

RCC News



The Newsletter of the Redmond Cycling Club Volume 4, No.15

April, 2002

Meetings & Events General Meeting: April 2, 2002

MIAROMA
7614 NE Bothell Way,
Kenmore (425-486-6200).
Social meeting starts at 6:30 PM,
business at 7:00 PM.

Newsletter Submis- sions Due to Linda Knapp by the 18th of the Month.

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Message from the Prez.... Is the Northwest a Cycling Mecca??

by Tom Killion

Currently running on Tandem@hobbes (a web discussion group for - you guessed it - tandem riders) is a thread on where the best 'cycling Mecca' might be, incorporating the idea that this ephemeral place might be the ideal spot where one might retire and ride happily forever.

Places suggested, all with wonderful, heartfelt and most probably honest descriptions, included mid-Texas, eastern Iowa, Wisconsin, Tucson, Puget Sound area, south and east of LA, the SF Bay Area, Sacramento, Davis CA, Durango CO, Georgia, Florida, Vermont, South Africa, New Zealand, Great Britain including all her isles, Tuscany and of course France.

As you can see from the list, there are a lot of opinions and they are still coming in. This thread has 'legs', as they say in the movie biz.

Some of the descriptions would make you drool and want to chuck it all RIGHT NOW and take off for sunnier climes. Occasionally someone with tongue planted firmly in cheek may suggest a less-than-delightful destination, with colorful word illustrations to pique ones' interest. Surprisingly, even the odd-sounding locales seem to have something nice to offer the peripatetic wheelman and -woman.

Of course, while posting authors trumpet loudly their favorites, former residents and tourists list in excruciating detail the faults, pitfalls, hills, valleys, traffic, climate, rogue drivers and such that would warn one away from such cycling Purgatories.

Beauty, as it is always, is in the eye of the beholder.

Few travails are beyond the pale as far as cyclists are concerned. The short list includes snow (drifting and on the road),

hail, heat in excess of 95 degrees (do I hear 100??), lack of same in the neighborhood of 20 Fahrenheit or so, flash floods, unending chip seal, roving gangs of armed thugs and almost any urban 'bike trail' on a sunny weekend. Of course, your mileage may vary. Randonneur riders especially seem to revel in entertaining the evil forces of nature while on leisurely monster-K jaunts. Of course they also dine at 7-11, so it figures.

So it seems that, while almost anywhere might have some 1) wonderful roads, 2) great hills, 3) fab weather, 4) courteous drivers (yeah, right) and 5) great bike clubs, the SAME EXACT PLACE also has 1) roads-from/to-Hell, 2) no hills-too many hills-too steep-too few, 3) torture from above, 4) homicidal motorists and 5) no-one-to-ride-with.

Picky picky.

The TRUE CYCLING MECCA OF THE WORLD is (drumroll): the patch of asphalt underneath your front tire at this very moment, and the one in front of that and so on.

Nothing beats a ride, anywhere, fair weather or foul. (Maybe those Rando guys are on to something - nah!)

Weather's gettin' better -
Let's ride!

RENEWAL TIME

Send those membership dues in! Membership dues are \$15 per membership per year. More than one person in a household may be included in a single membership. Please use the form on the back of your newsletter to renew for 2002.

We Didn't Know Jack!, or, Nice Guys Finish Last: February 24, 2002

by Duane Wright
with stoker comments by Janet Heineck

Time trialling is always a meditative experience for me. Perhaps the position in the aero bars brings back memories from my youth of all the time spent kneeling in prayer in Catholic church. The event lasts only a fairly short period of time, during which most external stimuli are tuned out. Particularly important to tune out are the pain in the legs, heart, and lungs, and the whirl of faster cyclists as they pass. The scenery goes by quickly, the bike leans into each turn, and one studies the best line to take in approaching the next. It's a quiet experience save for the breathing of the other person [*He's being courteous--gaspng is more like it. Stoker Janet*], if one is on a tandem. I stay in the aero position, try not to forget that motor vehicles are on the road, and watch the heart rate monitor. If I need more feedback, there's the speed or time to look at. [*Short stoker can't see anything anyhow. jh*]

Time trials are fairly rare activities and are certainly different from randonneuring, though they're both contre le montre.

The Jack Frost Time Trial is put on by the Oregon Bicycle Racing Association (OBRA). The course is near the western shore of Lake Vancouver. I've ridden it the past several years, mostly on single. I'd mentioned the event to Janet Heineck and she agreed we should give it a shot. [*Oy! jh*]

One could spend hours preparing a tandem for such an event ... and one did. I cleaned the chains and put on a light lube. The space bar was replaced with an aero bar. A mount was put on the stoker top tube for the stoker's heart rate monitor. What fun is doing this type of ride if you can't bring your toys along? The rear rack and all the water bottle cages were pulled. The captain's saddle was replaced with a more minimalist variety [*a murderously narrow saddle that tortured me on the 2000 RSVP and was happily given to DW. jh*]. The front wheel was replaced with a 36-spoke aero wheel with a 700 x 23 tire.

