

RCC News



The Newsletter of the Redmond Cycling Club Volume 14, No.10

October, 2000

Meetings & Events

Mark this date on your calendar:
General meeting: Oct. 3, 2000
MIA ROMA
7614 NE Bothell Way,
Kenmore (425-486-6200).
Social meeting starts at 6:30 PM,
business at 7:15 PM.

Special Thanks To Allen McBride and Diane Ellison for all their help getting the newsletter proofed, printed, stapled, stamped and mailed every month! I couldn't do it without you!

2000 RCC Officers

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FAMOUS LANDMARK RESTAURANT BLOWS UP

by George Thornton

Those of you who have ridden the Portland 200 know of a restaurant in Vernonia that is legendary for its culinary feats. The restaurant has been the "favored" lunch stop of the ride for many years. Its signature dish, the hot roast turkey sandwich, has been featured in prior issues of this newsletter.

Well, it appears the restaurant blew up and burned to the ground. Your President



has, on behalf of the club, taken steps to investigate the incident and is now prepared to give a report to you, the gullible members of the club.

In deference to the defamation laws of Oregon and Washington State, the name of the restaurant is not being provided.

For those who haven't done the ride, the Portland 200 is either one of the most

pleasant, or most ugly rides of the year. Coming normally in early March, the ride is long enough to prepare the randonneurs for the Fleche Pacifica, and early enough in the year to cause most of us considerable pain as we try to get the legs moving again. It is of course 200 kilometers, or approximately 125 miles, and involves a significant amount of climbing.

If you leave out the weather factor, the ride is quite pleasant. Most of the ride is through back country roads and farmlands. Very little traffic, although as with most randonneur rides the risk of getting lost is not insignificant.

When the weather is good, the ride is very pleasant. However, early March in the Northwest tends to be a bit uncertain. When the weather is wet and cold, the ride can be quite ugly.

Randonneur riders are a bit precise about their riding style. Although they do not ride particularly fast, they are rather relentless. My first randonneur ride a few years ago was in the 200. I remember thinking before the ride that I should go to the bathroom, but I decided I will just do it at the first stop. Unfortunately for me and my bursting bladder, the first stop was not for sixty miles.

The other thing about randonneur riders is that they do not stop for very long. Five minutes, they are back on the bike. They don't wait for you. You pay attention and get with the program or you get left.

The final thing about randonneur riders is that they will eat anything, and in large quantities. Very little judgment is exercised about the quality of the offering and nothing is turned back.

To understand this restaurant you need to get the complete picture. Imagine the sight of ten riders who have just ridden more than 70 miles in torrential freezing rain. There is nothing within ten yards of where they stand that is not

soaking wet, coated in mud and blowing off great clouds of steam.

Now imagine a restaurant whose decor is so elegant that they do not blink an eye when descended upon by such a horde of obviously deranged madpersons in the above-referenced condition. A restaurant whose booths are impervious to the corrupting influence of wet, mud, steam and insanity.

Yes, the unnamed restaurant is not the most elegant establishment in the known universe. Yes, the culinary feats of the institution at least match if not exceed the decor.

You have never seen a color in nature remotely similar to the color of the gravy on the hot roast turkey sandwich. Nature without the assistance of human technology does not glow in the dark and have a bilious greenish yellow coloration.

There is a certain indestructible quality to the mashed "potatoes" possible only through modern technology. Natural turkey does not grow in rolls.

Only the digestive system of a crazed sleet-drenched randonneur could convert these substances into usable energy. Only the digestive system of a randonneur has the capacity to withstand the shock and is able to eliminate the toxins from the body. Have you ever seen yellowish green colored glow in the dark perspiration?

So why did this restaurant explode and burn to the ground? You might think some environmental activist, hoping to improve the condition of the environment for all of us, may have taken some form of direct action. But such activists have a bit more common sense. They know exploding the place will just spread the toxins over a greater area.

No, we have investigated and determined it was really an accident. The exact chemistry is unknown because no sane chemist would willingly mix such substances, even in the interests of science.

The restaurant appears to have used leftover substances from the Trojan Nuclear Power Plant as one of its secret ingredients in the gravy. The explosive potential was similar to nitroglycerine although a bit less stable.

