

RCC News



The Newsletter of the Redmond Cycling Club Volume 7, No.15

July, 2002

Meetings & Events

General Meeting: July 2, 2002

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

Newsletter Submissions Due to Linda Knapp by the 18th of the Month.

2002 RCC Officers

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Little Club, Big Ride

by Tom Killion

How do we do it? How does a small club like RCC manage to pull off an annual event like RAMROD, each and every year (nineteenth this year)?

Seven hundred and fifty riders (almost every one of them shows up these days) take time off in the middle of the week, drive to a small town in the outer suburbs at oh-dark thirty, scramble around with bike 'n' bib, and then pedal off on a leisurely jaunt around a major North American, gen-you-wine mountain peak. It's a challenge any way you cut it--length, climbing, descending, heat, cold, humidity, rain, sleet, snow--whatever. And most riders make it fine: historically barely five percent of starters retire before the finish, and most of them before reaching the park. Most of the remaining retirees conquer Paradise and call it good. Not a bad day's work for any cyclist!

Seven hundred and fifty cyclists supported by three major food stops, one snack stop, two water stops, three rider checkpoints, roving safety personnel, SAGs, mechanical support, a first class communications network of HAMs, emergency and first aid support, cheerleading at the start line and high fiving congratulations at the finish. Smiling faces linked with enthusiastic, helping hands all the way along and around the 154-mile course.

Every single one a volunteer. Lots of 'em, almost a hundred on the day of the ride. Lots of folks who may not even ride that much or belong to the club. Some who don't even ride at all! (Yes Virginia, there are some of those.)

Why would ANYONE want to stay up so late, or get up so early, or drive so far, or stand out in the burning sun/pouring rain/fill-in-your-worst-weather nightmare, or all of the above, for no real compensation or reward?* The key is wanting to be part of something exciting, something memorable. Who among us has not wished to be a participant in some great

undertaking however small, not for the glory, but for the privilege of being involved?

Many of the faces seen at the stops are veterans of many RAMRODs, both ridden and volunteered. Many are friends or family of riders on the course, and many are just plain curious and intrigued by the idea. Wherever they come from, and for whatever reason, they are the heart and soul of RAMROD. Just ask any RAMROD rider for their top ten best things about the ride, and volunteers will be in the top three, without fail.

Why am I blathering on about RAMROD volunteers? I'll tell you. We need 'em.

Over the years, particularly the last few, RAMROD has gained significant national and international recognition. Blame the internet if you must, but a ride this good had to grow ever bigger in prestige and exposure. It was only a matter of time. With this kind of recognition, it becomes necessary to maintain a first class organization and presentation. And, like a movie star, you're only as good as your last picture. So it goes with RAMROD.

Like any longtime ride, RAMROD has matured, and longtime volunteers have moved up and on, or moved away, or retired from active service. We have come to a point in our history when NEW BLOOD is needed (no pun intended), everywhere on the course, for all kinds of tasks large and small.

So this year it's YOUR turn to volunteer to be part of the best RAMROD yet, and the start of a new, higher level of service to our riders. We could use your help. RCC and all seven hundred and fifty riders will thank you for it.

Phone lines are open and waiting for your call (email too). RCC hotline 206-781-3903.

Volunteer@RedmondCyclingClub.org.

Let's ride! (But volunteer first.)

*WIMPROD can't be a REAL reward, because you still have to pedal UP the hills!

Brevet Nutrition: Ah, Fried Rabbit!

by Rex Farnsworth

Cyclists can be divided into two groups: faster riders called rabbits, and slower riders called turtles. Since almost all of the physical characteristics that make a rider fast deteriorate with age, rabbits tend to be younger and turtles tend to be older. Regardless of grouping, all cyclists thrive on catching and devouring a fine rabbit.

As a cyclist ages, he is faced with an ever shrinking set of catchable rabbits. But all is not lost. One key physical attribute remains nearly undiminished with the years: endurance. This sets up an interesting opportunity for old turtles to competitively hunt young rabbits if the event is long enough. Ultra-marathon cycling events provide golden opportunities to compete on a level playing field where a clever turtle can still enjoy a fine rabbit dinner. Here's how it works.

