

RCC News



The Newsletter of the Redmond Cycling Club

January 2004

General Meeting:

Monday, February 2, 2004

Monday, March 2, 2004

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

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Message from the Prez: New Year's REVolutions

By Tom Killion

First a RESolution: getting these articles finished before the deadline has long since passed. Gotta give the editors a break.

How about that Cabbage Patch Ride? 32km/h northbound on the Trail from Marymoor. I love tailwinds! And the chow was good too.

More than thirty club members showed up either to ride and eat, or just eat. I'm pretty sure that's a record turnout for this event, and the weather cooperated too. It was cold but sunny and, beside the aforementioned tailwind (aka southbound headwind), there was no rain, hail, sleet, snow, or plague of locusts as in past runnings. Let's hope for more of same next December.

By now you are thinking about how to work off those extra holiday pounds. With the weather so unsettled, it's tough to make a commitment to a major ride, but you can't miss MrDon's First-of-the-Year Century. The maestro himself will undoubtedly serve up some truly hideous weather surprises. The good news is that this century is rarely much over 80 miles.

Fixed gear rides are starting up. If you haven't tried this form of unencumbered locomotion, you are definitely missing a nice bit of cycling, and it's good training for the off-season. Ask Ralph about the siren call of fixtes. (P.S. I have a second fixte available for novices to try their hand, er, legs. Riders between 5'6" and 5'11" are welcome to go for a spin at their own risk.) [See rides calendar for the fixed gear-friendly ride on Sunday February 8. Ed.]

Line up and sign up for staffing the RCC/RAMROD booth at Expo this March. Once again, the brave Jim Jensen will lead the charge. This year we're going back to one booth, and we'll just be schmoozing with the public. No RAMROD signups. (No near riots, either!) More info later on the 2004 RAMROD entry system. Cannonball and S-2-S info will be available as usual.

(continues on page 2)

Northwest Tandem Rally 2004: Pedalin' Round Puget Sound

From The Evergreen Tandem Club

The Evergreen Tandem Club is pleased to announce that registration is now open for the 19th Annual Northwest Tandem Rally, Pedalin' Round Puget Sound, Memorial Day weekend, May 28-31, in Lacey, Washington (one hour south of Seattle). Our website includes all the details featuring route maps, rally-wear, and online registration. Please visit: www.nwtr.org/2004. We're offering an early-bird discount on registration though March 1 which is also the deadline for ordering your rally jerseys.

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

Terry's Winter Ride Series Returns

By Terry Zmrhal

Hello all,

I hope everyone had a great Thanksgiving weekend and is recovered from PBP!

I'm going to be doing the Winter Rider Series again for 2004 - the sixth year! Here's the info - it will also be on the SIR website and listed in Cascade rides. This is earlier than I usually send it, but I'm a bit more organized this year :-). I'll probably send it out again later on as well.

Cheers, Terry Zmrhal

Winter Ride Series VI

Get ready for the sixth edition of the Winter Ride Series! The series has been successful with the current format and will be run similar to previous years. All the ride details are listed in this file/document and each ride will be listed in the Cascade newsletter. If you forget you can always check the SIR website (www.seattlerandonneur.org). The first ride will be the weekend of January 10th and will lead up to the SIR 100K on March 6th and the SIR 200K on March

20th with distances varying from about 35 miles to 85 miles, always with shortcuts available.

These rides are a great way to get in some early season training with a natural buildup of miles. It's also a great way to meet and learn from local randonneurs.

Feel free to forward this message to anyone else who may be interested.

Details: - The rides are listed below. The rides start in various parts of the Seattle area, from South Center to Stanwood. This will hopefully give people in different areas a chance to ride near an area they are familiar or give those not familiar with the area a chance to see some new roads.

- We'll start all rides at 9:00am on Saturday. This doesn't mean show up and gather at 9am, this means we leave at 9am, so be sure to show up a few minutes earlier to pump up your tires, adjust your fenders, and put all your warm clothes on. Please note that some rides involve ferries, so arrive a bit earlier.

- All rides are rain or shine. We might shorten the ride for really, really bad weather. The only cancellation might be for snow or ice.

- We generally stop infrequently and briefly. We like to keep warm and

keep moving. As a result, we don't regroup very often. This means you need to be self-sufficient to some extent.

- Usually the pace is around 15mph. The pace may vary depending on terrain, weather and participants.