The restaurant of course also features deep-fried "food substances". It turns out the deep fry grease was a special formula. They never changed the grease in the decade or more the restaurant has been in business. Just screen out the lumps and run it again. That is as much as I was able to learn. The origin of the deep fry grease, natural or otherwise, has



Mt Rainier peeking out at the WIMPROD riders.

long since been lost. The original chef went insane and had to be hospitalized for life. He is not talking, either due to insanity or intent.

Well, it turns out combining a substance deep fried in the special formula fry grease with the turkey gravy was a dangerous thing to do. The mixture is frankly and literally explosive.

The restaurant staff knew of the risk and were well trained. No one was allowed to order French Fries and gravy. The gravy was even stored in a bunker in the back of the restaurant, far from the grease vat.

No, it was the fault of a restaurant patron. The unnamed and now chastened patron actually DIPPED A FRENCH FRY IN TURKEY GRAVY!!!! I am told the explosive reaction was immediate. Fortunately, everyone was able to get out alive if not unscarred.

The National Security Administration has cordoned off the area and are now investigating the matter for weapons potential. You will see a number of white trucks with guards wearing full-body environmental suits. Don't talk to them. They are not friendly people, and they are frankly a bit paranoid.

So, the randonneurs will have to look for another source for food on next year's Portland 200. I doubt they will even notice the difference.

Riding a Fixed Gear

by Lee Kanning

In an age when new bikes come equipped with as many as 30 gears, why would anyone want to make do with just one, and one that does not allow coasting at that? Before answering, let's first define a fixed gear: a fixed gear bike is a road bike which has had the rear cluster replaced by a single cog, threaded and locked directly onto the hub. Like a track bike, there is no coasting - if you're rolling, you're pedaling. Unlike a track bike, the "fixte" has brakes, and probably also fenders for winter riding - for winter is the classic time to be riding fixed. So what's the point? The point is, in the winter you should be in recovery mode, recuperating from the previous season and building up for the next - you can't hammer 12 months a year. The fixed gear gives you a graceful way of evading those hammerheads you ride with in the summer - although you'll be surprised how fast you can go with just one gear. Want to go faster? Pedal faster! The main benefit of fixed gear riding is that it teaches efficient pedaling. That's because your gear will have to be a compromise - low enough to get up the hills, and high enough to go down. It will probably be a little higher than what you're used to for climbing, and lower than you normally use on the flats. No matter what gear you choose, you will get totally spun out on a long downhill. So the fixed gear will develop your pedaling over a wide range of cadence - around here, you could go from 30 rpm uphill to 200 rpm on the other side in less than a minute. In my humble opinion, having 30 gears is great for people with

knee problems, but encourages constant shifting to be at your most comfortable cadence all the time. This is good for important rides, but not for training. You'll never see the high and low ends of the cadence spectrum - you'll become like an engine that only runs well at one speed.

Who rides fixed gears? Probably most commonly it's racers - Lance Armstrong is a proponent, for one. But the benefits apply to us recreational riders as well. What are the benefits?

Benefits of Fixed Gears

Develops efficient pedaling over a wide range of cadence

The primary benefit, as discussed above. Cannot be overemphasized. A good spin can make up for any number of other weaknesses.

Convenient excuse for not keeping up with hammerheads in the off-season

Winter is for recovery. Do another activity for a change. Don't be concerned with keeping up with "January champions". This is a chance to work on technique, which will stand you in good stead next summer.

More training benefit per mile

You're always pedaling, so even the downhills take some energy. A rule of thumb is, 20 miles on the fixed gear equals 30 miles on the geared bike. As a side benefit, this means you spend less time riding in rotten weather. (Of course if you're a randonneur, you would perceive this as a disadvantage!)

Gives the flavor of what cycling was like 100 years ago

A century ago multigear bicycles were very expensive, and most bikes were fixed gears. A top of the line racing bike would have had two gears - one on each side of the hub. Imagine riding a bike like that on RAMROD! Our cycling forbears were truly men and women of steel!

Saves your good bike from winter riding

Winter riding is hard on a bike: water and grit everywhere, bottomless potholes lurking under innocent-looking puddles - why subject your good bike to this? A fixed gear bike is a sturdy workhorse that can take the abuse. It might be heavy, but think how strong you'll feel when you do get back on the good bike in the spring.

