

RCC News



The Newsletter of the Redmond Cycling Club

RAMROD Special 2001

Meetings & Events

Mark this date on your calendar:

General meeting: Apr. 3, 2001

MIA ROMA

7614 NE Bothell Way,
Kenmore (425-486-6200).

Social meeting starts at 6:30 PM,
business at 7:15 PM.

Glen Erickson with Erickson Cycle
Tours will be our Speaker. He will have
slides from his European tours.

Register Online for
Ramrod at
www.redmondyclingclub.org

2001 RCC Officers

President:

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

Vice President:

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

Treasurer:

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

Secretary:

Amy Harman
aharman@earthlink.net

Social Director:

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

Newsletter Editor:

Linda Knapp, 206-524-9630
lkknapp@home.com

Webpage at:

<http://www.redmondyclingclub.org>

Welcome - RAMROD Registration is Open!

Welcome to the RAMROD special Edition of the RCC News!

In this issue we are including articles on training and ride tips which hopefully will help those who plan to ride RAMROD. You will also find in this newsletter a listing of the upcoming rides. Please feel free to join us on any of these rides! If you would like an excellent RAMROD training ride sign up for the Mazama Ride in June 9-10 (For more info see the Ride Calendar). Mazama has almost the same mileage and elevation gain as RAMROD but you get to do it over two days with a hottub, great dinner and evening relaxing in between! If you would like to join us for meeting and dinner we meet the first Tuesday of every month at Mia Roma's in Kenmore. The Social meeting starts at 6:30 business at 7:15pm.

For those of you with web access virtually up to the minute information can be found at

<http://>

www.redmondyclingclub.org.

I try to keep the ride section updated on a regular basis.

There are also registration forms for Mazama as well as online registration for RAMROD.

We have also created an email list which can be used to coordinate and announce upcoming rides or for other local RCC bike related subjects. In order to join this alias please send a message to rcc-riders-request@redmondyclingclub.org with the line "subscribe" in the body. Please note that email to the list from people not on the list will be rejected.

We hope you enjoy this newsletter and if you are not yet a member of RCC please consider joining us. Dues are \$15 a year, there is a form on the back of the newsletter.



RAMROD Volunteers Needed

Don Harkelroad is the Director.

Linda Knapp is non day of ride coordinator

Tom Killion is Day of Ride Coordinator

Steve Meadows is Safety Coordinator

We still have plenty of positions open so let us know if you would like to help out.

Contact Linda Knapp at lkknapp@home.com or 206-524-9630 or Tom Killion at tkillion@gte.net or 206-418-0870.

WHERE THERE'S A WILL

by Kristie Salinger

My RAMROD 2000 was an example of where there is a will there is a way. My first RAMROD in 1999 was a disaster involving 90 miles, an aid car, and 5 liters of IV fluid. But that's a story in itself.

Not to be deterred, I planned to again ride RAMROD. Unfortunately, late in May I had a bike accident. I had not maintained my cleats. While standing and sprinting to catch a paceline, my foot pulled off the pedal. I plowed my head into the pavement at 20 miles an hour giving myself a concussion, a cervical (C 1-2) injury, a cracked rib, and a punctured lung.

After 6 weeks I could take a reasonable sized breath, not without pain, but better. Because of the cervical injury, I was still unable to hold my head at the angle necessary to ride my bike. I asked my physical therapist if I could ride a tandem since I could sit in a more upright position. She said if I could find someone to tow me around, I could. She taught me some exercises to pump blood to the muscles in my back and some neck stretches to do while riding. All possible because as a stoker you are freed from those mundane tasks of braking, shifting, and steering.

I borrowed a tandem, thanks Steve Rossano. With no tandem experience for either of us, a friend, Pete Rankin and I set off from my house. A few loops around a church parking lot and a couple times around Beaver Lake, we made it back, safely if not a little unsteadily.