- While each ride has a designed distance, there are almost always shortcuts to get back. There are also almost always ways to extend the ride as well. Just ask and I can point you to where you want to go.

- Cue sheets of the route will be provided on the day of the ride. A rough route will be provided in the mail and on the SIR website. If you aren't familiar with the area or the route, I suggest getting a local map and looking up the route. You will need to provide your own plastic bag to keep the map dry :-)

- Please have fenders with a mud flap as they are a must on days when the roads are wet. Forgetting once is forgivable. Forgetting twice - well expect some harassment :-)

- Please have sufficient riding skills and experience to ride in a group or a paceline. And as always please respect traffic laws and local traffic.

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From the Prez

It's never too early to let the RAMROD Dictator know of your interest in volunteering. MrDon appreciates hearing from ANYONE during these dark, rainy months, so cheer him up!

Next spend some time in front of the fire, patching that big bag of last year's flats and thinking of warm, dry roads—all downhill with tailwinds.

Then quit hallucinating. This is the NORTH-WET!

Get out and ride.

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Northwest Tandem Rally

The Evergreen Tandem Club has great appreciation for all the generous sponsors who have already committed to the rally. If you are interested in getting involved as a sponsor, exhibitor, or volunteer please e-mail nwtr2004@nwtr.org.

Les Triplettes de Belleville

The Egyptian, Opened Friday, December 26.

The movie's early sequences concern a lonely, chubby little boy and the grandmother he lives with who tries desperately to coax him out of his alienation. While a dog, Bruno, proves a welcome addition to the family, Madame Souza, a candy-apple figure with a clubfoot, finally realizes it is a bicycle that will make little Champion the happiest.

Many years later, the family farmhouse now surrounded by a dark, encroaching city, Madame Souza has trained Champion into a lean cyclist. His daily workouts all end in body massages, where such household items as an eggbeater and a vacuum cleaner serve as muscle relaxants.

Champion enters the Tour de France but is mysteriously kidnapped by

men in black. Madame Souza pursues her abducted grandchild with the aid of Bruno's super sense of smell. She tracks Champion to the docks, where a colossal ocean liner conveys her grandson across the sea.

She gives chase in a tiny pleasure dingy, following the ocean liner all the way to the megalopolis of Belleville. Here she is befriended by the Triplets of Belleville, an oddball female music-hall group of the '30s who decide to help the old woman and her dog rescue her grandson from the clutches of the evil "French Mafia."

Mixing 2-D handmade animation with 3-D computer graphics, Chomet and his French, Canadian and Belgian animation teams imagine a universe where everyday objects turn into musical instruments



Where Does Your RAMROD Fee Go?

By Susan Cady, RCC Treasurer

During the RAMROD “feeding frenzy” at Expo last year, a number of riders questioned why it costs \$75 for the privilege of riding 154 miles with 10,000 feet of elevation gain. How much can chocolate croissants and a T-shirt cost? Good question. Here are the numbers:

Income:

Rider fee	\$57,750.00
Jersey sales	\$23,475.00
T-shirt sales	\$ 366.00
Reimbursement	\$ 5.00
	<hr/>
Total income	\$81,596.00

Expenses:

Auto (fuel, truck rentals)	\$ 2,015.63
Clothing (jerseys)	\$ 15,244.35
Equipment (dumpsters, barricades, etc.)	\$ 3,884.09
Expo expenses	\$ 2,225.36
Food	\$ 6,736.86
Insurance	\$ 1,416.60
Licenses and permits	\$ 1,240.00
Lodging (volunteers)	\$ 1,415.51
Meals (volunteers, planning)	\$ 918.81
Miscellaneous	\$ 757.18
Park entrance fees	\$ 4,035.00
Police support	\$ 1,395.00
Postage and delivery	\$ 415.34
Printing and reproduction	\$ 369.49
Sales tax	\$ 1,928.32
Sani-cans	\$ 2,725.00
Start/finish line	\$ 140.00
Staff compensation/fees (director, mechanic, etc.)	\$ 6,600.00
Supplies	\$ 199.97
T-shirts/souvenirs/bibs	\$ 9,821.18
Telephone	\$ 47.12
WIMPROD expenses	\$ 3,553.15
	<hr/>
Total expenses	\$ 67,083.96



Balance: \$14,512.04

The next question is: What does RCC do with the balance of the RAMROD income? As a non-profit organization, RCC exists to promote bicycling and the outdoors in the Pacific Northwest. To this end, the club donates cash to the following organizations:

Washington's National Park Fund - Mt. Rainier National Park
Student Conservation Association

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RAMROD Costs

Bicycle Alliance of Washington

Last year, RCC donated a total of \$4300 to these organizations plus \$800 to Enumclaw High School for their outstanding facilities and support as our RAMROD 2003 start/finish line.