Cheap and easy to maintain

Any bike with horizontal dropouts can be turned into a fixed gear. Replace the freewheel with a track cog, lose the derailleurs, shorten the chain, and voila! With good chain alignment, fixed gear drivetrains have virtually no side loads

and last a long time. Just be careful cleaning your chain in situ - it's easy to get a finger caught between the chain and cog or chainring!

I recommend a gear of 42x18 as a starting point - I've seen as low as 42x21, and as high as 42x16, but anything around 60 to 67 gear inches is a good gear. If you decide to give it a try, there are several of us who enjoy it, and frequently do fixed gear rides in the winter months. Let me close by quoting the father of the Tour de France:

"...I still feel that variable gears are only for people over 45. Isn't it better to triumph by the strength of your muscles than by the artifice of a derailleur? We are getting soft."

"As for me, give me a fixed gear!"
- Henri Desgrange, "L'Equipe",
1902



Amy- Fall Colors '99



Fall Colors 1999

THE SHOW ROLLS ON

A Diary of Interbike 2000, Part 1

by Charlie Buchalter

Las Vegas, NV: If there's one thing that's always a certainty about trade shows it's that something will always happen to make it interesting. Tom and I are on the plane heading home from this year's Interbike, the cycling industry's biggest US trade show, and I finally have a chance to reflect upon the trip as a whole. To say that the past week was "eventful" would be an understatement.

Friday: Tom and I fly to Las Vegas so that we can get an early start setting up the booth on Saturday. After picking up the rental car we stopped at the Sands Expo Center to try to pick up our exhibitor badges. The badges were supposed to come in the mail several weeks earlier but never arrived. I was primed for a battle because the Interbike folks charge a hefty fee for replacement badges and I was afraid it would be my word against theirs that I hadn't simply forgotten to bring the badges. Unfortunately (fortunately?) the exhibitor check-in station had closed just before we got there.

Saturday: We got up bright and early and headed over to the Sands. I had slept reasonably well and was more relaxed when we got to the exhibitor check-in. They didn't question that I hadn't received badges in the mail and issued our badges without any hassles. Our pallet of display materials was waiting for us in our booth just as it was supposed to be. This was a major relief because I had never shipped my display to a convention this way before. Tom and I calmly went about setting up my brand new display system. The display consists of an Erector Set type of frame work with panels that Velcro onto the sides and shelves that sit on the struts. The end result is a display that looks like a small car with conventional load bars and Topper Racks mounted to the roof panel. Just before noon Tom took off to pick up Sheila, Ernie, and Michelle at the airport. Now the crew was complete. We finished setting up the booth around 7:00 p.m. We took a quick look for the DaVinci folks so we could get the tandem that they were supposed to be loaning us for demonstrations but nobody was around so we headed off to dinner and called it a night.

Sunday: The show begins! We arrived before the doors opened in order to get the last few things set up and get the tandem from DaVinci. So much for going with the plan. We found the DaVinci folks

but they didn't have a tandem for us. Apparently there was some miscommunication because they didn't bring a tandem for us. Pointing fingers wasn't going to help so I rushed off to see if one of the other tandem manufacturers had an extra tandem that we could put on display in our booth. Nothing. Zip. Zero. I was really beginning to panic. Without a tandem to do demonstrations with it would be awfully hard to show off the Tandem Topper, which of course is my main product. After an hour or so I found a reasonable alternative when Greg at Longbikes said he would go back to his hotel room and get his extra Eliminator recumbent tandem for us to use. I don't think that a recumbent makes as good of a demo, but I wasn't about to be picky. Things were going okay now and I was actually calming down a little. Don't even ask me what the rest of the Atoc team was doing during this time because I was far too preoccupied to be aware of anything other than that they were doing a good job of running the booth while I stressed out enough for the whole group. Round about mid afternoon I was casually chatting with Wes Willits, a custom bike builder from Colorado who exhibiting in the booth around the corner from us, when I noticed a titanium bike buried behind stuff in the back of his crowded booth - and it was a two seater! I think the dialog went something like this: "Wes, is that a tandem buried back there?" "Yeah, that my bike. Why, do you want to put it on display in your booth?" "Uh, YES!!!" It's funny how things work out sometimes. We couldn't have arranged for a better demo bike if we had tried. After the show was the industry party. It was an interesting event. The dirt bike riders were doing stunt demos, there was free food, you could get a free beer if you sang karaoke, etc. Oh, and BikeE was having a drag race - on BikeE recumbents of course. I decided at the last minute to have a little more fun and signed up the drag race. When my turn came around I was determined to at least make a good showing. I got the bike adjusted right, put it in a decent gear, rolled up to the start line, and when the light turned green I flubbed big time. I missed getting my foot onto the pedal and wobbled all over the course. By the time I got going the guy in the next lane was almost finished. Oh well. It was still fun.

