

RCC News



The Newsletter of the Redmond Cycling Club Volume 14, No.8

August, 2000

Meetings & Events

Mark this date on your calendar:
General meeting: Sept. 5, 2000
MIA ROMA
7614 NE Bothell Way,
Kenmore (425-486-6200).
Social meeting starts at 6:30 PM,
business at 7:15 PM.

New Members:

Please join us in welcoming into
RCC :

Mark Lindau - Portland, OR
Liz Winter - Seattle
Robert Stapleton - Issaquah
Terry Olmsted - Woodway
Wick Haxton - Seattle
Harry Townsend - Seattle
Ted Willhite - Seattle
William Hague - Medina

2000 RCC Officers

President:

George Thornton, 206-283-3057
rdyabout@seanet.com

Vice President:

Don Harkleroad, 425-672-4975
mrdon@seanet.com

Treasurer:

Charlie Buchalter, 425-743-0483
charlie@atoc.com

Secretary:

Nicole Nelson, 206-418-0870

Newsletter Editor:

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<http://www.redmondcyclingclub.org>

Message From The Prez....

by George Thornton

'Down with mushy pablum'

I hate that theme. You have all heard it from bicycle clubs and bicycle club magazines: Gee! Aren't volunteers wonderful!

It seems to me our lives are filled to the brim with sickening, treacly overly simplistic Statements of Moral Importance in our popular culture. You know what I am talking about. Sentiments and statements of philosophy designed to present a simplistic emotional appeal. They state philosophical principles that are supposedly universal and unassailable. So universal as to be meaningless. Slop. Sickening. Treacly. Stupid.

Examples:

'Love means never having to say you're sorry.' Is there anyone who has been able to maintain a relationship for more than two weeks who really believes that tripe? Lest there be any doubt, science has proven the contrary: Marriages that work usually involves husbands who are willing to agree with and do what their wives want them to do. Apology for the inevitable male brutishness and stupidity is a fundamental part of a successful marriage.

'Come on people smile on your brother try to love one another right now.' Yeah, right, tell that to the Kosovo Muslims after the Serbs have ravaged their village and murdered their family and friends. That REALLY works.

'I've decided long ago never to walk in anyone's shadow.' Uh huh. You, a minimally educated and undistinguished member of the masses has a real chance at true independence. You will never have to submit to the authority of an arbitrary and sometimes unfair supervisor. You will never have to report to work and stay at work as directed by someone else, even though you have much more interesting and creative things to do with your time.

ABBA This band is the very essence and embodiment of tripe and treacle. They are so far out they are cool. See

Muriel's Wedding if you don't already understand how to make a brighter day and establish an enduring peace on Earth with the help of Coca-Cola. Coke is of course doing all this from altruism, and not because it sells more product.

AND FINALLY there is this new blind Italian pop pseudo-opera singer tenor. If you have seen The Sopranos you will know who I am talking about. He sings a soaring love song that has all the women swooning and mourning the lack of love in their lives. At least we can't understand the words because he is singing in Italian. Get real, fools.

Now the next time someone sings or says to me *'All you need is love'* I will grab him by the throat with one hand and pound him over the head with my other fist. I will repeat with each blow, "All you need is brains".

I will now say something about volunteers. Lacking sufficient training time to ride, I was a volunteer this year. I got down there early the day before and helped set up. I stayed in the registration line all evening dealing with problems. The next morning I got up at 3AM to get things started. I remember being besieged by many people at once trying to get their registration done so they could get started. I TRIED to remain calm in the face of a near-riot. It all got done and everyone entitled to ride got the opportunity.

Then, after a breakfast, I got on the road and sagged the course for most of the balance of the day. I did not have time to stop and enjoy the scenery. My lack of sleep, countered by excess caffeine, did not constitute an unsafe condition. Eventually I got home about 10PM that night and was a bit out of it the next day at work.

I had a good time. I enjoyed giving back what I got out of riding two previous RAMROD events. I enjoyed seeing the ride from another perspective.