We arrived at the event nearly one half hour before registration closed. That's right--Duane Wright arrived at something EARLY! He even has a witness! [*Yes, it's true. jh*] We were told that the start order would be posted at

9:30 a.m. One bike would be sent out every thirty seconds.

The riders are grouped into categories. Each category is further divided into age groups, except for the tandem category. Since there are so few tandems, they are not divided by age although, like the other categories, they are divided by gender. There's also a tandem category called "Mixed", which leaves a lot to everyone's imagination. Alas, we could be competing against people half our age. One hoped that experience counted for something! [*Stoker was pleased to see a fair number of junior cyclist entries as well. Sees it as boding well for the future of road racing.*]

In any case, I don't know whether any awards are given. Since there are several hundred people who participate in this event, I've never stayed around for the completion.

We started preparing ourselves, putting on the proper clothes, getting the bike down from the rack, and setting it up. At this point I discovered I had forgotten my tights, a sad situation indeed. They don't call this event the Jack Frost for nothing -- a February morning, along the shores of Lake Vancouver, can be very chilly. I put my jeans over my cycling shorts, planning to take them off at the last possible moment. I put on a heavy jersey over the other layers I planned to wear during the ride itself. Then Janet and I jumped on the tandem and rode off to check out part of the course.

We biked to the finish line--perhaps a mile from the start line, although the ride is an out and back--and then set out to determine the point at which there would be one mile remaining to the finish [*in other words, the point at which we needed to begin to absolutely kill ourselves--jh*]. The reason for this was that in the past I had been plagued by a slightly inaccurate computer, reading perhaps three percent high, causing me to start my sprint too late. The inaccuracy over one mile would be a lot less than the inaccuracy over eleven miles. We marked the spot by placing some found debris in a visible pile on the shoulder. [*It was an oddly but usefully broken-into-short-lengths metal tape measure, actually. jh*]

Then we headed back to the start. I had figured that the first rider would go out at 10:00 a.m. Just as we approached the start--it was about 9:45 a.m.--there was a shocking sight to behold: a tandem was leaving the start line. The other tandems were lined up behind. [*Stoker also saw the group of sleek-looking cyclists on other tandems, lined up and waiting. A bad sign. jh*] Obviously the tandem category was the first one being sent out

on the course. I slowed to turn around just as the start marshal called out my name. "HERE!" I bellowed back. "You're at the start line!" came her startling answer, meaning "Get your butts over here NOW!" We zipped over to the start line in a panic.

Another tandem was already occupying the starting gate. The starting official motioned us to the side of the gate, up to the start line. "Put one foot down and then GO!" shouted the starter. I did so AND WE WERE OFF with the fashion police in hot pursuit.

My heart rate monitor showed zero, and there had not been time to reset the cyclocomputer, so for the moment at least all this fancy instrumentation was for naught. I was riding a time trial in jeans, and I had on a heavy jersey that I really didn't need. But there was no looking back--we were doing it!

We weren't even a mile into the course before a tandem passed us. There would be others! But, as with all endurance events, one must ride one's own race. I concentrated on the heart rate monitor and on keeping the ship afloat, a sometimes trying situation on this occasionally bouncy road.

Now something else seemed wrong. Oh no! The aero bars were coming loose! It started out as a slight inconvenience and got worse by the mile. [*I'm glad I didn't know about this until later! jh*]

It was a clear morning, with even a bit of sun. There seemed to be a light breeze out of the north, the direction one heads between mile one and mile seven. I concentrated on my form and on keeping my heart rate up to where I wanted it: 165. I gestimated how far we were into the course and started the computer. I called out each mile for Janet's benefit.

At least three more tandems passed us. I became aware of how important it is to be able to use the aero bars as levers for applying pressure on the pedals. I wished the aero bars weren't becoming looser by the moment!

As the tandem with the team wearing team-issue green and white checkerboard pattern booties went by, I thought I heard the stoker snicker "501s!" I consoled myself with the immortal words of Grant Peterson: "For a sub-four hour bike ride, many regular, plain old clothes work remarkably well." [*Rivendell catalog no. 9. jh*] We might not be the fastest team but we could finish this course within THAT time constraint!