Monday: Now we're getting into the swing of things. Tom, Michelle, Sheila and Ernie seem to have the sales routine

pretty much under control. Nothing too memorable happened today other than I had a splitting headache all afternoon. I have resolved that a small medical kit will be a standard part of my convention kit in the future. I remember talking to the CABDA (Chicago Area Bicycle Dealers Association) people about their fall Midwest trade show. It seems that Interbike's success is coming in part at CABDA's expense. CABDA 2000 is in two weeks but there won't be a CABDA 2001. Instead CABDA will combine their fall trade show with their spring consumer show in February 2002. We debated where to go for our extravagant dinner out the next night but didn't come to a consensus. After the show Michelle went out with her sweetie who was also in town for Interbike, Sheila and Ernie went exploring the Strip, and Tom and I went grocery shopping for omelet fixings for the next morning. After that I just crashed while Tom also went exploring.

Watch your November newsletter for Tuesday through Thursday's diary entries. And for the story behind this picture....



News from the Friends of the East Lake Sammamish Trail

Greetings Friends-

THANK YOU to all who attended the important trail hearing at the King County Courthouse. The size of the supportive crowd was impressive. THANK YOU to all for your work and support of our effort to open the trail to interim use!

As much as we would like for this to be over now and for the trail to be opened, the Council's support for interim use is still very much in question. The vote for use will be close. It is obvious that we still have to keep up the pressure for the next two weeks.

We can do this by writing letters to the editor of the local papers, by calling or emailing the Council, and by calling each other and reminding other members to keep up the lobbying support.

Please contact me to sign up to make phone calls - any number from 10 to 100 calls! They can be made at any time of the day. We just want to contact supporters over the next two weeks, speak to them or leave messages asking them to contact the Council. I can be reached at 425-761-5551 or eastlakesam@cascade.org.

Listed at the bottom of this email are some things to maybe integrate into your message to the Council or to the local newspapers. Media and Council addresses also follow.

Please take the initiative to get this trail open! After 30 years of planning by the Council, and three years of process, it's time.

Thank You- Jennifer Quesinberry

Friends of the East Lake Sammamish Trail

www.trailnow.org 425-761-5551

Based on this extensive public process and the results of the EIS on interim use, Executive Ron Sims proposed the opening of the trail now to the public. There are no outstanding factors, according to this process, that should keep the corridor closed to the public at large!

Media contact info - please submit your letters (250-300 words) to the following:

Eastside Journal phone: 425-453-4233 fax: 425-635-0603 email: craig.groshart@eastsidejournal.com

Sammamish Review: fax: 425-391-1541 email: samrev@isspress.com

Issaquah Press: phone: 425-392-6434 fax: 425-391-1541 email: isspress@isspress.com

Seattle Times: fax: 206-382-6760 email: opinion@seattletimes.com

Council contact info:

King County Executive Ron Sims exec.sims@metrokc.gov (206) 296-4040

Councilmember Jane Hague jane.hague@metrokc.gov (206) 296-1011

Councilmember Larry Phillips larry.phillips@metrokc.gov (206) 296-1004

Councilmember Maggi Fimia maggi.fimia@metrokc.gov 206-296-1001

Councilmember Cynthia Sullivan cynthia.sullivan@metrokc.gov 206-296-1002

Councilmember Louise Miller louise.miller@metrokc.gov 206-296-1003

Councilmember Dwight Pelz dwight.pelz@metrokc.gov 206-296-1005

Councilmember Rob McKenna rob.mckenna@metrokc.gov 206-296-1006

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Councilmember David Irons david.iron@metrokc.gov 206-296-1012

Councilmember Chris Vance chris.vance@metrokc.gov 206-296-1013

Boston Montreal Boston Ride Report

A great Ride Report from Kent
Peterson:

[http://www.geocities.com/Pipeline/
5293/bmb2000.html](http://www.geocities.com/Pipeline/5293/bmb2000.html)

“Once upon a time there was a randon-
neur
Who rode his bicycle both far and near
Accompanied by a monkey who sat on
the top tube
Watching everything the randonneur
would move.”