I met my ride partner Kent Davis, leader of the GooseBumps ride series a few days later. He, too, had no tandem experience. I now have those 18 miles. We haven't even left the parking lot when Kent says, "I bet we could do RAMROD." "Sure" was my immediate answer. Off we go to Seattle to pick up Kent's STP registration. As we leave REI we climb Denny hill, not knowing how to stand we just tough it out. The situation hasn't changed by the time we do the climb to 1-90 either. Kent sends me an email, "You have 20 days to get in shape, girl."

Another friend, Tom Shafer, a very experienced tandem captain, coaches us. Tom and I do the start of STP with friends and turn around after the Puyallup hill. We can now climb out of the saddle and are getting stronger and steadier. He lends me his

tandem which is a better fit for my captains.

The morning of RAMROD arrives with Kent and me rolling out of the parking lot at 6 A.M. We did the Zen of tandem. Other bikers came and went, and we just did our own ride. Although those first 65 miles it did look like a parade behind us, nothing quite like a tandem draft. Through the whole day Kent kept asking, "Are you riding at an effort that you can keep up all day?" When I would answer, "Yes" he'd say, "Good, because you are going to have to!" We stopped and critiqued the graffiti in the restroom, chatted with the ordinary public, took the scenic loop up to Paradise, and sat on the stonewall along the climb to Cayuse. Where, I will admit I did dish out smarty pants comments to the guys riding by. We crested Cayuse to the cheers of good friends like Sue Matthews. So 11 hours 20 minutes later (9 hours 15 minutes riding time) Kent and I crossed the finish line. Much to the relief of John and Jane Whiteley who had been at the finish line last year when my bike arrived without me.

RAMROD has the reputation of being such a tough macho ride, but mine touched my heart. Where there is a will there is a way, that way was the help of friends. So thank you to friends mentioned and too numerous to mention for your encouragement, support and friendship.



Linda & Esra RAMROD99

Get ready for Ramrod (or any other long ride)

by Jan Heine

Completing Ramrod is well within the Creach of the average cyclist. However, some judicious preparation can make the difference between finishing in agony and enjoying the entire ride. Let's assume you've signed up for Ramrod, or even plan to ride across the state during Cannonball or S2S. You wonder what you need to do to get ready. Here are some pointers that have worked well for me:

Bike

Getting the bike ready is easy. Apart from the usual thorough check-up, a few things can make a huge difference. Make sure you complete all changes on your bike at least a week or two before the ride. Ride your bike after you've made the last adjustments for at least 20 miles as a test. Whether it is you or a bike shop working on the bike, a loose bolt can mean that your crank falls off. Or you may find that new saddle rather uncomfortable. Or your new tire blows off the rim after 15 miles and can't be persuaded to stay on ever again. Better on a training ride 10 miles from home than during the event!

Tires: More than anything, money spent on tires makes a huge difference. I prefer a cheap bike with nice tires over a superbike with crummy tires. Cheap tires combine the worst of all worlds: They don't absorb shock well, they don't stick in the wet or on sharp turns, and their widely woven casing is easily perforated by glass and nails. If flats are a major concern, get some kevlar-belted tires. A bulletproof layer in the casing wards off most pieces of glass. (I have had great experience with Panaracer Pasetas).

Otherwise, look for tires that retail for upward of \$ 25. Those usually are nice. (I like Michelins, Panaracers, Ritcheys and Vittorias.) Don't be tempted by narrow tires - there are no performance advantages. The lowest rolling resistance actually is offered by 28 mm wide tires. Use these or even 32 mm tires (most tires are skinnier than their labels suggest), if your frame has enough room. Apart from a lower rolling resistance, comfort and pinch-flat resistance are the obvious benefits.

Saddle: If your current saddle is comfortable, don't be tempted by the numerous "anatomic" saddles. They don't work for everybody, and sometimes make matters worse. I know lots of cyclists who ride thousands of miles annually (on conventional saddles) and still have children. (I ride a Brooks and love it.)

Handlebars: Raise them! If your bars are more than 1 inch lower than your seat,



Flaming Geyser Ride Those Rusty Guys were really slow!

get them higher. Your back will appreciate the change. See the story elsewhere in this issue on raising your bars.