We were nearing the turnaround. I studied the situation. The road had narrowed to a single lane at this point. It did not seem possible to do a simple turnaround. I slowed almost to a stop and

put my left foot out, using it as sort of a pivot as I worked the bike around the turn. Then I felt the bike fall slightly to the left. I turned around and discovered that Janet had unclipped her left foot. Then I horsed the bike back to vertical position. This was followed by a startled sound from Janet. I turned and saw that she had fallen to the ground on the right side of the bike. *[Stoker still apologizes. Blames inexperience.]* Such is the peril of having no standover height for the stoker.

"Are you okay?" I asked. "Yes, I'm fine," she replied. She jumped up but before she could get back on the bike I noticed another tandem bearing down on the turnaround point ... and us! "Let's get out of their way!" I yelled out. We quickly walked the bike up to a wide spot in the pavement, then reorganized ourselves, setting off just as the other bike had passed us. *[Stoker's heart rate shot back up to 151 in no time.]*

We stood briefly to get up to speed and then settled in. After about a half mile, my heart had crept up to 175 bpm. I backed off a bit and settled down into concentrating. We were quite smooth, though I longed to have a hex key in my jersey pocket to tighten the aero bars to the handlebars.

A squall came up, hitting me in the face. At times like this it's best to be stoking because one can duck behind the captain. *[But this captain cycles with so flat a back that there is hardly any lee in which to hide. jh]* "Rain!" I thought, "and me wearing cotton!" Yet another reason not to time trial in jeans! After about a half mile the squall ended, so we had taken on very little water. I was still too warm from my extra clothing.

We came upon the green and white checkerboard booties tandem team stopped on the side of the road, apparently with a front wheel problem. Their tri-spoke wheel had somehow let them down.

We reached the ten-mile mark and I shifted up one gear, the first shift since shortly after starting out. This is not only a flat course but there wasn't much wind today. I brought my heart rate up to 170-plus. Janet continued to feel strong on back. *["Felt" strong, notice. jh]*

I called out "one mile to go" and steadily brought my heart rate up to 175. I could feel Janet picking up her output. We came to the sharp 90-degree left turn that was about three hundred meters from the finish. I was able to negotiate the turn without touching the brakes, though I wasn't in love with the idea of leaning all that weight so sharply on such a skinny front tire.

The finish line was in sight and we hammered home. *[Stoker gave all. Heart*

rate monitor numbers got big fast.] I hit 178 bpm as we crossed the finish. I didn't feel as tired as I might have wished, but we both agreed it had been a good experience and felt it better to have had the surprise start instead of having had to wait around in the cold for several hours as many of the later riders needed to do. *[Stoker likewise noticed feeling less blown-out on this twelve-mile course than she did on the ten-mile practice run of two weeks earlier. Believed she should/could have suffered more.]*

We biked about four or five miles, mostly off the course, then returned to the parking area. The tandem that had had the front wheel problem was slowing coming back in. The stoker was carrying the tri-spoke wheel. Somehow they had procured another front wheel for the ride back in after their mechanical problem.

We stopped by the trailer where the departure times were posted. There had been only about ten tandem entries total. A course marshal approached to confirm our numbers. I asked whether we had departed much later than our start time. She said she thought that we were the first tandem to have departed on time! So there you have it - Duane Wright, on time, TWICE in one day! *[Stoker equally amazed to hear this and delighted to learn that our start was not as time-costly as we had feared. Cycled gently back to the car happy with the honest effort and the good day all around.]*

We would await posting of the times on the OBRA web site.

(For Jack Frost Time Trial overall results, see http://www.obra.org/results/2002/road/jack_frost_tt.html)

Mazama 2002

June 8-9

This year's Mazama ride is already 1/2 full. If you want to join us don't wait to sign up. Registration is now open to RCC members as well as non-members. For more information please see the ride calendar at the back of this newsletter or on-line at www.RedmondCyclingClub.org. Hope to see you there for our annual pilgrimage across the North Cascades Highway!

Bicycle and pedestrian safety expert struck and killed by bus

The Associated Press

ST. LOUIS - One of the country's top experts on bicycle and pedestrian safety died when she was struck by a tour bus while crossing a downtown intersection.

Susie Stephens, 36, of Winthrop, Wash., was struck shortly after 8:30 a.m. yesterday. The Vandalia Bus Lines driver told police he did not see her as he made a left turn.

Stephens, a consultant, was in town to help stage a conference on innovative approaches to transportation sponsored by the U.S. Forest Service, said William "Bill" Wilkinson of the National Center for Bicycling and Walking in Washington.

Wilkinson had hired Stephens to help his staff at the two-day training conference for forest rangers. "Susie is phenomenal with people," Wilkinson said. "She was one of those people who was a bright light in any group." Wilkinson said his staff members, who did not witness the crash, told him Stephens was returning to the Adam's Mark Hotel from making photocopies when she was killed.