The remaining funds are used to subsidize other RCC events (e.g., Cannonball, S2S, club picnic, social events etc.) and to support club administrative costs (e.g., B&O and sales taxes, locker storage, telephone, website, post office box, etc.).

On top of these expenses, consider the support riders receive: over 100 unpaid volunteers on ride day are on the course including over 15 HAM operators. The HAM operators donate their time and energy to ensure you have a safe ride and to help in the event you have a problem. RCC volunteers staff the start/finish line and food stops, haul all the equipment, food, and water required to support these stations and patrol the course for problems. The totally volunteer (or in some cases, conscripted) RCC Board works with the RAMROD Director throughout the year to ensure a successful ride.

So the next time you pay that RAMROD registration fee, think about what it takes to support 800 riders over a 154-mile course. Or better yet, contact RCC to volunteer to show us how to do it better!

Researcher Requests Information from Cyclists

Dear Bicycle Enthusiasts:

I am Vijaysimha N Seelam a graduate student at Southern Illinois University, Edwardsville working under Dr. Greg Luttrell. Southern Illinois University Edwardsville, Civil Engineering department recently completed a research project on construction and maintenance standards of bike trails throughout the state for the Illinois Department of Transportation under the able guidance of Dr. Greg Luttrell. As a part of my final project for my master's degree Dr. Luttrell encouraged me to study the bicycle accidents not involving motor vehicles in and around Illinois. These crashes represent over 90% of the bike crashes that occur and haven't been quantified. The study will come up with 1) List of frequent non-motor bicycle accidents types. 2) Analyze different type of accidents and provide an explanation for the range of events causing an injury to the bicyclist. 3) Possible countermeasures for the accidents.

In order to study the accidents, I prepared a two page "Bicycle Crash Analysis Questionnaire" with help of Dr. Luttrell, which asks about the accident, factors for the cause of the accident, severity of the accident etc. The benefit to bicyclists is that currently no one knows how much emphasis should be placed on such things as debris removal, crack repair, surface quality, etc. Therefore decision makers can't be pushed into spending additional maintenance dollars beyond what is shown on vehicular accident reports. Once the

questionnaire information is quantified (hazards to us two-wheelers) it can be used to better define the safety needs of bicyclists with regard to the surface on which we ride.

In order to complete the study, we need to send out the questionnaire to all the bicyclists in the United States. But due to limited funds and manpower we thought that the best way to get hold of them is through bicycle clubs. All the

clubs have ardent bicyclist enthusiasts who would be very helpful in improving the bicycle safety.

Respected bicyclists advocates, I would be very grateful if you can forward this questionnaire to all your members or put it up in your newsletters or please, forward me the e-mail id's of the members so that I can contact them personally and forward the questionnaire. I would be too happy to answer any of your questions.

We would like responses to the questionnaire by February, but will continue to take input on an ongoing basis. All the data will be kept confidential and will be presented in a summary form in the final report. We are very soon coming up with a website where people can go online and fill in the questionnaire. As soon as it is done I will mail the link.

I am attaching the questionnaire so that you can forward it your members and other bicycle clubs. Hope that the requests will be granted.

Thanking You Sincerely,
Vijaysimha N Seelam
vseelam@siue.edu

Renew, Renew, Renew!

By Susan Cady, RCC Treasurer

It's that time again! Be the first (or second) on your block to renew your RCC membership for \$15. With your renewal you will continue to receive the monthly newsletter containing club news and events. As an added benefit, RCC is sponsoring a table at the Seattle Bike Swap next month for members only and is accepting items for sale. Join us for the monthly meeting and bring your check book! Or, use the form on the back of the newsletter and mail in your check to the post office address listed on the form. Thanks!

P.S. If you joined late in the year, you may already be signed up for 2004. If you are not sure, feel free to contact me at nwbikerbabe@yahoo.com.

