

RCC News



The Newsletter of the Redmond Cycling Club

Volume 10, No. 16

October 2003

Meeting and Events

General Meeting:

Monday, October 6, 2003

Coco's Restaurant

Lake Forest Park Town Centre

17535 Ballinger Way NE

Lake Forest Park, WA 98155

206-364-8910

Social meeting 6:30 PM

Business meeting 7:15 PM

Next meeting: Monday, November 3, 2003

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Message from the Prez: Wow! What a Year!

By Tom Killion

As the summer riding season comes to an abrupt end, we should take a bit of time to 1) marvel at the excess of warm/hot and dry weather we had this year, 2) mourn the passing of our lawns, and 3) recognize Club and personal bests.

OK, now that the first two items are out of the way, let's begin.

The Insane Mileage Award goes to Bob (Death Ride Bob, Bad Bob, RAAMBob) Brudvik. The usual stuff—a full rando series, a valiant Fleche attempt, a Death Ride, Furnace Creek 508, a casual RAAM, and a tour of the Continent via PBP. I'd liken him to the Energizer bunny, except I've never seen a bunny with a goatee. (Duane??)

Extreme Honorable Mention to spouse Lisa for remembering what Bob looks like after such long separations. What-Was-I-Thinking Honorable Mention to Linda Knapp for keeping a close watch on Bob's butt from San Diego to Atlantic City. Ever see a car draft a bike??

The Just-Plain-Lots of Mileage Award is shared among MrDon, Ken Carter, Kent Davis, Peter Rankin, Duane Wright, Peter Two, and a host of other rando-types. PBP was involved in most cases—tsk, tsk. I hasten to point out that Mr. Davis is NOT a randonneur, and comes by his mileage in honest, factory-approved ways—some of which involve sleeping in actual beds, eating real food at real restaurant tables, and observing the world to both the left and the right of his front tire.

Mr. Carter also receives the I-Like-Pain Cluster for riding PBP with broken ribs/shoulder.

The I-Was-Going-For-The-Mileage-Record-But-Was-Sidetracked-By-Fine-German-Engineering Award goes to Ron Himschoot. Dr. Porsche's product derailed Ron's plans for a double rando series mit two Fleche und PBP, but he's back in the saddle once again.

(continues on page 2)

Annual RCC Board Election in December—

Nominations at the November Meeting

The Redmond Cycling Club's annual election cycle is fast approaching. Nominations for the club's board of directors will be taken at the club meeting on Monday November 3. For purposes of the nominations, this meeting is designated a special meeting per Article 3.5 of the Club bylaws. The election will be held at the Club's annual meeting on Monday December 1. There are six positions open for nomination and election. See the description of the nomination process at the end of this article.

(continues on page 2)

Inside

Board Minutes	3
Pas Deux sans Trois	3
Raid Californie - Orégon	4
Halloween Party	4
Bad News Page	5
Boise	6
Asphalt Magazine	8

Newsletter Submissions Due to Janet Heineck or Duane Wright by the 18th of the Month

(continued from page 1)

From the Prez

Back on Planet Earth, we salute the brave duo of Carol and Ralph Nussbaum for their tandem and solo efforts to NOT lead other members of the cycling public astray, at least too far. Carol and Ralph managed to wedge something like five or six tours into their summer vacation, some of them while being (theoretically) in charge. I assume they taught those riders a thing or two!

The I-Have-The-Gaudiest-Cast Award is Charlie's, no contest. A great riding year for Charlie (who knew he even had time to ride?) came a-cropper on 410 near Greenwater. Next year!

Notable furrin' tours were experienced by Jim and Anne Jensen (courtesy Erickson and the south of France—'nuff said) and Greg and Denise Paley, who rented what sounded like Swiss Army bikes to tour around the lakes of the Swiss/Italian border. Greg thinks the entire Swiss Army may actually have been ON THE BIKES as they rode. He

also says there are some nice hills in the area worth checking out.

Amy Harman uncovered invaluable geological data regarding the red clay dirt of Georgia, and bonded with Bubba, during a cross-state excursion—BRAG, Bicycle Ride Across Georgia. Check out her new accent.

Susan Cady did it again, this time a seven-week Ride Across America. Just when you think she's fully recovered, she does something silly. Odyssey, New Zealand, America—what next? When the shuttle gets going, she'll probably do a tour of the Moon.

Janet Heineck will soon depart for what's left of North Carolina on Cycle North Carolina, October 4-11. I think Hurricane Isabel was her idea of road construction. Just level off the hills a little bit.

Greg and Ruth hosted the First Annual RCC Summer Camp in Boise. Much riding, even more food, and a great deal of wine were on the cue sheet. The Boise cycling folks were dandy hosts, and there is some mighty fine cycling to

be had in the hills there. Looking forward to the Second Annual.

Nearer to home were the traditional, but still exceptional, Tour BC (this year on Vancouver Island), the Goose-types' Hammerfestweek on the dry side of WA, and Cascade's RAW. I heard that the tandem rally in Eugene July 4-6 was especially nice this year as well.

The Club did good, too: a great rookie-laden Cannonball, a multiple-record setting S-2-S, and a smashingly successful Mazama ride. But the cherry on top was really the twentieth RAM-ROD. The new start/finish was a hit, the weather was perfect, the volunteers and support were in a class above all other classes, and we had more riders than ever before. The Park Service was happy and exceedingly cooperative this year, which made MrDon's job much less stressful. (Actually, their cordiality just made room for other new and exciting stresses for Don to experience!)

Good going, everyone!

Now put on the fenders and booties and get out and ride (some more)!