Police are investigating. No charges have been filed.

Stephens lived in a northcentral Washington mountain biking town of about 700 in the Cascade Range. Friends said she was not married.

Last year, Stephens started a consulting business. Before that, she was managing director of Thunderhead Alliance, an international organization of bicycle advocates.

She also had been executive director of the Bicycle Alliance of Washington and head of the Northwest Bicycle Federation.

Friends called her a passionate cyclist who commuted to work on a bike, pedaled Seattle's hills for years and rode in bike tours in Australia and New Zealand.

"When she found a cause to take up, look out. She was like gangbusters," said Louise McGrody, alliance program manager.

As head of the federation, she helped push bike safety laws under the Cooper Jones Act through the Legislature in 1998. The act was named for a 13-year-old Spokane boy who was killed by a negligent driver during a bicycle race.

She also led a team of advocates on a tour across Washington to talk to people about transportation alternatives.

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Teen arrested in cyclist's crash

A 17-year-old youth was arrested yesterday for allegedly leaning out of a moving car and pushing a bicyclist to the ground.

The cyclist, a 51-year-old pastor, was training for the Seattle-to-Portland race. He suffered a partially collapsed lung, and broke his ribs, a shoulder and an elbow.

A witness to the Monday incident on Southeast Newport Way called 911, and police tracked the boy, one of four teens in the car, to his home.

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Injured Pastor has Message for Assailant

By Sherry Grindeland
Seattle Times Eastside bureau

The Rev. David Tinney doesn't know what the justice system will do to the 17-year-old who ended the pastor's Seattle-to-Portland Bicycle Classic dreams this week, but he has a suggestion.

"I think he should be sentenced to a year of coming to my church," Tinney said from his bed at Overlake Hospital Medical Center in Bellevue.

The 51-year-old pastor of Aldersgate United Methodist Church in Bellevue was injured when he was pushed off his bicycle while pedaling along Southeast Newport Way in the Eastgate area around noon Monday. A high-school student allegedly leaned out of a moving car and pushed Tinney to the ground. A witness called 911, and police tracked and arrested the boy, one of four teens in the car.

The accident left Tinney with five broken ribs, a broken shoulder, a broken elbow and a partially collapsed lung.

"I don't want to carry anger around over this," he said. "I think it was a foolish thing he did on the spur of the moment. But I want to meet him, to show him how he has affected my life.

"I hope it would open his heart so he would never do it again."

King County sheriff's detectives are investigating the case. Possible charges could include felony assault.

"Anytime there is grievous bodily injury, the charges go from misdemeanor to felony," sheriff's Sgt. Greg Dymerski said.

The hard part about the accident,

Tinney said, is the arrogance and lack of "love of life" demonstrated by the youth. Too many kids think life is like a video game; that when people get hit, they bounce back up, he said.

Tinney said he intends to be preaching at Aldersgate's Easter services Sunday.

"It's important; they're my family," he said. "And there's an Easter message in this, a blessing that just when you're counted dead, you'll come back to life."

Tinney, whose father died three weeks ago, was on his first day of training for the Seattle-to-Portland ride with his daughter, a 19-year-old student at the University of Puget Sound in Tacoma.

"After my father died," Tinney said, "my daughter asked for more memories with me. This was supposed to be a memory-building trip. My son and I did the race nine years ago. My daughter wanted her turn."

Tinney said it will be hard to get back on the bike.

"It was scary," he said. "All I remember is the laughter, just the laughter, when he hit me."

Tinney and his wife, Carol, moved to the Eastside in June. A former newspaper photographer and editor in Boise, Idaho, and Vancouver, Wash., Tinney went to a seminary in 1992 to become a pastor.

Sherry Grindeland can be reached at 206-515-5633 or sgrindeland@seattletimes.com.

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Cyclists say it's not easy sharing road with drivers

By Sherry Grindeland
Seattle Times Eastside bureau

The shove from a teenager in a passing car that knocked a Bellevue pastor off his bike, sending him to the hospital, was shocking but not rare, say area bikers.

What's unusual, they say, is that an arrest was made, thanks to witnesses who reported the car's license number to police. Most cases involving harassment of bicyclists don't get reported.

Monday's case has sparked outrage among area cyclists and others who say drivers who don't like sharing the road with bicycles often don't realize they have a legal right to be there.

The King County prosecutor's office

has received more than 50 calls from people demanding the youth be tried as an adult.

"That's an unusual number of phone calls," said prosecutor's spokesman Dan Donohoe.

Felony assault charges are expected to be filed next week.

The Rev. David Tinney was bicycling along Southeast Newport Way in Eastgate on Monday when a 17-year-old male passenger in a passing car allegedly leaned out the window and punched him in the back, causing him to fall.