Bike Summer is Coming to Seattle and Washington

From The Bicycle Alliance
of Washington

Bike Summer

June 19 thru September 21, 2004

100 days of fun, 1000 bicycle-related events, a million miles to ride. Be part of the fun and celebrate Bike Summer! Watch the Bicycle Alliance web site for information on how you can be part of the action. We'll post details on www.bikesummer.org in mid January. The first planning committee meeting is scheduled for January 8, 6-8 PM, at the Bicycle Alliance office in Seattle. Contact Barb Culp at 206/224-9252 or barbc@bicyclealliance.org if you'd like to participate.

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Terry's Rides

Date	Time	Approx Dist	Route
1/10	2 hrs	35m/55km	Marymoor, Carnation, Union Hill, Marymoor
1/17	2.5 hrs	40m/65km	Vashon Island
1/24	3.5 hrs	50m/80km	Southcenter to Flaming Geyser
1/31	4.5 hrs	65m/100km	Issaquah to Enumclaw (incl Black Diamond)
2/7	3 hrs	45m/75km	Woodinville
2/14	4 hrs	55m/90km	Camano Island
2/21	5 hrs	70m/100km	Whidbey Island
2/28	6 hrs	85m/130km	Kingston-Pt Townsend
3/6	4.5 hrs	65m/100km	SIR 100km Populaire (www.seattlerandonneur.org)
3/13			(Currently nothing planned)
3/20	?? hrs	125m/200km	SIR 200km Brevet (www.seattlerandonneur.org)

Winter Ride Series VI - Ride 1

Description: The first ride of the series is this weekend. The route is fairly short, somewhat easy, centrally located, and used roads where we could ride side by side and catch up after not seeing each other all winter. The route will start at Sammamish Valley Cycle, head out 202 (yeah, single file here), turn at the ball fields to head to Carnation, past Carnation farms, up Union Hill, and back to Sammamish Valley Cycle.

When: Saturday January 10, 2004. Time: We leave at 9 a.m. Distance: 37 miles

Where: Sammamish Valley Cycle (corner of 85th St and 164th Ave in downtown Redmond). Directions to Start: At the east end of SR520, take the Redmond-Fall City Road/SR202 exit. Turn left onto SR202/Redmond Fall City Road/Redmond Way. Right on SR202/164th Ave NE. The shop is at the corner of 85th Ave and 164th Ave. Please park at the Park and Ride at 83rd St and 161st Ave (2 blocks south, 2 blocks west), or QFC/Starbucks/Bella Bottega at 87th St and 161st Ave (2 blocks south, 2 blocks west) - there isn't much parking available at the shop itself.

Winter Ride Series VI - Ride 2

Description: The backroads of Vashon Island are quiet, but hilly. Bring your extra gears!

When: Saturday January 17, 2004. Time: We leave at 9 a.m (or whatever ferry which gets us to Vashon Island around 9am) Distance: 40 miles

Where: Fauntleroy Ferry (West Seattle) to Vashon Island. Directions to Start: From I-5, take the West Seattle bridge. As it gets to West Seattle it becomes Fauntleroy Way. Stay on Fauntleroy Way as it meanders several times. Park about =BD mile from the ferry at Lincoln Park.

Winter Ride Series VI - Ride 3

Description: A reprieve from the hills of Vashon to the flats of the valley. We'll embark from Southcenter and follow quiet roads down through Auburn and then to Flaming Geyser. And then we return following pretty much the same route, oh except for the hill up 218th Ave.

When: Saturday January 24, 2004. Time: We leave at 9 a.m Distance: 50 miles

Where: Starbucks near Southcenter (corner of Strander Blvd and Andover Park W) Directions to Start: I-5 South, take the Southcenter Blvd exit, turn Left on Southcenter Blvd, R on 61st Ave S (across 405), Left on Southcenter/Tukwila Parkway, R on Andover Park W, R on Strander. 405 South, take the Southcenter Blvd exit, which curves around and puts you right on Southcenter Blvd, R on 61st Ave S (across 405), Left on Southcenter/Tukwila Parkway, R on Andover Park W, R on Strander.

Winter Ride Series VI - Ride 4

Description: Hilly route from Issaquah south to Enumclaw with a stop at the Black Diamond Bakery on the way back.