Brake pads: Make sure they aren't worn out. Ramrod has few turns, but some are at the bottoms of hills.

Pedals: Mountain-bike-style clipless pedals are great. You'll be able to walk at the rest stops, yet get the efficient pedal stroke only a firm connection between foot and pedal can give you. Once again, a change that is best made early in the season.

Luggage: If you plan to use a backpack for your extra clothes, food, etc., make sure you ride your training rides with all your gear. You may find that your back can't handle the weight. Thus, I prefer to attach it all to my bike, in a big under-the-seat bag (Mine is made by Carradice and will hold enough clothes for a week-long ride.)

Tools: Spare tubes and pump are obvious. But without tire levers, you won't be able to fix most flats. How about a few Allen wrenches for the various bolts on your bike? Fortunately, there is technical support during Ramrod, so you don't need to be as prepared as during a self-supported tour of Patagonia.

Rider

Now to your training. How do you prepare for 156 miles and almost 10,000 ft of climbing? Everybody is different, so this can only be a general guideline:

- Work on **endurance**. Make sure you can easily ride as far as 80-100 miles. Plan on several training rides of at least that distance. Start working on your endurance at least 4 months before the event.

- Work on **hill climbing**. Pick a hill, and go up. Once you reach the top, rest for a few seconds, then roll back down and go

up again. Repeat. It's called intervals, and you'll be surprised how quickly your climbing skills improve. Sounds like torture? As a teammate once said: "You either hurt while training, or during the event. Which do you prefer?" But in fact, you may find climbing quite exhilarating after some practice. Where else do you get the feeling of soaring like an eagle, swooping from the lowlands up into the clouds. And just think of Ramrod: You will enjoy the climb up Paradise, the view of the glacier, the forest and the snow-covered peaks. Sounds like fun, doesn't it?

- Work on **speed**. Speed? You may think that you just want to finish, so why work on speed? Well, consider that if your max. speed is x mph, your comfortable pace is about x-10 mph, and x-12 mph slower will be quite easy. The latter speed is perfect for Ramrod. How do you get faster?

Intervals again! After a good warm-up, set the timer on your watch to 1 or 2 minutes. Ride as fast as you can, but keep your cadence high. Your legs will hurt, your breathing will get labored, but it is over quickly. Shift into a small gear and spin along easily for the same amount of time, or even twice the time your interval took. Then take off again. Do this four or five times, up to 10 times. Then spin home. You'll be tired! If you ride the next day, do an easy ride (the same applies to the hill intervals).

- **Stretch**. This is easily overlooked, but muscle imbalances develop quickly and can be painful or even incapacitating. Consult a physical therapist or books on stretching. For me, the most important stretch is the following: Stand with your back to a low table. Put one foot onto the table behind you, similar to a horse getting a new horseshoe fitted. Make sure

your thigh is pointing down, not back. (If the thigh points back, you are stretching your pelvis, not your leg muscles.) Press down onto the table and hold for at least 40 seconds. I have to do this daily, and sometimes even during the ride, otherwise my kneecap is pulled off-center and I can't ride.

Day of the ride

With all this preparation, you can enjoy the scenery and the company of other riders, and actually look forward to the climbs and descents. A few hints for the ride:

- **Take it easy:** It is a long ride. Don't be tempted to ride too fast early on. 2 mph **slower** than your comfortable speed is perfect for starting out (that is about 12 mph slower than your max. speed!). Once you reach Cayuse Pass, you have 40 miles to go, and plenty of opportunity to hammer.

- **Be careful on the descents.** Don't try to follow some racer who has practiced cornering for years, whose tires may grip better than yours, and whose bike may be set up specifically for perfect control on the limit. Consider that there are only six or seven high-speed corners on Ramrod, you can afford to lose half a second in each of them.