Tinney is expected to be released today from Overlake Hospital Medical Center in Bellevue, where he is recovering from a broken shoulder, punctured lung, five broken ribs and a broken elbow that required surgery.

Bicycle chat rooms have hummed ever since. A lawyer is advocating stronger legislation to protect bikers. People have offered to help Tinney train for the biking event in July; flowers overflow his room.

Brushes between motorists and cyclists rarely are reported unless there's an injury, said Mercer Island police Sgt. Lance Davenport. He knows motorists honk and yell; the road that circles Mercer Island is a favorite route for cyclists; but he's rarely called to intervene.

No statistics are available on harassment and near-misses. Last year Bellevue had fewer than 20 car/bike accidents and Mercer Island had four.

In 2000, 690 people died in bicycle/motor-vehicle crashes according to the Pedestrian and Bicycle Information Center. Eleven were in Washington state.

Marcia Herndon, public-information officer for the Bellevue Police Department, said motorists may not realize that bicycles have the right to be on the roads. They must follow the same rules that cars do, including using appropriate hand signals, but the lane is theirs for the taking.

Bicyclists pedal a narrow path, knowing they have the right to be on the road, but not wanting to antagonize drivers, said T.J. Graham of Federal Way.

"People get pretty irate at cyclists. I try not to cause any more discourse, not to retaliate and not make them any madder. They like to come up beside you and yell, trying to frighten you," he said.

Usually incidents are minor, such as people swearing and making obscene gestures, said Graham, who bikes from his Federal Way home to work at Gregg's Bicycles in Bellevue. The exception was

one lunch hour when a car of teens hurled a milkshake at his back. He was too shocked to get the license plate and, unlike Tinney's case, there were no witnesses.

James Matson of Redmond saw a near-miss four years ago when he was commuting home from Seattle on his bike. Another cyclist, a youth, was about 500 feet ahead when a carload of teenagers pulled close and a passenger reached out, grabbed the youth's bike and shook it.

He managed to stay on the bike and was just regaining his balance when the next car, also filled with teenagers, swerved to almost brush him.

"We called the police," Matson said, "but later that night the policeman called us both and said he couldn't do anything because we hadn't noticed who was driving the car."

Steve Hoover, an officer on the Bellevue police bicycle patrol, thinks these occurrences are rare. Still he recalls the time he was out of uniform biking with a group in Snoqualmie Valley when a truck driver picked him out of the pack and began swearing and inching his pickup closer. The driver eventually sped away.

The trick, Hoover said, is to take more of the road lane and not try to ride next to the curb. Be courteous, and if five cars are lined up, pull over and let them pass.

"That gives you a buffer zone," said Chris Fox, a Kirkland attorney who is lobbying for legislation requiring motorists to yield more space to bicyclists.

Often motorists simply don't see the bicyclists, said Bill Bramwell, 56, who commutes by bike from Phinney Ridge to downtown Seattle.

"I'd rather bicycle in Paris or Rome during rush hour than in Seattle," he said. "Bicycling has a history in Europe, not here."

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Portland 200k, Saturday March 30, 2002

by Greg Sneed

This year's Portland 200k had the largest turnout of top riders ever. More than forty of the best signed in with Marvin Rambo at the 7:00 a.m. start at Wilshire Park, with Seattle having the biggest showing. I believe that about eighteen of us were from the Seattle area. Brian and the gang from the Olympia Wheelmen also showed up for the most wonderful weather in years--cloudy, 45 to 58 degrees, and perfect for cycling. So many new faces appeared this season as Marvin rolled out through downtown Portland and up through Nob Hill.

The first climb started at the zoo. Bob Brudvick, Kristie and Peter, Ken Carter, Laura Hoey, Peg Winczewski, and Roger Herbst led out the fast group up through the Washington Park Zoo and Skyline Boulevard. Damm climbers.

Ted Vedera, Shane, Ralph and Carol, Duane and Amy, Don and Dottie, and Janet Heineck (riding her first 200k) formed the second group as we climbed up past all the flowers and trees coming into bloom. What a wonderful way to start a ride.

With some sun, we crested the hill and headed cross country through Banks and on to our first check point at Glenwood at fifty-two miles. Don and Dottie had a flat, and then Ralph and Carol had a flat, to be followed by Lovey losing a screw out of her cleats. No, I did not have an extra screw. We arrived at the Tillamook cutoff about a half hour behind normal time. But what the heck. With the sun out and riders shedding layers at the rest stop, everyone was in great spirits. With some "No Burn" put on and our cards signed, we headed into the first of the hill country around Timber. Don and Dottie and Lovey and I formed up a rotation. We averaged 15.7 mph for the twenty-two miles up to Vernonia, where we stopped at the seventy-two mile point for lunch. Love those country roads with little to no traffic.