When: Saturday January 31, 2004. Time: We leave at 9 a.m. Distance: 64 miles

Where: Issaquah Park and Ride (corner of Hwy 900 and Newport Way NW). Directions to Start: Take I-90 East, take the Hwy 900 exit (Renton Issaquah Rd). Also has signs to Lake Sammamish State Park. At the exit, turn right (going south). Go about 1/2 mile and the Park and Ride is on the left.

Winter Ride Series VI - Ride 5

Description: A nice route through familiar roads up to Snohomish, over to Monroe, and then some hills off High Bridge Rd.

When: Saturday February 7, 2004. Time: We leave at 9 a.m. Distance: 45 miles

Where: Wilmot Park in Woodinville. Directions to Start: Take 520 east, then 405 North. Or take I-5 North, then 405 South. From 405, take the 522 exit towards Monroe, take the first exit to 131st Ave NE, turn right and go about =BD mile. Park on left by ballfields.

Interurban Trail

from City of Shoreline website

Imagine walking or riding your bike from one end of Shoreline to the other without having to worry too much about the noise, distraction and danger of traffic rushing by. Picture this corridor linking neighborhoods, businesses and parks, forming a connection through the whole community. Along this trail would be places to rest and decorative kiosks explaining the history of the path.

This long-time community vision took a giant step forward in August 2003 when the City of Shoreline began construction on the South Section of the Interurban Trail.

When completed, the Interurban Trail will be a 3.25-mile non-motorized transportation system developed along the former Interurban Rail Line. Owned by Seattle City Light and used as an electrical power transmission corridor,

the 100-foot-wide former rail corridor runs from Seattle to Everett, roughly parallel to Aurora Avenue.

Snohomish County has completed about 80 percent of its Interurban corridor from Everett to just north of the King-Snohomish County line. Seattle is in the planning and design stages on its section between N. 108th and 129th Streets.

The Interurban Trail's close proximity to Aurora Avenue North and the economic core of Shoreline will provide access to nearby shopping, services and employment, plus access to transit centers at Aurora Village and the Shoreline Park and Ride. The trail project, when completed, will also include rest stops, interpretive historical and natural features, and directional signs.

For design, construction and funding purposes, Shoreline has divided its portion of the Interurban Trail into five sections:

South Section: N. 145th to 155th Streets;

South Central: N. 155th to N.

175th Streets;

North Central: N. 175th to 192nd Streets;

North: N. 192nd to 205th Streets; and

Bridge over Aurora: located between N. 155th and 158th Streets.

Four of the five Shoreline segments are fully funded. The remaining segment (North Central) will be designed and constructed as funding becomes available. The current estimated cost for the entire trail is approximately \$11 million. The project is funded by federal, state and local grants.

Construction on the South Section of the trail from N. 145th St. to N. 155th St. will be complete December 2003. Construction on the North Section will begin late 2003 and the N. 155th to 175th Streets section will begin construction in 2004. The trail's pedestrian bridge over Aurora is planned for construction in 2005.

Killion, Vice-President Peter Rankin, Treasurer Susan Cady, RAMROD director Don Harkleroad, Social Director Greg Sneed, and RCC member Ruth Sneed.

First on the agenda was RAMROD. Susan Cady gave a treasury report on RAMROD, including a printout from Quicken. The club is showing a \$6,000 profit at this time, but we have yet to give donations. Last year we gave \$4,700 in donations to different agencies. We discussed donations for 2003. We plan on giving \$800 to the Bicycle Alliance of Washington, \$3,000 to the Mount Rainier Park Fund, \$800 to Enumclaw High School, and \$500 to the Student Conservation Corps. Susan Cady brought up the fact that the ham radio operators have not cashed the check we gave them. Don Harkleroad is going to contact them and find out about this.

Plans for next year's RAMROD. Jersey and tee shirt ordering will not be through Active.com. It will be done through a club member with a separate check and measure system set up by Chuck Eaton and Linda Knapp. Tee shirts will not be included as part of registration. Instead, we are doing blinkie lights and socks. Tom Killion is working on this. We are ordering 900 blinkies. Tom is getting samples of socks from Sock Guy to see whether we are doing "one size fits most" or two different-sized socks.

An instruction book for future RAMRODs is being worked on by
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Roadwork to temporarily close popular trail in January

from King County website

A short section of the popular Sammamish River Trail north of Redmond will be closed to bicyclists, pedestrians, and all users from Monday, Jan. 5 to Monday, Jan. 26.