Just remember, I am not getting paid for what I did. If it were not for me and people like me there would be no RAMROD.

STP 2000

by Duane Wright

I'm a creature of habit and have been riding STP for many years, noting the contrasts, from year to year, with starting formats, finish locations, etc. This years STP was particularly eerie -- I rode it by myself, one day, and did not see a single person, the entire ride, whose face I even recognized (much less someone whom I actually knew). It was a 200 mile Twilight Zone!

The ride itself was tougher than I had hoped for. The Saturday had lots of headwinds, not overwhelming, but tough, none the less. The food at Spanaway was wonderful. At Centralia, where there is food for the one day riders, it was a repeat of last year -- very little to eat. Again, like last year, I had to limp to the Longview (aka Lexington) food stop because I was out of fuel. Food there was so so, but it kept me going. The St. Helens food stop was fairly good, though I made that stop brief because by then I smelled the barn (or the St. Johns Bridge).

Anyway, at the finish (north foot of St. Johns Bridge) I finally saw someone I knew -- Dick Pado. He was suffering from a sore knee and worrying about his upcoming Montana trip. I also saw Arlie Swanson. He had done a sort of commemorative ride on the same Schwinn tandem he'd used on the original STP, way back in 1979.

The finish line was celebratory, with its food stands and music. I had to go back again, the next day, to see some of the two day riders come in and to have my annual dose of Big City Burritos

(now THAT'S livin'!). Again, saw no one I knew (other than Sandy Weiss (The Rider Formerly Known As Sandy Scott, who was in RCC some years ago)).

On day two the finish line is even more celebratory. There was live music, souvenir stands, a beer tent, more people, and, much like in recent years, MUCH SUNNIER WEATHER!

My favorite sight, during the ride, was a fellow riding with his pooch. The dog rode in a sling on the guy's aerobars. He told me it was the 6th STP for his 14 year old companion. The dog insists on going EVERYWHERE with him and will trash the house if left home alone.

Be Prepared!

by Linda Knapp

I have (unfortunately) had more than one opportunity this year to use the crash pack I carry with me. As you may remember from a past newsletter Ruth and I got to crack it open earlier this year for our joint dose of road rash. And this weekend while I was on a Cascade ride, one of the riders took a fall and ended up with a nasty head bump and a lot of road rash. Helping to deal with first aid, ambulance, arrangements for bicycle transport, etc. got me thinking. Most of us are pretty good about going out with water bottles, spare tires or at least a patch kit and a few tools (And if you don't you should!) but there are a few more things you should add to your bike bag. A small first aid kit can be had

from places like REI or Performance - (I like the Brave Soldier road rash spray cleaner in my kit....) I added a few items to a small kit I picked up from REI back a while. Things like extra road rash size bandages, water purification tablets, a small cold pack, some change for a phone booth (cell phones don't work everywhere!) But something that can be even more important is a card in your bag with your name, address, insurance info, any important medical info - like allergies, etc. and some emergency contact numbers. It does not take much of a head knock to make you forget your own or your friends phone number - heck how often do we all forget our phone numbers just during the daily grind! And heaven forbid if you are in a more serious accident this could be the only information the EMTs and Ambulance people will have on you. Your riding buddies may be able to tell who you are by your bicycle paint job but most people can't!

I will be topping back up the first aid kit in my bag and I hope that everything I put in there will never again see the light of day! But if I need it or someone I ride with needs it I am going to feel a lot better having it with me.

A Big Thanks!

Thanks to all the volunteers who helped make Cannonball 2000 a success.

Kendall Demaree
Genny Gebhardt
Don Harkleroad
Lee Kanning
Tom Killion
Pat Marek
Stephen Meadows
Greg & Alex Sneed

And a big thanks to all of the volunteers who helped make S2S a success:
Tom Killion
Pat Marek

And, last but not least, a big thank you to all of the riders (starters, finishers, whatever) who turned out to maintain the tradition of Cannonball, S2S, or both.