We arrived at 1:30 pm. We sat down at our usual cafe for soup and sandwiches. Janet rode in a few minutes later. That lady was on a mission. The cheddar soup and turkey sandwiches warmed us up. After forty-five minutes, we headed for the base of Vernonia Pass, where it was time to go to work. Ted and Shane joined us as we dropped into the small chainrings. Greg recently returned from having had the flu for three weeks, but he

decided to try to power up the four-mile climb. Bad idea with more than forty miles remaining to the finish, but old dogs have to have a go. Lovey was ticked. The pain

... We bridged to Roger's group we met resting at the summit. It is always windy and cold on top where we waited for our group. Don and Dottie and Ralph and Carol soon joined us. We put our jackets on for the long twenty-five-mile descent toward Scappoose. Both Ralph and Carol and Don and Dottie powered up there, where sweeping fast turns followed by rollers made for perfect tandem conditions, leading us the miles north to Highway 30.

At about 4:00 p.m., we stopped at the Dairy Queen in Scappoose for our last break before it was on to the St. John's Bridge. With the warmer weather, french fries and milkshakes were the order of the day. Tasted great.

Help, doctor! My legs and butt are tired. Don and Dottie were kind enough to drag Greg's sorry rearend back to the finish at Wilshire Park, where we arrived at 5:58 p.m. Our total time was 10 hours 58 minutes, with about a 14.4 mph average speed. It was a fine ride with the best part being Janet's finishing her first 200k. Well done, young lady! That is not an easy course--124 miles with 5,000 feet of climbing.

With our 7:30 p.m. reservation, there were sixteen of us celebrating at the Pasta Bella restaurant: Amy Harmen, Ralph and Carol Nussbaum, Ted Vedera, Shane, Kristie and Peter, Laura Hoey, Roger Herbst, Marvin Rambo, Don and Dottie, Peg Winczewski, Ken Carter, and Lovey and me. Kristie's and Peter's team is looking strong with all their riders working together. Team AARP is looking a lot better. Three, maybe four tandems: that rocks. At the finish line party with its great conversation, smiles, and laughter, everyone felt that we had taken a big step toward reaching the podium at Harrison Hot Springs.

So, boys and girls, the "drop dead date" for this year's Canadian Fleche Pacificque team event is April 20. Please get your \$75.00 to Duane Wright, 3033 NE 103rd Street, Seattle WA 98125.

For those riders "on the bubble", you have to finish two of the three following rides to gain a spot on a team: 1. S.I.R. 300k on April 13th, or 2. The Wenatchee Sampler (105 miles on Saturday April 13 and 52 miles on Sunday April 14), and/or 3. the Hood Canal 200k on May 4. For safety reasons, you may not ride your own rides on your own. Your team mates need to ride with you.

Ride & Event Calendar

APRIL

April 2 Mudflaps - Special Edition

Meet at Gasworks and ride to the RCC Meeting in Kenmore. Ride starts at 5:30pm sharp. Bring Lights. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: gr9tandem@attbi.com

April 9 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: gr9tandem@attbi.com

April 13 Wenatchee Sampler

The Hawthorne Motel in Wenatchee is now the La Quita Motel - 1905 North Wenatchee Ave - Wenatchee WA -509-664-6565. This will be our headquarters for this year's Annual Wenatchee Sampler. As most of you know we lead this ride each year. This is the first of our dry weather rides and my favorite course and am I ready. An every year an amazing thing happens of this ride. We get to see a bright orange thing in the sky. It's called the SUN.

The La Quita serves a hot breakfast at 7am. Our ride starts April 13th Saturday at 8 am. We'll ride the old Apple Cup Course. Crossing the Confluence up to Orando, across the Chelan Bridge up the west side of the Columbia. Leaving the river for the climb to Azwell and into the Canyon Country. Back down to Chelan for lunch. Then north along Lake Chelan to 25 Mile Creek Camp Grounds and the big turn for the climb of the day. Nuero Coule tandem love this 1.1 mile 85 percent. Over the top and down to Hiway 17 and Rock Reach Dam and back to Wenatchee 105 miles. A great course.

Sunday will be our 52 mile ride from Wenatchee through the apple orchard up to Leavenworth for something to eat and the fast tailwind ride back to Wenatchee. Total riding for the weekend about 160 miles. Great workout and some dry low traffic riding. Bring your swimsuit for the Hot Tub.