The King County Road Services Division is currently working on major improvements to Northeast 124th Street where it crosses the Sammamish Valley between Willows Road and State Route 202. The project includes widening the road, building new shoulders, and increasing clearance for the Sammamish River Trail underpass by raising Northeast 124th Street.

Work has progressed in the area near the Sammamish River, and the trail must be closed for several weeks for foundation work on the new bridge that crosses both the river and the trail. Signs will be posted in the coming week to alert cyclists and pedestrians about the upcoming closure.

The trail closure will be limited to the area where it crosses under Northeast 124th Street. There will be large pieces of equipment physically blocking the trail at that point. All users will need to find

alternate ways around this section during the around-the-clock, three-week closure.

Once the trail is reopened, trail users can expect to find occasional partial closures whenever crews need to limit access to complete some work. Cyclists and pedestrians are asked to comply with flaggers at the construction scene. And, there will be another full closure later in the spring.

"We know these closures are disruptive for trail users, but this project will improve the safety of both the trail and the road above," said Road Services Director Linda Dougherty. "We thank everyone – both motorists and non-motorists – for their patience with this entire project."

The entire project is expected to be completed next fall. If there are questions or comments about the project, contact: Marnie McGrath, Community Relations Planner, 206-684-1154 (TTY: 206-684-1682), or by e-mail.

Project information is also available online.

RCC Board Meeting Minutes 11/26/2003

By Amy Harman

The board meeting was held at the house of secretary Amy Harman. Present at the meeting were President Tom



San Juan weekend

Pancakes and Cold Weather

By Duane Wright

The annual pancake fest and ride occurred on Sunday, January 5, at Max Maxon's new home. Max served up a mean batch of pancakes, complete with lemon sauce.

After much consuming, the few, the brave, got on their bikes and rode around Mercer Island. These hearty souls included James Dong, Dottie Smith, Don Harkleroad, Linda Knapp, Max Maxon, and Darren Paschke. The remaining pancake eaters expressed great sorrow at not being able to join in the frigid outdoor activity, instead feeling a strong moral obligation to stay at Max's, turn on the TV, and watch others engaged in yet another frigid outdoor activity at Lambeau Field.

Aside from the temperature, it was a gorgeous day, with much sun and blue skies.

Pancake batter rules!



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November Board Minutes

several club members. Please forward your information to Linda Knapp.

Susan Cady treasurer's report gave a general listing of where some of our money went last year—Mazama, taxes, board expenses, and Expo expenses. This is all in the treasurer's records.

Upcoming Events. Elections will take place at the December meeting. Linda is going to send an e-mail to all members reminding them. December 13th is the RCC Holiday Party at Kristie Salinger's house in Issaquah. December 14th is the President's Ride from Marymoor Park.

Spring Time Trial. Do we need waivers for this? Greg Sneed is going to check with club member and attorney George Thornton on our liability issues.

Images from the Cabbage Patch

Over There with Amy, 2002

By Amy Harman

After world events in 2001, I decided to live a little and do a bicycle tour in France in 2002. I had the frequent flyer miles to get me to Europe at peak season. I had only to decide how I was going to do the trip. Self-contained? That

Mike's Bikes <http://www.mikesbiketoursparis.com/>, drinking wine on the Seine with a bunch of crazy Americans on the 4th of July, and singing patriotic songs when we floated by the Statue of Liberty.

I did have a few anxious moments. I punched in my ATM number wrong and had to make a long distance call to get

hectic night assembling bikes and getting ready for day one of the fourteen-day tour, from Bordeaux to the famed Alpe d'Huez.

In the morning, we were off and down the road. It didn't take long to get out of the city, and by late in the afternoon we were eating chocolate ice cream at the ruins of a chateau, watching the Tour de France on the bar TV, looking in through the window while sitting outside in the glorious French sunshine.

As much as I would like to tell you about every day I spent in France, there isn't enough time unless I write this as a series. Our days would begin with getting up and changed and putting tents away. Suzie would have made fresh coffee. Musli cereal, fresh fruit salad, juice, and of course croissants and baguettes would be available. We would load our gear into the van and head down the twelve-foot wide French road (just wide enough for a brigade of Roman soldiers). We would ride about twenty miles and stop for a grand cafe and a pastry from the boulangerie. Then we would ride for another twenty-five miles and stop for a sit-down lunch with wine and awesome French food, even if it was just a sandwich. After rolling into camp, Andrew and Suzie had afternoon tea ready for us with more wine, Nutella spread, and things to tide us over till dinner. We would set up our tents, take showers, do laundry, and have a swim.