(continued from page 1)

Board Election

Members of the Club elect the board members to one-year terms. The board in turn elects or appoints the officers of the Club. While the board may appoint any Club member, and in some cases a non-member, to an officer position, in practice board members themselves assume the various duties of Club officers.

In general, the duties of the various officers include (paraphrasing the bylaws) the following:

President: Supervises and controls all assets, business, and affairs of the corporation. Presides at the Club business meetings. Organizes and presides at the board meetings. Writes the monthly "From the Prez" section of the newsletter.

Vice President: Performs the duties of the president when the president is absent. Acts as the Club ride leader, either directly organizing and leading rides or making sure that others do so. Forwards the ride list to the newsletter editor for publication on the website and in the newsletter.

Secretary: Keeps the minutes of the board meetings and minutes which may be maintained by committees of the Board. Sees that all notices are duly

given in accordance with the provisions of these bylaws or as required by law. Is custodian of the corporate records of the Corporation. Keeps records of the name and post office mailing address of each member, director, and officer. Signs with the president or other officer authorized by the president or the board deeds, mortgages, bonds, contracts, or other instruments.

Treasurer: Has charge and custody of and is responsible for all funds and securities of the Corporation. Receives and provides receipts for moneys due and payable to the Corporation from any source whatsoever, and deposits all such moneys in the name of the Corporation in banks, trust companies, or other depositories selected in accordance with the provisions of the bylaws. Reports regularly on the status of the accounts.

Newsletter Editor: Manages and edits the publications of the organization.

Social Director: Coordinates all off-bike social activities.

The following is excerpted and paraphrased from the Club bylaws:

Nominations. Any member in good standing may be nominated for election to a position on the board of directors, said nomination to be made by any other member in good standing at the Club meeting scheduled in November of each year. Nominee(s) need not be present at said meeting, but may be nominated with

their consent in absentia. Nominations may also be made by proxy in accordance with the procedure described below. Nominee(s) for board position(s) are deemed to be standing for election upon nomination. Neither a second of the nomination nor a vote of the members present is required to validate the nomination.

Proxies. A member may vote by proxy executed in writing by the member or the member's attorney-in-fact. Such proxy shall be filed with the secretary of the corporation before or at the time of the meeting. A proxy shall become invalid eleven months after the date of its execution unless otherwise provided in the proxy. A proxy with respect to a specific meeting shall entitle the holder thereof to vote at any reconvened meeting following adjournment of such meeting but shall not be valid after the final adjournment thereof.

This means that if you executed a proxy for LAST year's election it is NOT VALID and you must file a NEW proxy if you so desire.

VOTE ✓

Board Minutes

By Amy Harman

Board meeting was held Chez Sneed after the Mudflaps ride. This was the first board meeting since RAMROD and that was first on the agenda. Susan Cady is working on the books for RAMROD - there is a possibility the club made a large profit but there are still some checks to be written. We still need to reimburse Denise Chan for Wimprod and Charlie Buchalter for the 2nd Wimprod. Checks also need to be written for donations to keep us in good eyes to the Park Service and to the Bicycle Alliance. The decision on donations - how much to who and when final money is collected - was tabled until the next meeting. We also need to look into our donation to the National Park Fund - is our money going where we want it to?

Don and Linda will be meeting with Ranger Jill Hawk in the next couple weeks.

Information needs to be cleared up about Wimprod and a standard operating procedure should be developed - who gets to go, how many points - and people need to be notified.

Operating manuals for running RAMROD are in the works; a group of

people are going to work on it.

Priority entry and free slots for next years RAMROD need to be worked on by Don and the volunteer coordinators.

Cannonball & S2S 2003 books will be closed soon - if you have any checks or reimbursements needed please submit them to Susan Cady ASAP

New Club Business: Elections for next years Board Positions will be held at the December meeting with the nominations at the November meeting. The club elects the board members only but does not specify who will hold what position - that is decided by the board members per the RCC Bylaws.

Treasurers Report: Checks now have our correct address and the signature cards are up to date.

Bike Alliance Auction is coming up - the club will donate 2 RAMROD tickets, 1 S2S ticket and 1 Cannonball ticket.

Nathan Hale High School Bike Club: RCC will once again provide funding to send Matt Karasu up to teach some basic bike repair and maintenance classes.

Bike Swap: February 2004 - the club is interested in having a booth again this year - start boxing up your spares

and undesirables.

Halloween Festivities: Will be held at Susan Cady's house in View Ridge on October 25, 2003- please come in costume. A suggestion of coming as your favorite dead rock star was made.

Halloween Getaway: A small group of RCC members is going to San Juan Island the weekend of October 31, 2003. If you are interested in going - look into renting a cabin at Snug Harbor (Susan Cady has the details).

Winter Seasonal Festivities: Will be held at Kristie Salingers in Issaquah - date to be announced. Wrap up those obsolete bike parts or those Sonic player change collecting receptacles that were given away last year.

Club Member News: Steve Rossano has been made an honest man by long time SO Patrice - Congrats Steve - Steve was quoted as saying I knew I should have bought one more bike before I got married now its our money.

Max Maxon: We await with grumbling tummies on the announcement of the pancake ride - which is always a hit.

The next Board Meeting of RCC will be held October 29, 2003 at 7:00 pm location is Susan Cady's house - members are always welcome to attend

First Annual Pas Deux sans Trois a Huge Success

By Linda Knapp

This team time trial, with over 3,500' of climbing in just over 20 miles, was a lot of fun.

Highlights:

- Team Contra La Montagne setting up stationary bikes and warming up - soooooo serious! (I guess it worked!)
- Susan Cady showing the drivers how to use the machine while waiting for our turn to put money in for all the bicyclists.
- The teams sprinting across the finish line at the top.