Apr 13 Seattle International Randonneurs 300 km Brevet

more info at <http://www.seattlerandonneur.org/>

Route Description: We'll have lots of views of the Sound as we head due North from the Bainbridge Ferry Terminal to Agate Pass, Poulsbo and the Hood Canal

bridge. Right after the bridge, head north to Pt. Hadlock before turning south towards Quilcene and US 101. Just south of Hoodsport turn east onto SR106 to go around The Great Bend to Union and Belfair, on the Kitsap peninsula. There is a total of 9000 ft of climbing on this brevet. The first part of the ride has many rollers, but after Belfair the climbing picks up a notch as we tackle the many short climbs on the Kitsap and follow rough, quiet back roads to Holly and finally to Seabeck along the waters edge of the canal. The climbing continues out of Seabeck until we jump onto SR3 and cruise on the gentle rollers past Bangor back through Poulsbo and Bainbridge Island.

April 16 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: gr9tandem@attbi.com

April 23 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: gr9tandem@attbi.com

April 26-28 Seattle International Randonneurs Flèche Northwest

more info at <http://www.seattlerandonneur.org/>

The premise of the Flèche, as devised by the French, is that on Easter weekend the randonneuring clubs from around the country ride in teams from their respective towns to a common destination (in southern France) for a banquet dinner. The rules are minimal: each team comprises of 3 to 5 bicycles, they must cover a minimum of 360 Km in exactly 24 hours, they must have on course controls to insure integrity of the route and travel unsupported (except at designated controls) on a unique route from the other teams. Rumors are the word "Flèche" translates as "arrows to a target" or "spokes of a hub." The destination is usually a resort community providing a festive surrounding for waiting family and friends. Completing a Flèche is also required for attaining a Randonneur 5000 standing with Audax Club Parisien.

April 30 Mudflaps

Meet at Gasworks and ride to Seward Park and back or if the whim takes us to Discovery Park and back. Ride starts at 6:00pm sharp. Bring Lights. We usually

hit the 74th St Alehouse afterwards. Please contact Greg Sneed for more info. Phone Number: 206-784-1265 Email: gr9tandem@attbi.com

MAY

May 11-12 Seattle International Randonneurs 400 km Brevet

more info at <http://www.seattlerandonneur.org/>

Route Description: An old SIR favorite. Well start in North Bend and take I-90 over Snoqualmie Pass to Cle Elum. >From there we will head to Leavenworth across Blewitt Pass. From Leavenworth, well take US-2 back over Stevens Pass to Sultan. From Sultan, well follow back roads to Monroe, Snohomish, and Lake Stevens. From Lake Stevens, we go back to Snohomish and into the Snoqualmie Valley via Connelly Road and High Bridge Road. Carnation, Fall City, Snoqualmie Falls and FINISH!

May 18 22nd - ANNUAL INLAND EMPIRE CENTURY BICYCLE RIDE

The TriCity Bicycle Club will be holding the 22nd annual Inland Empire Century bicycle ride on Saturday, May 18, 2002. Proceeds from this ride will benefit the Safe Kids Coalition of Benton-Franklin Counties.

The ride will include distances of 25, 55, 75, and 100 miles through the lower Yakima River Valley. Registration forms are available at local Tri-Cities bike shops, on the web at <http://www.owt.com/tcbc> or by phoning (509) 375-0594. Registration for adults is \$20 in advance, \$25 on ride day. Registration for ages 13 -17 is \$10. Children 12 and under are free but must be accompanied by a registered adult. The registration fee includes ride snacks, route maps and sag support. Inland Empire Century T-shirts will be available for a nominal cost of \$15.

The ride "START" and ride day registration will be in Howard Amon Park at the east end of Lee Boulevard off George Washington Way in Richland, WA. The start will be open from 6:30 a.m. to 9:00 a.m. Helmets are REQUIRED!! If you don't have one, they will be available at the start line for \$6, as a part of the Safe Kids Promotion. You should also bring sunscreen, a patch kit and pump, water bottles and wear layered clothing. For more information, please e-mail tcbc@owt.com or call (509) 375-0594.

MAY 25, 26 & 27 - NORTHWEST TANDEM RALLY BOISE, IDAHO

Boise has been selected to host the northwest tandem rally (NWTR) on the Memorial Day Weekend, 2002. Typically,

300 to 500 tandem teams with as many as 1000 riders attend the rally. Three days of incredible rides in the Boise Valley with a great banquet dinner Sunday night. Great sponsors, great food and great rides. Come see why Boise is such a great place to live. Visit our website at www.nwtr.org.