- **Eat and drink.** You'll lose weight after, not during the ride. If you don't eat, you'll bonk. Your body shuts down, and you are in agony. If you eat enough, your metabolism will remain high for days after the ride, burning off all those unwanted calories (if there are any). Plus, who could pass those tempting food stops?

- Enjoy the ride!

Club Rides 101

by Duane Wright

There are a few things to think about, when participating in club rides, which will make life easier for all parties involved.

First, punctuality (a personal forte) allows the group to get rolling so that, on those rare cold and rainy days, people aren't forced to stand around and get hypothermia. They can always get hypothermia later in the ride, anyway.

Show up with your equipment in good working order. Old tires are more prone to flats and flats slow up the group. When in doubt, replace worn tires; you'll be happier you did and the other riders will be happier you did.

If you keep only one component properly adjusted, let it be the brakes.

Safety can not be emphasized enough. At stop signs, each rider is responsible for him/herself. Don't proceed into an intersection, without looking, simply because the cyclist in front of you did so – maybe it was safe for that rider to proceed but an oncoming TRUCK will now make it unsafe for you.

Think of yourself as an ambassador for cyclists. Be friendly and courteous to drivers. And try to refrain from expressing frustrations to drivers who are less than courteous to you. Exactly how to balance this is a personal thing but try not to get someone mad at the rest of the group. On a bright note, I've found that hostile drivers are much more likely to reveal themselves when I'm riding alone than when I'm riding with a group. So, enjoy the strength in numbers.

When lining up at a stop light, try not to take more lanes than are needed. And, when you are not turning, try leaving right turn lanes open for vehicles that are turning. This is not always possible, of course, but do what you can to accommodate others.

At four way stops, don't forget to give drivers a chance to go through the intersection. It's one thing for several bikes to go through, on the same turn, but a large group can cause a long wait for cars and this gives bikers a bad name.

Navigation warrants it's own column, but briefly, if you don't know the route, stay BEHIND the ride leader(s). If you get in front of the ride leaders, and the route turns out to be different than the one you had anticipated, you could end up losing the group. If the ride goes somewhere that is completely new to you, a map might make the adventure more enjoyable AND keep it from turning into an even bigger adventure in the event

that you become lost.

Bring along appropriate clothing (be prepared for downward turns in the weather), a spare tube (or two) and a few tools. Bring water and some food. If possible, study the route in advance. When riding in unfamiliar territory, bring a map.

Pace line skills are essential. It takes time to learn to be comfortable riding close behind the person in front of you. Start out cautiously, maintaining a comfortable distance. Pedal smoothly. Sudden braking, with a rider immediately behind you, can cause complications. If you need to slow down, feather your brakes. Sometimes just sitting up, or moving slightly to the left of the slip stream, will be all you need to slow down slightly. When it is your turn to be at the front of the pace line, don't take a longer pull than you are comfortable with. You don't need to be so tired that you end up losing the group.

Try to maintain a comfortable speed when in a pace line. If you wear people out, or drop people off the back, you've defeated the purpose of the pace line.

Riding in a group, with wet pavement, can be a messy situation; fenders, with a mud flap on the rear one, will keep your group happy. The only thing worse than riding in the rain is riding in the rain with a group that has no mud flaps.

That's all for this month. Stay tuned for next month's column, when I'll talk about club ride fashion considerations (another personal forte).

Canadian Fleche Training Update

by Greg Sneed

About 30 riders showed up for the 2001 100K Populaire hosted by S.I.R. Cycling Club. Tom Lawrence and Peter McKay handed out maps and provided the latest information on the course after last week's Earthquake.

The 68 mile course was hilly and a real workout. One pitch near Avondale road was too steep for our tandem. However Linda and Max motored that 18 percent grade with no problems. Watch Out for this team. They're on a mission

Greg after having too much fun at a dinner party the night before. With a head weighing more than a fully loaded tandem realized quickly "It's pay back time". Thank goodness Lovey (who was not happy with me) and Linda & Max (enjoying every minute of my pain)

dragged my remains around the course. Crawling to the finish at the RedHook Ale House. The S.I.R. officials awarded us with our first 100K pins of the season. Since we finished on the same day as everyone else....