Preparing the Rabbits

Since turtles are clearly not pre-event favorites, mental preparation of the rabbits is essential. Arrive early and allow ample preparation time. The following are time-proven techniques to improve the overall success of the hunt. Remember, unless a rabbit makes a mistake, he is going to be tough to catch.

Stimulate competition among the rabbits such that there is an all-out battle early on. Your goal is to help the rabbits indiscriminately deplete their glycogen stores, the sooner the better.

"You know, I believe you can beat John if you can stay with him up that first climb."

"When was the last time you beat Sally?"

"Have you noticed how strong Gary has gotten? You need to watch him today."

Point-out "minor" problems with the rabbits' position, pedal stroke, or bike. Get them focused on frivolous problems.

"I've noticed your left knee juts out at the top of your stroke."

"How long have you been bobbing up and down when you stand?"

Bring up old injuries for them to worry about.

"How's the tendonitis?"

"Do you still get bad saddle sores?"

"How's your neck and shoulders? Still having lots of pain?"

Play on their fears

"Looks like you've put on a little weight."

"It must be hard to climb carrying all that food and water."

Handling the Early Miles

The early event miles are wonderful - for the rabbits, but not so wonderful for the turtles. Rabbits love to speed between controls and to spend time socializing and recovering when they get there. Turtles also ride as fast as they can between controls (which is not too fast); however, turtles take short stops in order to pick up time on the resting rabbits. These conflicting tactics set up repeated passing of the turtles by the rabbits as they fly to the next control. Turtles have learned to use these meaningless, early passes for further rabbit preparations. Here are a few things you can do during these early miles to increase your chances of dining on rabbit later.

Stir up the rabbits with a few jams/jumps of your own. Be sure your jams are just long enough to elicit the desired rabbit behavior and absolutely no longer. Once stirred up, the rabbits will hammer for hours while you drop back to watch the fun.

Plant additional mental seeds for later harvesting. Try these catchy phrases.

"You're a little off your pace today aren't you?"

"Your stroke is not as smooth as usual. Are you feeling OK?"

"I think John is really putting time on you."

Identify and mark selected rabbits for future reference. Visualize how you will catch/pass them as the event unfolds. Such marking is very satisfying even though you may never see the rabbit again.

Learn to handle rabbit comments as they pass with your best turtle smile. (Note: It is very hard to differentiate between a turtle smile and a sneer.) Remember that some of the comments may be sincere.

"I sure hope I can climb like that when I'm old."

"Not bad for an old guy."

"You are really riding strong today."

What's For Dinner?

Eventually it will be time for dinner. Like shrimp (see Forest Gump), rabbit can be enjoyed in endless variety limited only by your imagination. Here are a few classics.

Fully Bonked Rabbit. This is the classic dish characterized by a near lifeless rabbit desperately attempting to reach the next control. The rider is a victim of rabbit wars and has indiscriminately consumed all of his glycogen. The meat has an unusual burned taste thought to result from extensive lactic acid soaking. This is an easy dish to devour with little risk of the rabbit turning on you.

Fricasseed Rabbit. This dish is characterized by a demoralized rabbit experiencing a potpourri of painful show-stoppers (total pain can be measured on a scale of 1 to 10). Just about every thing that can go wrong has gone wrong. This rabbit has assorted aches and pains including such things as numb hands and wrists, knee/hip tendonitis, muscle cramps, neck and shoulder pain, and aching/blistered feet. The rabbit is not having fun. The meat may have an off taste which some believe is residue of aspirin or ibuprofen. When anticipating a meal of Fricasseed Rabbit, remember that such a rabbit is not necessarily bonked and can easily transition into a Born Again Rabbit just long enough to spoil your day.

