging rides of 50 or 100 miles. The ride begins in the heart of Wenatchee's historic downtown and climbs 2,100 feet up the Entiat Valley to scenic Silver Falls. The shorter, equally scenic route ends at the Entiat National Fish Hatchery. This is a good training ride with well-equipped pit stops and ride support.

Entry fees:

\$35.00 Includes pit stop food and drink, plus a commemorative ride T-Shirt if postmarked by May 15, 2002.

\$150.00 Back by popular demand is the VIP Package which includes specialty items, with hotel, meal discounts, and more.

This ride is sponsored by the Wenatchee Sunrise Rotary. Projects supported by your registration fees will go to youth and senior programs. For more information you may contact Joanne Rosenthal at 509/665-8294 or email [rosenthal@nwi.net](mailto:rosenthal@nwi.net). You also may visit us at our website at: [www.wenatcheesunrise.org/century/index.html](http://www.wenatcheesunrise.org/century/index.html)

#### **June 8-9 Mazama 2002**

This year RCC's traditional Mazama Ride takes place the weekend of June 8-9, 2002. The ride starts in Marblemount on Saturday. We ride 70 miles on the North Cascades Highway, over Rainy and Washington Passes, into the gorgeous Methow valley, ending our day at the Mazama Country Inn. We stay overnight

at the Mazama Country Inn and then head back Sunday morning.

If you prefer not to pedal over the passes, you can drive to Mazama and do some flat road riding, mountain biking, hiking...or just relax. If you want to stay in Mazama an extra night before or after the ride, the inn is offering a discount for those nights. Contact Mary or George at the inn at (800) 843-7951 for details. Please let RCC know if you're staying extra nights.

The registration fee is \$100 with a \$5 discount for RCC members. (Non-members may take the discount if they join RCC when registering for Mazama.) The fee includes

Overnight parking in Marblemount

Sag support to carry your overnight bag and for en route emergencies

\*\*\* NEW \*\*\* Lunch stop both days

Lodging at the Mazama Country Inn (bring your swimsuit and rubber duck for the hot tub!)

A snack when you arrive in Mazama, dinner Saturday, and breakfast Sunday

Registration is on a first-paid-first-served basis and is restricted to RCC members for the month of March. Non-members may sign up beginning April 1<sup>st</sup>. Registration forms can be found on the club web site, [www.RedmondCyclingClub.org](http://www.RedmondCyclingClub.org). Mail your registration and check made out to "RCC" to the address on the form or hand it to Lola or Charlie at a club meeting. If you don't have Web access please contact Lola or Charlie for registration instructions. We'll do our best to accommodate roommate requests, but please be aware that there are no guarantees. The refund policy is there are no refunds! Registrations may be sold but must be coordinated through RCC. RCC reserves the right to limit the number of non-members registering for the ride.

For more info contact one of your Mazama ride coordinators:

Lola Jacobsen (425) 641-7841

[lolaj@microsoft.com](mailto:lolaj@microsoft.com)

Charlie Buchalter (425) 743-0483

[charlie@atoc.com](mailto:charlie@atoc.com)

**Saturday, June 22, 3:00 a.m. start Cannonball**

Questions to Duane Wright at [checkers@u.washington.edu](mailto:checkers@u.washington.edu)

### **JULY**

**Saturday, July 6, 3:00 a.m. start (note: new start time) S2S**

Questions to Duane Wright at [checkers@u.washington.edu](mailto:checkers@u.washington.edu)

**Thursday, July 25th RAMROD**

**Redmond Cycling Club Membership Subscription Form**  
Individual/ Family\* Membership Dues: \$15 per calendar year

Please complete this form and mail it with  
your dues to:

Redmond Cycling Club - Membership  
P.O.Box 1841  
Bothell, WA 98041-1841

New Membership       Renewal       Information Change; start date: \_\_\_\_\_

\_\_\_\_\_  
First Name      Last Name

\_\_\_\_\_  
Membership# (first 3 digits in top right of address label)

\_\_\_\_\_  
Address Line 1

\_\_\_\_\_  
Daytime Phone

\_\_\_\_\_  
Address Line2

\_\_\_\_\_  
Evening Phone

\_\_\_\_\_  
City      State      Zip Code

\_\_\_\_\_  
Email Address

\* One vote is allowed per membership when voting on RCC issues and one copy of the RCC newsletter is mailed for each membership. Use additional copies of this form if multiple family members are to be listed under this membership.

**Redmond Cycling Club Information**

The Redmond Cycling Club ("Where HILL is not a four-letter word") is a group of cycling enthusiasts from the greater Seattle area. We meet on the first Tuesday of each month at 7:15 p.m. at Mia Roma restaurant, 7614 NE Bothell Way, Kenmore (425-486-6200). Social hour starts at 6:30 p.m. Club phone number is (206) 781-3903.

Our members participate in endurance riding, racing, training and informal social rides. We sponsor the popular Ride Around Mt. Rainier in One Day (RAMROD) and the cross-state ultramarathons CANNONBALL and S2S. For more information, attend one of our monthly meetings, write us at P.O. Box 1841, Bothell, WA 98041-1841, or email us at [info@redmondcyclingclub.org](mailto:info@redmondcyclingclub.org). You can visit us on the Internet at <http://www.redmondcyclingclub.org>.



**Redmond Cycling Club**  
**P.O. Box 1841**  
**Bothell, WA, 98041-1841**