On a final note: a results mailing will go out to all participants ... soon! Included will be an order form for the annual tee shirt.

Duane Wright
Cannonball & S2S Coordinator



S2S 2000 Results

by Pat Marek

There were 11 starters on 10 cycles.

7 riders finished (elapsed times shown):

1. 16:04 Jan Heine and Allen Larsen (rode together)

3. 16:39 Paul Binford and Andy Fuller (tandem, new record)

4. 19:43 Brian Houser

5. 19:55 Kent Peterson (fixed gear)

6. 21:55 John Hunt

DNF Coulee City Lee Kanning

DNF Coulee City Lynn Vigesaa

DNF Coulee City Ron Lee

DNF Skykomish(?) Steve Wolfe

Conditions were mild, with no precipitation. Temperatures were slightly higher than forecast in eastern Washington, with highs in the mid-80's. It was mostly sunny, with more clouds closer to Spokane. There were good westerlies on much of the route, though there were also the usual crosswinds at times between Waterville and Spokane.

The competition at the front turned into a repeat of Cannonball, with Jan and Allen, who started the ride unsupported, taking the lead from the tandem in eastern Washington and managing to stay away to the finish. On Cannonball it was Allen who experienced flat trouble, with four punctures, but this time Jan had problems. After having finished 4 previous S2S rides without a single flat, Jan had his first sew-up flat shortly after the start. Two more followed, exhausting Jan's supply of spares and forcing him to stop to pump up his rear tire every 3-to-4 miles. I found them at a gas station in Wilbur (over 60 miles from the finish), with Jan about to throw in the towel. He had tried an automobile flat fixer compound, but it just squirted out the leak in his sew-up. I had my Bianchi cyclo-cross racing bike with me, so he asked to try out my rear wheel. He borrowed my front wheel at the next stop so that they would both be riding clinchers in the event of another flat. It worked, and got him to Spokane with Allen. The tandem had closed the gap to 6 miles at Wilbur, but could get no closer after that. Paul and Andy rolled into the Cedar Village 35 minutes after Jan and Allen. Considering that Andy had ridden the 600K just one week before, it was a very good team effort, and set a new tandem record. It was also the first all-male tandem team to do S2S.

The next rider in was Brian Houser, an EWU professor from Cheney, who started the ride very strongly. He was the first rider up Stevens Pass.

He hooked up with the tandem on the

descent to Leavenworth, and stayed with them most of the way to Coulee City. He was riding unsupported, out to avenge a DNF from the '99 ride. His stomach went south at Coulee City, turning the ride into a real grind for him. He came in at 9:43 pm (19:43 ET), after calling me from a supermarket phone to borrow a headlight for the last few miles.

Kent Peterson came in next, at 9:55 pm (19:55 ET). He became the first person to do S2S on a fixed gear, riding a 70-incher all day, and looked pretty fresh at the finish. After doing the 600K on a fixed gear, he said that S2S was not such a big challenge. In addition, he rode unsupported!

His ascent of the Orondo Grade brought back memories of Dan Wood beating it into submission on his single-speed adult BMX bike.

The final rider in was John Hunt, a first-time S2S rider who was being supported by his wife and son. Their care and encouragement helped him to keep on pedaling to the finish, which was quite an achievement for a first-time rider who was unfamiliar with the route.

THERE IS NO SUBSTITUTE FOR POWER

by George Thornton

This is my personal experience with RAMROD. I had a lot more power this year than the two previous times I did the ride. The results are illustrative.

Of course, RAMROD is not a timed event anymore. So I did not try to eclipse the course record.

I got down to the starting line early and handled registration. I could have gotten going at 5 when everyone else started but I decided to hang around for awhile.

By 7 everyone else had left. Not worried about time, I decided to have a good breakfast. After all, it does not do to bonk.

By the time I finished breakfast and got going, it was 9. I caught up with the last rider about 40 miles into the course. They were really spread out at the back.