-sung to a tune by the Grateful Dead
- by Kent Peterson



The Bicycle Corps: America's Black Army on Wheels

by Duane Wright

In lieu of figuring out how to program a VCR, I took notes on this show. KCTS, Channel 9

Saturday, Sept. 9 1:30 p.m. & Monday, Sept. 11 3:00 a.m. <-- insomnia pays off!

In the 1890s, the United States Army thought it could replace the horse with the newly developed and highly popular "safety bicycle." Testing this theory, the army sent 20 African-American soldiers on a ride from Fort Missoula, Montana, to St. Louis, Missouri -- 2,000 miles away.

They rode on single speed bicycles donated by Spalding.

The men were small, specifically chosen for their size.

The route sometimes followed the rail lines. In general the roads were very rough.

They carried 10 pound rifles on their backs. Their backpacks were strapped to their handlebars. They also had leather frames packs that fit inside the main triangle. In all they carried 50 pounds of gear PLUS the 10 pound rifle.

The African-American soldiers were referred to as "Colored Regulars" (or, sometimes, "Buffalo Soldiers").

One man was the mechanic. If a bicycle broke down, he would swap his bicycle with that man. Then he'd stay behind and make the repair, then hurry to catch up with the group.

The wheels had laminated wood rims. The glue did NOT hold up very well in the rain.

The highest mileage day: 72 miles.

They had supply pick-ups located approximated every 100 miles.

When they approached Park City, Montana, they were escorted by the Big Timber Wheelmen.

From the army's perspective, the bicycle had a big advantage over horses: an enemy could not tell, from the tracks, which direction the men were headed.

As the group neared its destination, they were escorted, from the Missouri River to St. Louis, by the St. Louis Wheelmen.

The trip had taken 41 days and covered 1900 miles. 35 days were spent in travel. A crowd of 10,000 turned out for the celebration festival.

The 60 minute video is available for \$20: 1-800-PLAYPBS

WIMPROD 2000 - Rain, Sun and Crooked Captains

by Lee Kanning & Linda Knapp

Well, WIMPROD I lived up to its name. Mr. Don led a hearty group of 5 riders & 1 sag driver from Crystal to Alexander's Saturday. Somehow, Don was able to sweet-talk Robin into driving so he could ride. Day II we awoke to heavy rain, and decided to exercise the WIMP in WIMPROD. Lee sat in the hot tub all by himself while Don was shuttling back & forth. Oh well, sacrifices must be made.

WIMPROD II fared much better in the weather department. Starting out misty cold and raining in Enumclaw, by the time we got on the road the sun was threatening to come out and most of us were stripping off tights. I had gotten Sinan my faithful Sag driver to drive for us and Lee had a Van for baggage. John was out there also but was having car problems. Not having a stoker for the ride I had brought my puke pink Vitus along. After a summer on the tandem it had barely been used and that along with a comment I had made in its hearing about my fixed gear bike being more comfortable I think caused the gods of the perverse to go against me. The gearing on the Vitus is not optimal anyway but for some reason it decided that the middle two cogs should not be used so I was down to all the wrong gears! Oh well I dragged along more or less in the wake of the Tom and Nicole tandem team and enjoyed the scenery (i.e.: stopped to try to catch my breath and ease cramping muscles while pretending to look at the scenery!) and had a great ride into upper box canyon where I decided to exercise my sag vehicle privileges! It was actually pretty nice being able to really enjoy the scenery as we drove up paradise. At reflection lake we stopped to wait for the riders as the weather had turned overcast and cold and I figured they would want the warm gear stowed in the jeep. Much to my surprise when Nicole and Tom rode up Nicole said her leg was hurting and that if I wanted to stoke for Tom on the descent I was welcome to it. I had not enjoyed the descent from cayuse at all on the light Vitus. I guess I am too used to having a nice stable Tandem rolling down