Tuesday Lovey and I are leading Mudflaps from Gasworks (Leaving at 5:30 PM) to the R.C.C. Monthly Dinner at the Mia Roma. Estelle Gray will be our Speaker on the latest Tech Stuff and fit checks.

March 10th Bill & Melody from Olympia Wheelman will be co-hosting a ride with R.C.C. from Millersylvania. This 85 miler is good training for the upcoming Portland 200 on April 7th.

March 24th will be our next Zeek's Pizza on Phinney Ridge gathering. Ride leaders will bring folks up to date on the latest with Portland 200, Wenatchee Sampler, Hood's Canal 200 and Canadian Fleche Pacifica. Time 4 to 6 P.M. on Saturday.

It looks like about 20 riders will be heading for our annual meeting with The Man - Marvin Rambo - Head of Rando Stuff for Oregon and Prez of the Portland Wheelman. He said he's feeling great and will ride with us. Yes, He will be with us at the dinner party after the ride at The Mallory.

Lovey and I are booked in for the nights of April 6th (Friday) and Saturday Night (April 7th). Cost for an inside court view, Queen size bed and Non-smoking 85 per night.

Those that want to share rides. Let us know we have some open spaces. The Mallory Hotel 1-503-223-6311. Marvin Rambo 1-503-223-6311

Last year we had only one new rider (Linda Knapp) on the podium at Harrison Hot Springs. This it looks like maybe four to six new riders are thinking about trying the lukewarm coffee found in Sumas at 3:15 am. The elbowing about teams should become clear after the Portland 200 and the Wenatchee Sampler.

If your training has been slow so far this season. Try for The Wenatchee Sampler and The Hood Canel 200. R.C.C. and S.I.R. have a lot of old ride leaders with tons of experience who can help you out.

I'm looking forward to some warm weather riding in eastern Washington. Seeya up the road.

Mud Flap Quiz for 2001

If you know the answer to these questions. You need to get a life. Get out of that bicycle shop and off that wind trainer. Stop watching those Tour De France Tapes. In fact, return those bicycle tapes you borrowed last year to your ticked off riding companions. If this does not stop you. We have a nice prize for the rider who gets the most answers right. Entries only recieved at the start of the Mudflap Tuesday Rides (Feb 13th Tues. 6pm from Gasworks). Bicycle must have fenders , lights , and mudflaps to win.

1. Who is Flaming Booger named after? Contest Judges do not want to know the reason why the ride is called Flaming Booger.
2. On what ride is "Church Hill" located on? Sal Garcia please remember to drink more water on the ride this year....You scared hell out of everybody at lunch.
3. Where is George's Restaurant located? Also a favorite of Sinan.
4. Where is "Wild Wood Pass" and what ride is it on? If you can do the 200K course on this event. Fleche is a piece of cake...
5. Where does Marvin Live? Our hero will be riding with us this year.
6. Where is Saddle Back Pass? tougher than Ramrod in my opinion.
7. Where is the town of Azwell? Followed by A Tandem's nightmare in 1.1 miles
8. Which ride do we have lunch in Hoodsport on? Remember always be nice to your Sag Drivers....
9. What town are we arriving ----at 3:15 am in the morning? Thank

goodness...They have coffee cups large enough to stick your cold feet in....

RAMROD A Day at the Deli Stop

by Linda St. Clair
Please say Thank You

Ten or twelve of us arrive at the Crystal Mountain cut off at about 8:30 in the morning. The riders have been on the road for several hours now as we unload hundreds of pounds of meat and cheese, thousands of cookies, and zillions of grapes, cantaloupe, and watermelons. For the next several hours we will set up our tents, wash, slice, chop and organize our little space in the woods where we will feed 752 hungry riders in the next 12 hours. We are not waiters, waitresses or cooks. We are mental health counselors, administrators, managers and nurses. Several of us work for Public Health, so you know the food at the Deli Stop will be safe and sort of clean.