Lowlights: -The park entry machine running out of change - forcing us to dig into all our pockets for small bills.

- Amy and Julieanne getting questioned by the ranger on the way out of the park - he was under the impression that there where 50 cyclists in the group.

- Getting up at the crack of dawn to start this ride!



RESULTS

Team	(Combined Age)	Time	
Contra La Montagne	(100)	1:47	Tamara Stephas (35), Michael Jochimsen (36), Michelle Maislen (29)
Riders Old As Dirt (ROAD)	(181)	2:01	Chuck Eaton (73), Ralph Nussbaum (54), Kristie Salinger (54)
Molasses Express	(101)	2:07	Shane Balkovetz (37), Johnny Bianchi (34), Julieanna Lemsek (30)
AARP Express	(163)	2:07	Greg Sneed (56), Ruth Sneed (55), Duane Wright (52)
ATP	(135)	2:10	Amy Harman (36), Tom Killion (53), Peter Rankin (46)
Team OTD	(174)	2:14	Don Harkleroad (50), Dottie Smith (60), Tom Mage (64)

Note: For a map of the route, please turn to page 10.

Peterson Wins Raid Californie-Orégon

By Duane Wright

Kent Peterson, of Issaquah, has won the first ever Raid Californie-Oregon. This self-supported race departed San Francisco at 09:00 on Monday September 1. The finish was in Portland, Oregon. Riders could choose their own routes. The event drew 19 competitors, of which 13 finished. Kent's finish time was 81H14; he covered 1211 km.

Kent mentioned that some riders chose to go up the coast, others opted for the central valley. The latter group encountered very high temperatures.

For details on the event, go to <<http://www.blackbirdsf.org/sf-portland/>>.

After the event, Kent biked to his home in Issaquah, slept several hours, then biked to his job at Sammamish Cycle.

Triplet on Paris-Brest-Paris

By Nigel Shoosmith (Somerset Valley Cycling Club, England)

There was a triplet on PBP and the three riders were Drew Buck, Nigel Winter, and Steve Abraham. Drew and Nigel are members of the Somerset Valley Cycling Club <www.somervalley.org.uk>. They completed the course in around 80 hours. Drew's son Byron also completed the course as the youngest competitor, aged 19.

The three rode on a Thorn Triplet from St John St. Cycles in Bridgwater, Somerset, UK <<http://www.sjscycles.com>>. They rode the bike from Drew's home in Somerset to Paris to do PBP, and then rode home again. Steve Abraham also rode from his home in Milton Keynes, Buckinghamshire to Drew's home and back, some 150 miles each way.

A news article appeared in our local paper about them: <http://www.thisissomerset.co.uk/displayNode.jsp?nodeId=71037&command=displayContent&sourceNode=70589&contentPK=6763591>.

In PBP 1999 Drew Buck rode on a 1904 Dursley Pedersen <<http://www.dursley-pedersen.net/>> and wore appropriate clothing for the period.

Editors' Note: To see a photo of the cyclists on the triplet, go to http://pbpvillaines.free.fr/Pages/Page_Main/Main.htm Click on "Photos," then on "2003" and go almost to the bottom of the thumbnails. Thanks to John Jost for this information.

How Our Reps Voted on Transportation Enhancements

*e-mail from The Bicycle Alliance
of Washington*

Here's how the Washington delegation voted on the Petri/Oliver amendment to restore Transportation Enhancements funding.

YES (for bicycle/pedestrian funding):

Brian Baird
Norm Dicks
Jay Inslee
Rick Larsen
Jim McDermott
George Nethercutt
Adam Smith

NO (against our funding)

Jennifer Dunn
Doc Hastings

If your Congressional rep voted in favor of this amendment, please take a moment to contact them and thank them! You can send an email to your rep via their House web site at www.house.gov.

Bicycle Alliance of Washington
PO Box 2904
Seattle, WA 98111
206/224-9252

Wimprod I

By Janet Heineck

A belated thank-you to Steve Hastings and Denise Chan for their wonderful support on Wimprod I, Saturday August 30 and Sunday August 31. Their friendliness, reliability, and great home-made sandwiches, cookies, bread, and brownies complemented both the feast at Alexander's and the perfect weather to make for a very successful weekend for all involved.

Halloween Party

When: Saturday, October 25, 6:30pm.

Where: Susan's house, 6845 48th Ave NE, Seattle 206-529-1398

What: Potluck and BYOB.

We have a theme! Dead or Look-Like They're Dead Rock Stars. (Please keep the bare-chested Jim Morrison's to a minimum!) Theme costumes are recommended, but not required. Costumes are required. Non-costumed attendees will be required to perform stupid pet tricks.



Cycling Advocate Ken Kifer Killed by Drunk Driver

From: *Adventure Cycling*
<bikebits@adventurecycling.org>

Adventure Cycling joins the greater cycle-touring community in mourning the death of bicycling advocate Ken Kifer. On Saturday evening, September 13, while riding a few miles from his Alabama home, Ken was hit and killed by a drunk driver. One of Ken's legacies is the Bicycle Advocacy list at Yahoo, where you will find a great deal of discussion going on about his senseless death and what a great person he was, along with thoughts on ways to keep his respected website (<http://www.kenkifer.com/bikepages>) up and running. Click here to visit the Yahoo site or visit Phred's bikelist: <http://groups.yahoo.com/group/bicyclingadvocacy/messages> <http://www.bikelist.org/>

During what turned out to be his last big bicycling adventure, Ken stopped in at Adventure Cycling headquarters this summer. Greg Siple had the opportunity to take this photo of him for the National Bicycle Touring Portrait Collection: <http://www.adventurecycling.org/beta/gallery/index.cfm>

Kennewick Cyclist Killed

From *Tri-City Herald*, Sept. 18, 19 and 24, 2003

A cyclist struck by a jeep, on Sept. 17 while she was riding on West Clearwater Avenue near 10th Avenue, in Kennewick, died several days later. Sarah Casey was biking with a friend at approximately four p.m. A Jeep Grand Cherokee, drive by Randall Foes, pastor of the Lord of Life Lutheran Church, approached from behind, moved left, apparently to avoid the cyclists, but still ended up striking Casey. An investigation continues.