The French campgrounds were amazing because there are no giant motor homes over there, just travel trailers. The facilities are great. Most campgrounds had a store on site, many shower stalls with hot water, pools, washers and dryers, and had bakery items delivered in the morning. The campgrounds often were walking distance to town. If they were not, Tony or Rose would run us into town in the vans.

We were on our own for about half the dinners and all the lunches. Dinner could be bought for as little as \$10.00 for a meal large enough to satisfy most cyclists. When we were not on our own, the dinners were group meals, often at quaint restaurants with a set menu. If you are very picky about your food, it could be a problem. Because I was not willing to eat duck for three days in a row in the Dordogne region, I was happy with an omelet or a trout.

Because this was a cross-country tour, we touched on many regions—the Dordogne, Provence, Bordeaux, and the high Alps. We saw wineries, chateaus,

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July 4, 2002. On the Seine.

was too scary a thought for me. Supported touring with hotels? No, too expensive. What was out there that was affordable?

I got on the Internet and just started searching—you know, all the keywords (cycle, Europe, Tour, camp, supported—and came across several companies that seemed like possibilities and sounded like other tours I had done before, like Tour BC <http://www.tour-bc.net/>, which is supported camping: they haul your gear, you supply the tent, and some meals are included.

I e-mailed several of the companies and decided to go with Wide Open Road <http://www.wideopenroad.co.uk/>. What did I know about this company? Nothing. I got a few references and paid them over the Internet with PayPal. A group Internet list was set up for people going on the tour. I met Rich from Denver and Craig from Canada. Craig and I arranged to share a room at the hotel the first night of the tour. Before the tour, I spent two days loving life, an afternoon at the Musee d'Orsay, cycling around Paris with

the number reset because I couldn't get Euros. Luckily, I had just enough for a taxi to the train station. I had bought tickets on the TGV (Train a Grand Vitesse) with help from Rich from Denver, who had told me about discount rates upon advance purchase.

I caught the train to Bordeaux after some stressful moments. After loading my bike, I realized that it was in the wrong car. The bike simply stayed in the wrong car for the rest of the trip. Three hours later I was in Bordeaux. I exited the train station on the wrong side and ended up walking with my boxed bike and camping equipment for a mile instead of a quarter-mile. I got to my hotel room, met Craig from Canada, and we went out for a beer and a sandwich. This hotel night was included in the tour price as were two others during the course of the tour. Later that day the crew arrived from London: Tony the mechanic, Andy and Suzie <http://www.wideopenroad.co.uk/> the tour operators, and Rose the girl Friday from Sydney, Australia. All riders spent a

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Over There

sunflowers, and ruins. I spent a lot of time with people who at the beginning of the trip were strangers and who now are the best of friends.

The last day of the trip was the daunting climb up Alpe d'Huez: twenty-

looking strong and being cheered on by many Americans on the route. Alas, it was not to be a win for Lance that day, but he may have been frightened by the guy in the nurse's outfit chasing him with a giant hypodermic needle.

I said au revoir to all my new friends and biked back to Grenoble to disassemble my bike and pack for the trip home. I was joined on the trip back by a

could not stop talking about how magnifique JaJa was that day, and how surprised he was to see a single American woman cycling down the road as happy about the Tour as he was, if not happier.

I watched the rerun of the Tour on TV while I packed up the bike and settled in for my last night in France. In the morning, I caught the TGV to Lyon and then to Charles De Gaulle for my flight back.

Did I love this trip? You bettcha. Will I travel with this company again? No question about it. I get a sabbatical from work and most likely will spend it with Andrew, Suzie, Tony, and Rose doing two trips back to back. I want to do their Geneva to Verona trip and their Pyrenees trip. I'll also spend some time traveling on my own or with a new friend from the trip. Was I safe on my own? I often feel safer in foreign countries than I feel in downtown Seattle.