I stopped once for liquids. Then got going immediately. By the time I got to the park I had caught a number of riders. The Kautz Creek rest stop was crowded. I stayed for about five minutes and got going again.

During the climb to Paradise I passed many riders. About 1/3 of the way up I encountered an old friend. I stopped ahead of him and took his picture as he

approached. He stopped and we talked for a minute or so. We resumed riding, and I quickly left him behind even though he weighs 70 lbs. less than me. I got to the top of Paradise in about 1/2 hour and stopped to chat. I was feeling a little tired from lack of sleep the night before, but otherwise I was fine.

The descent down to Box Canyon was particularly lovely that day. As is usual, I passed a few riders on the descent. That is where weight really pays off.

After stopping in Box Canyon for about five minutes, I continued on. I encountered someone at the backbone ridge climb who was having problems. I pulled him to the top.

Finally Cayuse Pass. I had so much fun here that I decided to do it several times. I REALLY enjoyed watching the suffering faces of all the riders I passed. I was having such a good time I went up and down between the top of the pass and the water stop at least three times. The whole time I was feeling cool and calm and relaxed.

All good things must come to an end. About 2PM I decided I had enough. I went on down to the Deli stop. I of course ate (you don't want to bonk) and went on in to the finish. By the time I got to the finish, about 3:00, there were very few cyclists who had gotten that far and the road was deserted. I got in, relaxed and got my camera out to photograph a few friends. Of course, I ate once I finished. You don't want to bonk.

I will firmly state this is the easiest RAMROD I have ever done. There is no substitute for power. A V-8 SUV has considerably more power than a 250lb middle age male on an Erickson, even with a triple chainring. Think of the number of horses. I suspect the V-8 has something like 350 horses. A 250 lb. man is maybe a quarter or an eighth of a horse.

Next year I hope to go back to the old way. But doing the course in a SAG vehicle was a lot of fun.



Roller Coaster

by Nicole Nelson

Roller Coaster pictures (from Gilbert , (our most loyal opposition) who showed up on two wheels but the wrong kind of engine.)

Even without Greg this was a glorious edition of the ride. The temperatures were cool enough to be pleasant climbing and warm enough to encourage lazy paces. Since Greg was on the injured list a new team debut was seen; Lee captained for Ruth and, given the level of expertise between them, rode as if they were a regular team. Steve trundled along with the tandems and didn't mind their slow climbing speed at all. This was Tom's second try on the route, the last was dumping icy rain so we bailed at the halfway point, so this was an improved reprise of Tom's previous ride. The ride followed the usual route

but there was one point where Steve got separated from the tandems just before Gig Harbor and found a much nicer road into the town.

One that takes the bikes away from the steep hill with lots of cross traffic onto a slanting approach, with a bike lane, that enters town one block north of the usual intersection. Therefore one block closer to food and right across from the public restrooms.

Newsletter Submissions Are Due by the 18th of the month to Linda Knapp

Wimprod 2000

Just a quick WIMPROD Update for all you brave RAMROD Volunteers who earned a WIMPROD!

WIMPROD#1: 9/9-10 Leader: Don Harkleroad. All persons requesting this date should email Don Harkleroad at MRDON@SEANET.COM or (425)672-4975

WIMPROD#2: 9/16-17 Leader: Mr. Lee Kanning. All persons requesting this date should email Lee at lkanning@aol.com or 206 789-7883and thanks for playing!



Hello all Friends-
Please join us for the next Friends of the East Lake Sammamish Trail general membership meeting on Monday, August 14th at 7pm.
Directions will be provided upon RSVP: email, eastlakesam@cascade.org or phone, 425-761-5551.
Please let me know if there are any agenda items you wish us to add!
Thank you,

Jennifer Quesinberry
Friends of the East Lake Sammamish Trail
www.trailnow.org
425-761-5551



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
Bothel, 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 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 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 numbers are 425-739-8609 and 425-739-8610. 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 e-mail us at info@redmondcyclingclub.org. You can visit us on the Internet at <http://www.redmondcyclingclub.org>.



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