100,000 bail set in crash that killed cyclist

By *Jennifer Sullivan*
Times Snohomish County bureau
(reprinted by permission)

EVERETT A 63-year-old man who allegedly struck and killed a bicyclist with his van early Sunday and then fled was ordered to be held on \$100,000 bail during a Snohomish County District Court hearing yesterday.

The Arlington man is accused of colliding with a 44-year-old Everett man at nearly 60 mph. The driver reportedly fled the scene, at Highway 204 and 81st Avenue Southeast near Everett, when he saw James E. Zentz's body, said State Patrol Trooper Lance Ramsay.

Troopers arrested the man Monday, soon after he reportedly called 911 from his home requesting more information about the incident. He refused to tell dispatchers his name but hinted that he may have been the driver, according to a search warrant filed yesterday in Snohomish County Superior Court.

According to the warrant, the man had been driving home on Highway 204 after drinking at a Lake Stevens tavern when he said he was blinded by a headlight.

The next thing he knew, he said, he had hit Zentz.

Zentz was pronounced dead shortly after his 18-speed bicycle was rear-ended at about 1 a.m. Sunday. He and a friend had been riding their bicycles together on Highway 204.

A witness told troopers the van driver was traveling at about 60 mph the speed limit when the collision happened. The witness, who had been traveling behind the van, gave troopers three numbers off the license plate of the silver Ford Windstar.

Troopers found a silver van parked, with the same three numbers on its license plate, in the man's driveway.

The man was booked for investigation of felony hit and run and for outstanding warrants for hit and run and driving with a suspended license. Both charges stem from an Aug. 13 arrest in Marysville.

Ramsay said the car and the bicycle will be examined by State Patrol investigators today.

Jennifer Sullivan: 425-783-0604 or jensullivan@seattletimes.com

Clear Channel ... Muddies the Airwaves

From *League of American Bicyclists*
<http://www.bikeleague.org/index.cfm>

Clear Channel Communications radio stations in three cities (Cleveland, Houston, and Raleigh, NC) have recently broadcasted talk show hosts and listeners encouraging violence against bicyclists, as they did in the greater San Francisco area in 2001. Last week, Raleigh station G105 advocated violence against cyclists, complete with suggestions on how to run cyclists off the road, and urged listeners to call in with stories of harassing them. One listener, quoted in the *Raleigh News Observer*, said a DJ joked of pelting cyclists with empty Yoo-Hoo bottles and said he would, "love to be on a motorcycle and driving it down a bike lane. Because he didn't think bikers should be allowed on the road. He said they should ride on the sidewalk." To voice your outrage at these broadcasts, please visit the [League's Online Advocacy Center](#). In Raleigh, local cyclists are going mano a mano with G105. They have held a protest rally at the station and are planning another one. Major advertisers are cutting their sponsorships. The situation is evolving very rapidly. For the latest, go to [Triangle MTB](#).

Note: Clear Channel Communications owns several radio stations in the Seattle area: KFNC-FM, KHHO-AM, KJR-AM, KJR-FM and KUBE-FM.



The Return of Fixed Gear Rides

By *Duane Wright*

After a one season hiatus, fixed gear rides are (hopefully) back on the agenda. This brief tradition generally occurs during the wetter, cooler time of year, generally one Sunday a month. This season's opener will be piggy backing on a Mountaineer ride to be let by Janet Heineck on Sunday, November 30. See "Rides" for a description.

Fixed gear ride leader wannabes, now is the time to submit rides for the upcoming winter months.

Boise Cycling Summer Camp, 2003

By Greg Sneed

Lovey and I enjoyed the 2002 tandem rally in Boise and wanted to revisit the Treasure Valley area for some more cycling and to visit the many friends we made during our first visit.

First, by e-mail, I got in touch with Jim and Jan Kuenzli. These were the wonderful folks who hosted the 2002 Boise tandem rally. We had stayed in touch with them, recently meeting them again at this year's 2003 Eugene tandem rally.

I also did a computer search of cycling clubs in the Boise area and got in touch with Tyler and Sheree Welshimer of the Lost Valley Wheelmen. Tyler is president of their local racing group, and both are teachers in the local school district. We had never met these folks before. But after exchanging information and photos, we realized we were in the same age group and had similar cycling abilities. It was fun to ride with the local racers. Thank goodness it was a "no drop" ride.

Both couples were a delight, helping us with ride routes and maps, introductions, gatherings, lunches, dinners, local activities, and visits to their homes. The property lots are big in Idaho. Everybody seems to have a horse.

I cut a deal with the Double Tree Inn—Riverside in Boise for our stay: thirteen nights at \$85.00 a night from August 21 to September 3. We got a large room overlooking the pool and pool bar next to the Boise River and the green belt, a very nice setting with willow



trees, a slow-moving stream, bicycle trails, and a large hot tub for bad backs. It reminded me of something out of the South, lazing by the river with my huckleberry friend. Lovey and I prefer these large hotel facilities for long stays because they have laundries, van service to downtown, and staff with knowledge

of the area who can assist with all the stuff needed for a long stay. Local staff is a great way to find out about local low-cost restaurants and entertainment.