Sometime mid-morning, just as we are slicing the last of the seven flats of tomatoes, the first few riders come zipping by. They are racing against the clock and with only 30 miles to go, are not really interested in what we have to offer. Our role now is simply to cheer them on as they fly past the Deli. Soon a few more riders begin to trickle in and we leisurely prepare a made-to-order sandwich for each of them. White or wheat?, mustard or mayo?, ham or turkey, lettuce and tomato? Help your self to the cookies and fruit. Soft drinks are in the tub. By

early afternoon the pace has picked up and we have formed an assembly line in hopes of improving our efficiency in producing the custom made sandwiches. By about 3:00 the riders we are seeing are really hungry, and we are pretty much totally out of control. We've made about 500 sandwiches so far, the line of people waiting is huge, we can't find the rest of the bread, and we still have almost 300 riders to feed. Time to improvise. It is a good thing we saved those crusts. Maybe no one will notice.

The riders are absolutely wonderful! They are incredible patient with us! Even when they get mustard instead of mayo, or a tomato instead of turkey they are kind and forgiving. They truly are the nicest group of people I have ever encountered. Everyone is so appreciative and they let us know it. Where else can you go where people really actually thank you and tell you how much they appreciate what you are doing.

As 6:00 approaches we have found the missing bread, and the last of the riders are rolling in. With 30 miles still to go for these guys our role again is cheer them on and offer a little encouragement as they grab some food. And as they depart we begin packing up our tents. With a little luck we can be out of here by 8:00 and back to Enumclaw in time to see our friends cross the finish line. Okay, so our friends are not the fastest, but they made it, and they are getting faster every year. Believe it or not, it's been a fun day. Thanks to everybody for your encouragement. We will probably be back again this year. So when you get to the Deli Stop say hi, and please say thank you.



Lee, Sal and Marilyn on WimPROD 1999

Ride & Event Calendar

RAMROD Training Series

Due to work and travel conflicts, the ride leader is not able to commit to fixed dates for leading the training series this year. The recent landslides and other road damage are also impacting safety and availability of the routes used for the rides, thus the training series will not be offered formally for 2001.

Those who wish to do the rides on their own or with friends, will find the cue sheets at the website http://www.redmondcyclingclub.org/ramrod/rt_top.html. However, be aware that this information may not be up to date with construction changes or road closures.

Some of the rides may be offered on an informal short-notice basis. Interested riders should submit their email address to paul_oelund@hotmail.com to be placed on the distribution list for ride notifications.

April 2001

April 7th Portland 200K

Marvin wants to ride with us. Best course and worst lunch. Everybody rides for the party at The Mallory afterwards. Info on the Malory: Cost 86 bucks a night. ph 1-503-223-6311

April 8 BC Randonneurs Pacific Populaire

Start/Finish: 9 am Riley Park Community Centre, Vancouver 25, 50, 100 km Bike Ride for more information go to: <http://www3.telus.net/rando/pacpop/>

April 14 SIR 300k Brevet

Sponsored by SIR look for info on: <http://www.geocities.com/Pipeline/5293/>

April 14th Tillamook 300K

Ugly course, Ugly weather, Ugly riders, Saddleback Pass throw in. Well Lee is going to be 1 out of 3 or 2 out of 3 for greg. Even the drive down on Friday Night sucks....

April 21st Wenatchee Sampler

100 or 120 miles in the dry. - Azwell is like going back in time. Difficult 1.1 mile climb up Nuevro Coulee Pass. A brute for tandems. Work the paceline on the headwinds past Rocky Reach. April 22 BC Randonneurs 200k

More Info: <http://www.randonneurs.bc.ca/>
April 22 26TH DAFFODIL CLASSIC

Fundraiser for: Tacoma Wheelmen's Bicycle Club helmet's program, advocacy efforts, rides and more.