THE RIDES

Rides of 30 miles, 55 miles and 85 miles will be supported on Saturday and Sunday. Saturday's ride can be described as mostly flat with some rollers. The routes take you through downtown Boise in front of the State Capitol Building to Harrison Boulevard and its historic homes and along the base of the Boise Foothills. Once in the country, the 55-mile route makes a big loop through farmland, mint fields and a small commercial iris garden. The 85-mile route will cross over the Middleton Foothills into the Emmett Valley and will take you through apple and cherry orchards along the Emmett Foothills. The one climb on this route will be up the old Freeze-out Hill onto Highway 16 back to Boise.

Sunday's ride can also be described as mostly flat, but will have a few more rollers and climbs for all three routes. The route takes you up Capitol Boulevard along Crescent Rim Drive for a spectacular view of downtown Boise. The route has one short, moderate climb up to the Birds of Prey Interpretive Center, which will be the first rest area. The 30-mile route will take you back to Boise through some of the more quaint residential areas, while the 55- and 85-mile routes will continue to the west through farmland to Kuna. These rides offer a combination of desert, farmland and urban settings.

Monday is a self-supported, self-directed day. Riders can enjoy a mosey along the Boise greenbelt or take a strenuous ride up to our local ski area, Bogus Basin. The greenbelt follows the Boise River to the east to Lucky Peak Reservoir and to the west into Garden City. For those with strong legs, a massive cardiovascular system and good brakes we offer the ride up Bogus Basin Road - 15 miles and 3500 vertical feet of riding with beautiful views of the Boise Valley. For you mountain bike tandem riders our local riders will lead you on some of the single track in the Boise Foothills. See why Mountain Bike Magazine selected Boise as the No. 1 mountain biking community in the U.S.

JUNE

June 1 - 15th Annual Apple Century Bike Ride

The 15th Annual Apple Century Ride includes outstanding scenery and reasonable, yet challenging rides of 50 or

100 miles. The ride begins in the heart of Wenatchee's historic downtown and climbs 2,100 feet up the Entiat Valley to scenic Silver Falls. The shorter, equally scenic route ends at the Entiat National Fish Hatchery. This is a good training ride with well-equipped pit stops and ride support.

Entry fees:

\$35.00 Includes pit stop food and drink, plus a commemorative ride T-Shirt if postmarked by May 15, 2002.

\$150.00 Back by popular demand is the VIP Package which includes specialty items, with hotel, meal discounts, and more.

This ride is sponsored by the Wentachee Sunrise Rotary. Projects supported by your registration fees will go to youth and senior programs. For more information you may contact Joanne Rosenthal at 509/665-8294 or email rosenthal@nwi.net. You also may visit us at our website at www.wenatcheesunrise.org/century/index.html

June 8-9 Mazama 2002

This year RCC's traditional Mazama Ride takes place the weekend of June 8-9, 2002. The ride starts in Marblemount on Saturday. We ride 70 miles on the North Cascades Highway, over Rainy and Washington Passes, into the gorgeous Methow valley, ending our day at the Mazama Country Inn. We stay overnight at the Mazama Country Inn and then head back Sunday morning.

If you prefer not to pedal over the passes, you can drive to Mazama and do some flat road riding, mountain biking, hiking...or just relax. If you want to stay in Mazama an extra night before or after the ride, the inn is offering a discount for those nights. Contact Mary or George at the inn at (800) 843-7951 for details. Please let RCC know if you're staying extra nights.

The registration fee is \$100 with a \$5 discount for RCC members. (Non-members may take the discount if they join RCC when registering for Mazama.)

The fee includes

Overnight parking in Marblemount

Sag support to carry your overnight bag and for en route emergencies

*** NEW *** Lunch stop both days

Lodging at the Mazama Country Inn (bring your swimsuit and rubber ducky for the hot tub!)

A snack when you arrive in Mazama, dinner Saturday, and breakfast Sunday

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 beginning April 1st. Registration forms can be found on the club web site, www.RedmondCyclingClub.org. Mail your registration and check made out to "RCC" to the address on the form or hand it to Lola or Charlie at a club meeting. If you don't have Web access please contact Lola or Charlie for registration instructions. We'll do our best 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 must be coordinated through RCC. RCC reserves the right to limit the number of non-members registering for the ride.

For more info contact one of your Mazama ride coordinators:

Lola Jacobsen (425) 641-7841

lolaj@microsoft.com

Charlie Buchalter (425) 743-0483

charlie@atoc.com

Saturday, June 22, 3:00 a.m. start Cannonball

Questions to Duane Wright at checkers@u.washington.edu

JULY

Saturday, July 6, 3:00 a.m. start (note: new start time) S2S

Questions to Duane Wright at checkers@u.washington.edu

Thursday, July 25th RAMROD

Ride Listings

Please send your Ride Information for the RCC Newsletter and/or the RCC Webpage to lknapp@home.com or call me at 206-524-9630

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