Booking way ahead saves a ton on costs, since normal room rates can normally be \$100 to \$120 a day with \$150 over the summer holiday weekends. I'm glad I took the time to plan our adventure way ahead of time.

Lovey and I left Seattle on August 18th and drove the S2S course, stopping for lunch in Waterville. No latte stands or ATMs there. That Waterville climb is hot and ugly. Those S2S riders are tough. We spent two nights in Spokane, visiting my brother Geoff and his family. Bro is a monster fisherman, and it was fun being shown around the city. Great time.

Lovey and I rode the Centennial Trial to the Idaho border. Wonderful riding along the Spokane River. Got in 61



miles in 80 to 90 degree-plus heat. Got lost only a couple of times. Did a nice tour on our tandem of the Kaiser Aluminium parking lot. What are those local workers looking at anyway? Don't they normally see an Erickson tandem with a couple in AARP cycling togs cruise by the company coffee break truck every day?

That drive from Spokane to Boise on Highway 95 is great. Everybody had talked about it. Big outback open cattle and farm country in every direction. Saw a lot of fire fighting trucks and airplanes heading in all directions. Had BLTs at Hoot's Café. Those tomatoes were tasty!

Finishing the day in McCall, Idaho, we could see big smoke climbing upward to the north. The sky was filled with firefighting aircraft landing and quickly taking off. All flying stops at night, thank goodness.

This high alpine town at 5,218 feet

elevation is located on McCall Lake. It was a big tourist area for Boise folks getting away from the twenty-one 100-degree days in a row they were having this summer. Lovey and I spent the night in McCall. Nice at the marina bar, sitting back and forgetting about work. Early in the morning, we rode our tandem the twenty miles of broken-up and sandy road around the lake. The tandem did not like the road conditions, and I don't like being in the woods. As we rode on alone, a scene from the Wizard of Oz kept playing in my head: lions and tigers and bears, oh my.

Boise has a population of 185,000 and growing. Bicycling law in Idaho allows a cyclist to do a rolling stop at stop signs. A little strange at first, being with a large group of Idaho cyclists rolling through busy intersections with all the cars stopped.

Boise's downtown was redone about five years ago and now has eighty-eight outdoor restaurants. Lovey and I soon learned that Boise has a high per capita smoking rate. People light up here, so we ate outside. It was fun enjoying dinner at a nice restaurant under a huge awning, being entertained by James Vincent with his guitar and keyboard. It's amazing how quickly you get comfortable with the local folks and climate. Didn't wear shoes or long pants for two weeks.

The first day, Lovey and I headed for the Warhawk Air Museum, with great World War II stuff, B-25 and P-40 displays, and a tape of one of Bob Hope's last interviews, talking about his World War II experiences with the troops. That evening we attended the annual Idaho State Fair. Those homegrown tomatoes and corn on the cob were wonderful. I'd forgotten how much fun these events are. We checked out the farm animals and 4-H displays. Lovey had to visit the garden show displays. I still don't know all the different types of flora and fauna. Gardeners. Don't ask Nicole or Lovey or you'll be doomed for the whole afternoon.

Tom and Nicole joined us for our first weekend in Boise. Tom got us box seats at the Idaho Shakespeare Festival. This is a summer-long series of the Bard's plays at a wonderful new outdoor theatre east of the city. You can bring or buy your picnic dinner and sit back to watch "A Comedy of Errors". There is

(continues on page 7)

(continued from page 6)

Boise

something about sitting out under the big sky.

We met Tyler's ride group, which meets each Wednesday at the Screamin' Toad Cycles, for the start of their training ride. Lovey and I were on our single bicycles. We had never started a training ride in 96-degree heat. The gang took us



out of the city to the northwest on Floating Feather and Hill roads out into the badlands. Nothing out there, folks. It was like riding on Mars. After twelve miles, we stopped in the shade to rest and then rode back. Afterwards, we stopped at the Bittercreek Brewery for dinner. Sounds like Mudflaps.

Boise has the largest population of Basque folks in the U.S. Everybody had

to comment on my Euskaltel Euskadi cycling outfit. Even 71-year-old Vincent, my Basque barber, had lot to say about Iban Mayo and the Tour de France while he shaved my head like someone's front lawn. Got out of there with both my ears still attached.

We rode out to the dam on the one of the Boise River greenbelt multi-use



trails. We stopped and toured the old Idaho penitentiary, a nasty place, equipped with locked cells buried underground. We saw where all the hangings took place and heard how one guy took fifteen minutes to die. The pen is now a popular place for weddings. Don't ask me why.

The big climb to Bogus Basin is just north of the Hyde Park section of Boise. This area of the city has old traditional homes and a Phinney Ridge feel with its variety of restaurants, businesses, and cycling in the area. The Bogus Basin climb is seventeen miles and about 4,000 feet of gain with from 4 to 10-percent grades. Eventually you reach 6,300 feet at the Bogus Basin ski resort. The first half is barren eastern Washington aridity. The second half

climbs into the pine trees and cooler temperatures.

It is a great cycling route with an unusual twist: the course is defended by hordes of black three-inch long Mormon Crickets which move at times like waves across the Bogus road. Jim, of course, had to tell Lovey, as we were climbing slowly up the pass, that these ugly crickets are quite the jumpers. No bonus points, buddy. The Idaho state road people put up signs for motorcyclists and drivers about the crickets, mainly because running over hundreds of them creates a river of slime across the roadway, sending cars and motorcycles sliding.