Day of Ride Registration 7:00 AM to noon at Orting Elementary School 316 Washington Ave. N. Orting, WA
Cost with Pre-registration, before April 11: \$15 individual, \$35 family, \$12 T-shirt Free fun ride on the new Foothills Trail Up to 15 miles. Requires pre-registration. Day of Ride Registration: \$18 individual, \$40 family, \$15 T-shirt "The Fun Ride", \$5.00 for adults, \$2.00 for child

Four great routes and mileage for every ability. 20, 50, 70 and 100 mile routes. Plus the NEW, Fun Ride is a flat 15 mile option. Delicious food at rest stops. Experience some of Pierce County's finest pastoral scenery at the base of Mount Rainier.

For more information contact:

Jan Brame daffodil@twbc.org
<http://www.twbc.org> (253) 759-6984
TWBC Daffodil, P.O. Box 112078,
Tacoma, WA 98411

April 27-29 SIR 2001 Flèche Northwest

Seattle International Randonneurs return to Resort Semiahmoo in Blaine, Washington for the 2001 Flèche Northwest. The Flèche will be held on the weekend of April 27th, 28th and 29th, with a banquet brunch on Sunday morning. Team name, proposed route, team member names, addresses and team entry fee is due by April 1. They should be sent to Peter McKay at 8837 32nd Avenue SW, Seattle, Washington 98126-3722. The fee is \$25 per team. The banquet will cost \$19 per adult and \$11 per

May 2001

May 5th Hood Canal 200K Bremerton to Bremerton.

Lunch at Hoodspout. excellent team course to work on rotation. A Fleche Training Series Ride. Contact Greg Sneed for info. gr8tandem@home.com

May 5 - BC Randonneurs 300k
Start at Burnaby Lake SP. More Info:

<http://www.randonneurs.bc.ca/>
May-12-01 Washougal 400K

Love that descent off Tower Cape in the rain, right Duane?

May 18-19-20 Canadian Fleche Pacifica

It appears there will be more teams this year. The club a good number of past metalists riding the 2001 event. Stick to them like glue. More info from Greg Sneed or <http://www.randonneurs.bc.ca/>

May-19 & 20 - 01 Mount Hood 600K

Hope for no snow.

May 26-27 SIR 400k Brevet

Sponsored by SIR look for info on: <http://www.seattlerandonneur.org>

June 2001

June 3 19th ANNUAL PENINSULA METRIC CENTURY

FUND-RAISER FOR: Tacoma Wheelmen's Bicycle Club helmet's program, advocacy efforts, rides and more.

Registration 7:00 AM to noon
Pre-registration, before May 23 \$15 individual, \$35 family, \$12 shirt
Day of Ride: \$18 individual, \$40 family, \$15 shirt

Begin the ride at the Southworth Ferry Terminal (50K, 100K, or 100 mile) or the Gig Harbor Fire Station on Kimball Drive (100K or 100Mile). The route includes miles of waterfront and roller coaster hills. Each rest stop will provide an enticing array of food. Great mechanical and sag support. Prizes will be raffled upon return to registration points.

Contact: Dianne Koch pmc@twbc.org
<http://www.twbc.org> 253 564-3271
TWBC PMC, P.O. Box 112078, Tacoma, WA 98411

June 9-10 2001 Mazama 2001 The Tradition Continues

RCC's traditional Mazama Ride continues in 2001 on the weekend of June 9-10. Mazama is far more than just a ride through the mountains on the North Cascades Highway. We meet in Marblemount and the majority of us ride the 70 miles across Rainy and Washington passes and on into the Methow valley. We rest up for the night at the Mazama Country Inn and then head back the next morning. There is also plenty of flat road riding, mountain biking, hiking, and general relaxing to be had for those who prefer not to pedal over the passes.

This year's ride will be similar to last year's. The cost is \$73 for RCC members and \$78 for non-members. The price includes sag support for emergencies and to carry your overnight bag both ways, a bed to sleep in, a snack when you arrive and dinner on Saturday, and breakfast Sunday morning. We get to keep the leftovers from dinner for lunch on Sunday. You can also buy a boxed lunch from the inn.