hill so I was happy to go for a long bike on the descent from Paradise and quickly pulled on my warm tights. What I did not count on was a crooked captain! Literally! I got on the back and off we went. I don't spend much time in the rear admiral position on a tandem and have never ridden behind Tom so I was not surprised to feel strange but I felt like the bike was tilted all the way over to the right. At first I blamed myself and tried to shift upright. Then I figured the bike seat must be at fault but that didn't seem to be the case. Finally after a long uncomfortably crooked descent I looked up to notice that Tom's shoulders were out of alignment by about 2 inches. As it turns out they had had a shifter fail just before WIMPROD so had a temporary fix setup which had him holding the bars in radically different positions. Evidently neither Tom or Nicole had noticed as the bike gradually leaned more and more. Although they realized that that was what caused Nicole's leg pain. In any case everyone made it in to Alexanders with few problems and enjoyed a good meal after a wonderful sunny ride. The next day was a repeat of the first with slight clouds in the morning but sunshine right after ride start. The ride into Packwood along the river even on a single bike was a hoot! Thanks so much to Lee and Don for organizing a great WIMPROD and to Ramrod for picking up the tab!



Ride & Event Calendar

October 2000

October 14, 2000 Fall Colors

The annual Fall Colors ride, back to the original day ride format. Meet at Lake Wenatchee at 9:30 AM for a 10:00 AM start on Saturday, October 14. We will meet up with some Cascade riders who will be riding the same loop. There will be the usual stop in Leavenworth for lunch. Call Ron Himschoot at (206) 328-6324 for details.

October 19, 2000

RCC Board Meeting Check with George Thornton for details.

October 22, 2000 Himschoot Hinternational Himperial Hundred

Sunday, October 22. First ride of the season for membership in the 2000-2001 Century of the Month Club. Meet at Haller Bridge Park on what used to be Highway 9 in Arlington at 7:30 a.m for an 8:00 a.m. start. Approximately 100 relatively flat miles, give or take a few. We'll ride north through Sedro Wooley for elevensies, west to Bay View State Park for a water refill, and south into Mt. Vernon for a sit-down lunch. Then it's down to Stanwood for tea and back to Arlington in time for dinner. The plan is to finish before 5:00 p.m. There will be a short cut by-passing Bay View into Mt. Vernon if it looks like we might run out of daylight. Pessimists will want to bring lights--just in case. Fenders with mudflaps will be appreciated by your companions if the roads are wet.

Call Ron Himschoot at (206) 328-6324 for details.

October 28, 2000 7PM

RCC HALLOWEEN PARTY

Back by popular demand, the party will again be at George Thornton's house at 2531 11th Ave. W. Seattle. He is looking for volunteers to help with cleanup and decorations so he faces NO DOMESTIC WRATH. George will cook something large and meatish (no hot roast turkey with radioactive gravy) and the club will provide soft drinks. Bring your own ETOH (that's ethyl alcohol for all the non-chemistry majors) and a side dish. Break out the costumes and join the fun! For more details or to volunteer to help call George at tel#283 3057

The Fixte Gear Faction Returns!

October 29 2000

The Fixte Gear faction invites one and all to ride with those who ride one gear and never coast! Join us the last Sunday of every month this winter. Rides will be flat and not overly long. Those of you who are hampered by having gears are welcome to join us. We just ask that you do not shift or coast! This month we will start at Kent's Russel Road Park and ride a flat less than 20 miles in the Green River Valley. For more info call or email Linda Knapp at 206-524-9630 or lknapp@home.com.

November 2000

Sunday, Nov 5, 10am

Mountain bike ride, Skookum Flats trail 11 miles along White River, about 3 hrs (I know, you can walk faster!) Take Hwy 410 past Greenwater, park off FS Rd 73 (just past a scenic view parking lot) Hiking trail, some hike-a-bike, challenging but fun Call Lee Kanning for more details (206-789-7883)

Looking to 2001

Marvin's list of Rando Events for 2001

4-7-01 Portland 200K - Ah! Vernonia here we come. Hope the Redmond Club's official taste tester will be with us. George oh! George....

4-14-00 Tillamook 300K - Saddleback Pass at night

5-12-01 Washougal 400K - Love that descent off Tower Cape in the rain, right Duane

5-19 & 20 - 01 Mount Hood 600K - Hope for no snow.

Marvin is feeling better. He's riding again and is going to make every effort to ride the Portland 200 next. The gentleman who ran him over will get out of jail in the year 2011. Too soon if you ask me...The company the driver worked for and the driver had insurance. So Marvin thinks his huge medical bills will paid paid for.

He said Hi to everybody and looks forward to seeing us in the new year.



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

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

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

New Membership Renewal Information Change; start date: _____

First Name Last Name

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

Address Line 1

Daytime Phone

Address 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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