After two hours and ten minutes of climbing, we reached the top. First thing, keep filling those water bottles. Two days earlier,

Lovey and I had driven up to the upper lodge for some mountain hiking. We did six miles across the rim and through the ski bowl: a good work out. Fun to use that long-stored hiking belt with two water bottles, hiking boots, and basic gear. Lovey is a mountain goat.

It was a very full trip with some great folks and a most wonderful time. Lovey and I can't thank Tyler, Sherre, Jim, and Jan for their kind assistance. You're the best, folks. We hope you can visit Seattle someday so that we can return the many favors and kindnesses you extended during our stay.

New and old friends and cycling—what could be better?

Carlson and Rossano Wed

By Tom Killion

Steve Rossano and Patrice Carlson were married on Sunday September 21st. The bride and groom took advantage of the fine weather and an astounding setting (a view of Mt. Rainier over American Lake) to make it official. It was a beautiful garden wedding, with a large crowd of family

and friends in attendance. Notably, none of the Redmond Cycling Club members in attendance wore Lycra - it must be near the end of the season.

The Club extends their best wishes for a long and happy life together to Steve and Patrice. Congratulations!



Unidentified PBP rider shamelessly schmoozing with RCC aristocracy

Asphalt Magazine Review

By Janet Heineck

Asphalt, Daly/Brady Media, Box 1734, Redondo Beach CA 90278. Published quarterly in December, March, June, and September. Vol. 1, no. 1, Winter 2002. \$34.95 for four issues (one year). Single issues \$9.95. Web site: www.asphaltmag.com. E-mail: info@asphaltmag.com.

With a cover subtitle of "all road, all the time", "Asphalt" describes itself as a "lifestyle magazine for the dedicated road cyclist", and a lush life it is, based on a look at the first two issues. Full-sized at 8 1/2 by 11 inches and 84 pages per issue, "Asphalt" is perfect-bound and thus sturdy enough to stand up on a shelf with your book collection. Those who remember "Bicycle Guide" and "Bicyclist" magazines and who read "Velo News" will recognize some of the names involved in "Asphalt": editor and publisher Patrick Brady, photo editor Greg Page, photographer Jonathan McElvery, and writers J.P. Partland and Maynard Hershon himself, among other contributors. With vitae like this, readers of "Asphalt" are in for writing that is informed, practical, and inspiring.

So what's in it?

Regular departments are Warmup (by the editor), The Team (contributors to the current issue, and introducing the



kitten Jalabert), At the Front (industry and event news), Rollout (new products), Keeping It Fun (training to suit the season), Watercarriers (appreciations of trainers, promoters, and others who keep the sport alive), Gallery (a photo section), Great Towns (Owen Mulholland on San Francisco in the first issue, J.P. Partland on New York in the second), and Torchbearers (Rivendell Bicycle Works' superb framebuilders Joe Starck and Curt Goodrich in the first issue, and the gorgeous fillet-brazing of Sacramento's Steve Rex in the second). Each issue concludes with a last-page essay by Maynard Hershon.

Feature articles in the first issue were a lusciously-photographed account by Patrick Brady on his ride through Provence and the Maritime Alps with Erickson Cycle Tours; a profile of Leicester, Massachusetts junior racing coach Toby Stanton by J.P. Partland; an expert article by Patrick Brady on the relationship between frame geometry and handling for those choosing a new bicycle; and Maynard Hershon on a weekend women's training clinic put on by the Bend, Oregon bike shop Sunnyside Sports that precedes the Cascade Classic stage race there each July.

Featured in the second issue were Dave Staub's (formerly general manager of Schwinn Sales West and now owner of Brea Bicycle Works in Orange County, California) account of his stay in Europe in 1957 and 1958 competing in world-class track racing events at age 17; Patrick Brady on preparing for bicycle travel in Europe with organized tour companies; J.P. Partland on training with power meters; and Patrick Brady on the exciting 2002 San Francisco Grand Prix.

Well-informed reviews of top-quality, dream-bike level, road bicycles are a great treat in each issue. These reviews are not rushed. Each reviewer is allowed plenty of scope for a thoughtful assessment of each bicycle, serving the reader well.

Each review is accompanied by the same vivid, razor-sharp closeup photography I remember from "Bicycle Guide". How can I describe the photography? As one letter writer put it, he "could almost taste the cream-colored paint on the Rivendell".

"Asphalt" is a gem. If future issues continue to be of the quality of the first two, its writing and photos should rekindle the imagination of the most burned out, bottom-sore roadie for the freedom, beauty, and tradition of fast recreational road cycling. It deserves a wide, loyal, and grateful readership.

An Interview with Jan Heine

By Duane Wright

Note: Jan Heine, of Seattle, and Jaye Haworth, of Toronto, were the first place, mixed tandem finishers of PBP 2003. The two met on a 300 km brevet while Jan was visiting Toronto in 2002. Noting potentially compatible riding styles, they discussed the possibility of tandeming. Jaye visited Seattle in the fall of 2002 for a "Mountain 100 km" brevet and a 600 km ride including four mountain passes. "We found that our pedal strokes harmonized extremely well, with almost no power lost in the synchronization of the two riders," said Heine. "We decided to attempt Paris-Brest on a tandem."

"Our friend Hervé Thomas located a suitable, but rusty and neglected 1948 René Herse in France. Ernest Csuka of Cycles Alex Singer disassembled it and shipped it to Seattle. Over the next few months, fork, racks, bolts and screws were rechromed, the frame repainted and lettered, new parts (BB eccentric, BB spindles) machined, others cleaned, polished and refurbished."

dw: When did you first become interested in French touring bikes?