Registration is on a first paid first served basis and is restricted to RCC members for the month of March. Non-members may sign up as of April 1st. To register down load the Mazama registration form from www.RedmondCyclingClub.org and send the completed form with your check made out to RCC directly to me at the address below. If you don't have web access please write your name, address, and phone number on a piece of paper marked "Mazama Registration". I'll try to accommodate roommate requests but please be aware that there are no guarantees. The refund policy is there are no refunds. Registrations may be sold but only through RCC. RCC reserves the right to limit the number of non-members registering for the ride.

By the way, if you want to stay at the Mazama Country Inn an extra night before or after the ride they are offering a discount for those nights. Contact Mary or George at the inn at (800) 843-7951 for more information. And be sure to let me know so I can make the necessary rooming assignments.

Charlie Buchalter
6615 180th St SW
Lynnwood, WA 98037-7131
(425) 743-0483
Charlie@atoc.com

June 23-24 SIR 600k Brevet

Sponsored by SIR look for info on: <http://www.seattlerandonneur.org>
June 24 Cascade Bike Club - Flying Wheels
<http://www.cascade.org>
June 30, 2001 - Cannonball

Duane Wright
checkers@u.washington.edu is organizing this ride this year.

July 2001

July 7-8 STP

More info: <http://www.cascade.org>
July 14 S2S

Duane Wright
checkers@u.washington.edu is organizing this ride this year.

July 26 RAMROD

Registration is open - Go Online at <http://www.redmondyclingclub.org> to register.

RAMROD 2001 IS SCHEDULED FOR JULY 26, 2001.

Online registration for RAMROD is up and running! You will also be able to register at the RAMROD booth at Bicycle Expo in Seattle March 30- April 1 2001. Last year the ride did sell out so please register early.

At this time we are looking for volunteers to help with RAMROD 2001. All positions are needed. If you are interested in helping out this year (and earning points towards riding WIMPROD!) email rcc@redmondyclingclub.org

WIMPROD is our volunteer appreciation ride. We ride RAMROD in two days backwards (Well more or less.....we start at crystal Mountain and ride over Cayuse and then up to Paradise we then stay at Alexander's Inn just outside Nisqually entrance and ride a loop back around and over cayuse the next day.) It is great fun! So if you don't think you are ready for RAMROD 2001 or just are not sure, consider volunteering during RAMROD and earning points toward WIMPROD! If you want to ride RAMROD and join us for the party fun on WIMPROD - volunteer for some of our non-day of ride volunteer positions! We still need cookie bakers for instance!

August 2001

August 10-11 - RSVP

<http://www.cascade.org>
August 17-19 SIR 1000k Brevet

Sponsored by SIR look for info on: <http://www.seattlerandonneur.org>
August 19-24 RAW

<http://www.cascade.org>

September 2001

September 9 2ND HEAD-WATER CENTURY

FUNDRAISER FOR: Tacoma Wheelmen's Bicycle Club helmet's program, advocacy efforts, rides and more.

Start/Finish: Enumclaw High School
Time: Registration 7:00 AM to noon
Cost: Pre-registration, before August 29:
\$15 Individual, \$35 Family, \$8 Souvenir Glass Mug,

Day of Ride: \$18 Individual, \$40 Family, \$10 Souvenir Glass Mug (availability limited on day of ride.)

Three routes include 45, 65, or 100 miles through the farmland of the Green and Cedar Rivers. Quiet country roads, abundant food and support make this a ride you'll want to do every year! A scrumptious dessert awaits you at the end.

CONTACT INFO: Ralph Wessels
headwaters@twbc.org
<http://www.twbc.org>
253-857-5658

TWBC Headwaters, P.O. Box 112078,
Tacoma, WA 98411

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

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

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

New Membership Renewal Information Change; start date: _____

First Name Last Name

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

Address Line 1

Daytime Phone

Address Line2

Evening Phone

City State Zip Code

Email Address

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

Redmond Cycling Club Information

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

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



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

RAMROD Special