Now you ask the pressing question: how much did it cost me? Like I said, my tickets to France were free. For fourteen days of touring, the trip cost \$1,500.00 and included three hotel nights, breakfast every day, and seven dinners. I probably spent another \$1,000.00 on top of that for meals, souvenirs (the "I Climbed Alpe d'Huez" jersey), and hotels before and after the trip. I was gone for three weeks



On top of Alpe d'Huez

one hairpins over 13.8 km with an average grade of 8.5%. It took me close to two hours to do this monster. Our fastest rider got it done in an hour. The TdF riders do this course in a half-hour. Next summer, the July 21 Stage 16 individual time trial up Alpe d'Huez will be a magnificent thing to see.

It was sad for the tour to be over and for me to say goodbye to my new friends from Texas, but some of us were staying on to see the Tour. It was a bit tricky to do this as rooms were tight, but a room was found for me in Vaugany, a small ski town just up the road. I left my gear in Grenoble and spent a day bicycling back to Vaugany. I had an amazing night at the hotel and woke up in the morning to see the Tour. Yes, it was my birthday. That day's stage was to the summit of Les Deux Alpes in the same valley. I met up with new tour friends Gerry and James the Irish boys, Rob the Welsh boy, Ruth from Australia, and Lanny and Robin from Denver. We rode the tail end of the route to a viewing area.

It was amazing to see the publicity caravan and then the lead riders. Santiago Botero and Axel Merckx led the way, but our friend Lance was in the peloton,

70-plus year old French man in full racing kit on a lovely road bike, who

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View down to Alpe d'Huez village from cable car

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Over There

and spent seventeen days riding in the amazing countryside of France.

So don't say you can't afford it, because you can. Life is short. Enjoy it. If you decide to travel to Europe and do a bike tour, I highly recommend Andrew and Suzie at <http://www.wideopenroad.co.uk>.



A bakery in Grenoble displays its delicacies



Chowing down in France



Yet more faces from the Cabbage Patch ride. Sunday, December 14.

Rides

Saturday January 17

Saturday January 24

Saturday January 31

Saturday February 7

Terry Rides

See page 5

Sunday February 8

Blyth Park-Snohomish

Joint ride with The Mountaineers. Fixed-gear riders welcome.

9:00 a.m.

About 35 miles.

From Blyth Park, 16950 W. Riverside Dr., Bothell

(<http://www.ci.bothell.wa.us/dept/Parks/parks/blyth.html>), we will travel the new bike path that links the Sammamish River Trail to UW Bothell campus and continue north up into Snohomish County over the ridge, down steep Seattle Hill Road, and across the valley to Snohomish for lunch. The return will take us along Connelly Road, past the Heirman Wildlife Preserve (<http://www.co.snohomish.wa.us/parks/heirman.htm>), and up more back roads to Maltby for a steep descent past the Bear Creek Country Club golf course and a return through Woodinville's traffic and under I-405 back to Blyth Park.

Sunday February 8

Country Ride Series/ Sammamish Plateau

10:00AM

Fred Meyer parking lot, Redmond

Ralph Nussbaum

Carol Nussbaum

(206)783-6450

40 miles

Pace: Brisk

Some Hills

Occasional Regroup

Heavy Rain Cancels

Country Ride Series

moves to the suburbs! With the days cooler and shorter so are our rides! We'll lead a brisk-paced ride starting at Marymoor Park. Exact route and mileage still to be determined. Carol

To get to the Redmond Fred Meyer go to the eastern end of SR-520. Turn right on Union Hill Rd and then right on 178th NE. Cross NE 76th and turn right into the Fred Meyer parking lot and right again to park farthest away from stores.

Look for blue mini-van with tandem. Starbucks awaits the hardy souls who join us for this ride!

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>

July 11 - 17

Sagebrush & Wine

Tour B.C.'s annual offering. Early bird registration discount through February 29. More details in February newsletter.

www.tour-bc.net

2004 SIR Brevet

Schedule

100 km Populaire: March 6
200 km: March 20
300 km: April 10
Flèche Northwest: April 23-25
400 km: May 8-9
600 km: June 5-6
1000 km: June 25-27
100 km: July 10
200 km: July 24
300 km: August 14
400 km: September 4-5
600 km: September 25-26

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

www.seattlerandonneur.org

2004 B.C. Randonneurs

Schedule

<http://www.randonneurs.bc.ca/>

Flèche Pacifique: May 21-23

2004 Portland

Randonneurs Schedule

200 km: March 27
300 km: April 10
400 km: April 24
600 km: May 15

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
Bothell, WA 98041-1841