I first heard about them from a friend, Mike Kone, who then owned Bicycle Classics. They sounded fascinating. I visited him and saw some amazing machines. After PBP 1999, I visited the Alex Singer shop, and was hooked. Finally, there were bikes designed for the riding I was (and am) doing, rather than racing bikes conceived for 3-4 hour races, but too "nervous" and uncomfortable for days in the saddle.

dw: Why a 1948 Herse tandem? Don't modern tandems offer much better performance?

(continues on page 9)



Photo: Mairdru

Km 236 Paris Brest Paris 2003

(continued from page 6)

Heine

Most modern tandems have geometries that are for single bikes. They react to leaning, and are affected by stoker movement. The best of the old bikes aren't. They still react to leaning - riding no hands is not a problem - but very slowly, so a quick movement of the stoker to get a water bottle or to blow their nose won't send the bike into the ditch. This makes for a very relaxing experience as a captain, which is important if you want to spend that much time on the tandem. You may now think that the Herse won't corner well, but that is not true. We often lost our "cling-ons" when the roads turned curvy.

Furthermore, we found the fat (35 mm) 650B tires offered far better comfort than those of my other (700C) tandems, a crucial factor on such a long ride. And the Herse was made for long-distance riding, so it has the racks for the handlebar bag in front, plus a small one for spare clothing in the back, fenders, allows spoke replacement without removing the freewheel, etc. Finally, the quality of an Herse is amazing, and so is the reliability. I have to admit, though, that a bit of nostalgia played into it as well (I am, after all, producing a magazine called "Vintage Bicycle Quarterly"): René Herse tandems often were first among the tandems in PBP during the 1940s and 1950s. In 1956, two tandems (one a René Herse) even beat all the singles by 2 hours! So clearly, the best of the old tandems offer all the performance one could demand.

dw: For the restoration of the Herse tandem, what were the biggest challenges?

Numerous challenges. Obviously, the time frame, since the bike arrived here as a rusty hulk in February, and had to be ready for the 600k in May. Bottom bracket spindles come to mind. Those, I farmed out to a company in Chicago who usually restore pre-war Bugatti and Alfa Romeo race cars. The BB uses tapered roller bearings, with a special spindle that is threaded on one side for locknuts, and has a shoulder on the other side to locate the bearings. I felt getting accurate

tapers, as well as hardening and heat treating the steel was beyond me. I machined a bottom bracket eccentric, which has shoulders to locate the outer part of the bearings, and is hollowed in the center to save weight. That took 8 hours and was admired by everybody in the machine shop once it was done. After that, minor things like the arm for the front shift lever were easy to make.



Photo: Maindru

dw: What gearing did you use?

48-32 on the front, 14-16-18-20-23 on the back. But remember, the 650B wheels are a bit smaller than 700C. We used all the gears we had, but never felt the need for more. Once we spun out the 48-14 at about 30 mph, we coasted and stretched our legs, rather than wasting energy trying to eke out another mile per hour. 32-23 got us up all the hills with no problem.

dw: How much communication went on, while riding, between you and Jay, about dw: how the pace was going?

Quite a bit. I had to tell Jaye to slow down a bit - she is very strong. Also, we had a schedule, and we were within 10 minutes of our envisioned times all the way to Brest. In Brest, we actually arrived 7 minutes ahead of schedule exactly 23 hours after the start.

But mostly, we talked about the

great scenery, the lovely roads, or chatted with other riders.

dw: Did you change positions (i.e. captain/stoker)?

No. Our dimensions are rather different, and it would be hard to adapt. Plus, I prefer to leave the bike alone, rather than risking breaking a seatpost bolt or something. Also, the Herse derailleurs are a bit different from modern bikes. The front derailleur is operated by a little rod behind the front seat tube. For the rear derailleur, you pull the down-tube shift lever toward you for a smaller cog - the opposite of what now is standard. Toward the end, I messed up two or three times - shifting onto a bigger cog instead of a smaller one. I need to practice a bit more!

dw: How did you deal with drowsiness? (i.e. when it was severe)

It wasn't a real problem. Remember, we were on the bike only for 52:44 hours. And with the excitement of PBP, you just don't get sleepy for the first night. The second night was in the hills, and that required a lot of concentration and kept us awake. The third night was too painful to fall asleep! However, I had slight hallucinations at the beginning of the third night. Lying down and closing my eyes for 5 minutes stopped that.

dw: I realize it's early, but is there any talk of PBP 2007?

No comment.

Trail of the Coeur d'Alenes

By Peter Beeson

It started off with a phone call from a good friend - "What do you say about an end of season ride on the new Trail of the Coeur d'Alenes?" A quick check of the "rando" calendar and I realized that it'd be the weekend after the 1000k. Perfect timing for an end of the season road trip! Word quickly spread and riders from Seattle, San Francisco and Spokane joined up for the adventure.

This is a new "rails to trail" project, 19 years in the making. Beautiful, silken paved asphalt for 72 miles from Plummer to Mullan Idaho - alpine settings, riding along chains of lakes, through the Silver Valley and then along the shores of Lake Coeur d'Alene. Best of all the maximum grade is 1-2%. The Union Pacific Railroad paid for the bicycle trail and set up an endowment to service the trail for the next 20 years.

(continues on page 10)

(continued from page 6)

Trail

The paved pathway opened early this summer and has yet to be discovered. Imagine the Burke Gilman – without pedestrians, no little dogs, no children jumping in front of you, no broken pavement, no stop signs, no roots or cracks in the pavement – and you start to get a feeling for this trail. Add incredible wildlife – hawks in the trees, wild turkeys darting across the path and the occasional head of cattle as your ride past — and you’ll think you’ve reached bicycle heaven. Finally – no motorized vehicles in sight or ear shot for most of the trail. No cars, no motorbikes, no scooters – over 72 miles we had one senior citizen with a walker on the trail.

A bicycle shop in Harrison offers the basics at the trailhead and 40 miles down the trail you reach Kellogg and Mike’s bicycle shop - Excelsior Cycles. Be prepared to be dazzled with world class service; ice cold diet coke; and high tech gear.

A short jaunt and you’ve reached historic Wallace – famous for its brothels

in the early 20th century and today home to much entertainment and cold adult beverages.

The intrepid cyclists will venture on to Mullan so they can lay claim to

the Lookout Motel – \$19 for a single room and \$38 for a double. As a travel guide writer and one who’s mother said “if you can’t say something nice...,” all I can say about the motel is that they don’t overcharge for the room. Dining is limited to a café that serves hamburgers and not much else.

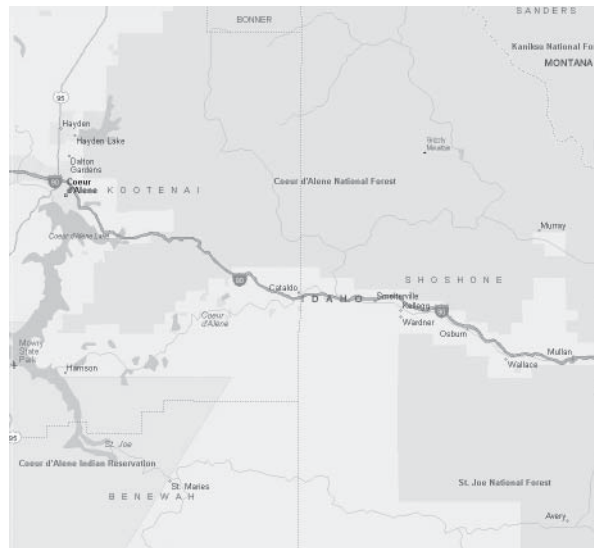
This rustic motel offers a hot tub and the proprietor turns a blind eye to your cold brown bottles ...

In the morning it’s an hour of cycling to cover the 20 miles back to Kellogg – gradual descent all the way to Kellogg. The local cops all recommend Sam’s for breakfast – portions are large and you know you’re in the “Spud” state – hash browns fill half your plate. Service is friendly; coffee hot and the waitress likes to flirt. Tanked up and carbed up, it’s a relaxing ride back to Harrison.

All in all a grand adventure filled full of good company, loads of laughter and wide open trail as far as the eye can see. This is truly a cycling destination for all – hammer heads; tandem riders; family riders and new cyclists. Check it out!

reaching the end of the trail – the finish line. That’s the kindest thing to say about Mullan. Accommodations in Mullan are

http://wallace-id.com/CdA_trail/index.html



Area of the Trail of the Coeur d’Alenes



The 20.5 mile route of the Pas Deux sans Trois Team Time Trial



Rides

Saturday November 22 Tacoma Museums

Start time: 9:00 a.m.
42 mi
Social/Moderate
Some Hills
Map: Yes
Occasional Regroup
Fauntleroy Ferry Terminal,
West Seattle
Heavy Rain Cancels

Duane Wright (206) 523-7404
Arland Swanson (206) 789-4588

We'll catch the 9:15am ferry to Vashon and ride to the south end of the Island to catch the ferry to Pt. Defiance. Next, we'll ride to downtown Tacoma to visit whichever museum(s) one prefers, the Washington History Museum, the Tacoma Art Museum or the Museum of Glass. Bring money for ferries, lunch and the museum(s). Lights are required, although we **might** be back to the Vashon ferry terminal before dark.

Sunday November 30 Blythe Park-Snohomish

Start time: 9:00 a.m.
About 35 miles
Social pace
Hills

Rain will not cancel but may shorten ride

Meet at pleasant, under-utilized Blythe Park, along the Sammamish River across the bridge from the Burke Gilman/Sammamish River Trail, at 16950 West Riverside Drive, Bothell. Explore new bicycle path from the Burke Gilman Trail through UW Bothell campus on our way to Snohomish via familiar route to include steep descent down Seattle Hill Road. Lunch stop in Snohomish. Bring lunch/lunch money and on-bike snacks. Brief stop if interest warrants at Heirman Wildlife Park at Thomas' Eddy off Connelly Road (<http://www.co.snohomish.wa.us/parks/heirman.htm>) on the return. Walkable cycling shoes needed for the trail to the river. Janet Heineck 206-368-0391

Sunday November 30 Fixed Gear Ride

Come on out for the first fixed gear ride of the season. We'll join Janet Heineck's Mountaineers ride. For description, please see above.

May 28-31, 2004 Northwest Tandem Rally

<http://www.nwtr.org/2004/index.html>

Tuesday, June 22, 2004 1000k Sicilian brevet

Start time: 21:00

This is the third edition of the only Italian 1000k that is sanctioned by Randonneurs Mondiaux. The ride circumnavigates the perimeter of the island.

<http://www.ciclotyndaris.it/page16.html>



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
Post Office 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

Day Phone

Address Line 2

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 Monday of each month at 7:15 p.m. at Coco’s Restaurant, Lake Forest Park Center, 17535 Ballinger Way NE, Lake Forest Park, WA 98155 (206-364-8910). 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. You can visit us on the Internet at <http://www.redmondcyclingclub.org>.



Redmond Cycling Club
P.O. Box 1841
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