Ground Rabbit. This rabbit has butt rash, and is contemplating the eternal question: Why me, Lord? Like pain, rash can be quantified on a scale of 1 to 10. This rabbit generally uses creative cycling positions, stands up a lot, displays unusual pedaling styles often executed with bowed legs. Ground rabbit is not for everyone. The meat sometimes tastes like talc or butt balm. Check for white, dusty looking shorts especially in the pad area. This is another dangerous meal. Your approach may be just the thing to divert the Ground Rabbit's attention from butt rash to beating you.

Fried Rabbit. Now here is the granddaddy of all rabbit dishes. This rabbit has been totally hammered and tenderized by the entire event. This rabbit may have survived multiple bonking sessions, has one or more Fricasseed Rabbit symptoms totaling at least a seven, and is probably running about a nine butt rash. Occasionally, a Fried Rabbit will be exceptionally tasty if its face is salt encrusted and it is drooling (but not excessively). When considering a Fried Rabbit, be concerned about dehydration as evidenced by extensive redness of the face. Such dehydrated rabbit may be dry and hard to swallow.

Where's the Rabbit? When approaching the dish du jour, be careful. Several things may go wrong that can positively ruin the dish as well as your day, and leave you asking the Wendy's question: Where's the Rabbit?

Deceptive Rabbit. Some rabbits will do anything to avoid being a meal on wheels. If they see you closing, they will create a deceptive reason to stop, thus denying you the undisputed satisfaction of a clean pass. If they can get stopped early enough (before there is any one-on-one passing competition) the question will remain as to who was really stronger on that day. Typical deceptions for

stopping (and for diminishing your meal) are: checking for bike problems, stretching, eating, drinking, dropping the chain, faking a cell phone call, and peeing.

Stunned Rabbit. Even though your approaching meal may show all the signs of a Fully Bonked Rabbit or even a Fried Rabbit, the rabbit may be only stunned. Your approach may be just the stimulus to un-stun the little feller, and revive him to full Frisky Rabbit status. Devouring a Revived Rabbit is way too tough and may set you up to be someone else's Stewed Rabbit. A Stewed Rabbit is a turtle that has failed an attempted pass and is thoroughly cooked in his own juices and disappointment.

It's Time for Dessert.

Here are a few ideas to add enjoyment and fulfillment to the end of a perfect meal. It is your turn to speak up.

"How are you doing?"

"Isn't this a great day?"

"Don't you just love these long brevets?"

As for me, nothing complements a rabbit main dish like a good belling. It is deeply satisfy as well as a final measure of fulfillment. Having no shame or conscience, I use my handlebar bell to administer the coup de grace. I generally give one ringy-dingy for ordinary Fully Bonked Rabbit, and two or even three ringy-dingies for my all time favorite: young and tender, salt encrusted Fried Rabbit.

Footnote.

Once belled, some rabbits develop psychological complications and dreading that carry over to future events. It never hurts to do a little warm-up belling during early rabbit preparations.

Reprinted from Ultracycling Magazine - <http://www.ultracycling.com/>

2002 SIR 600k, June 1 and 2

By: Orin Eman

In summary: Cayuse Pass, White Pass, headwinds, Blewett Pass, Stevens Pass, and Novelty Hill Road.

Looking ahead with my normal speed for this kind of ride, I had concluded that it looked like I would be descending Blewett Pass sometime between midnight and 2:00 a.m. Having ridden Blewett Pass the week before, I figured this wasn't a great idea. When the ride details indicated there would be a motel room available in Ellensburg, it was a no-brainer for me to decide to stop there until 2:00 a.m. and then head out and hit the top of the pass at dawn.

It started at Mark Thomas's house up on the hill at 160th NE and NE 135th Street in Redmond. It's 5:45 a.m. and Wayne Methner, the organizer, is giving last minute instructions like: "Take an extra water bottle up the passes." Finally, it comes down to questions: "Why the f*** are we going up Novelty Hill?" Four mountain passes, no problem--Novelty Hill Road 365 miles into a ride? The question was followed up with: "It's only a ten minute walk". Perhaps this contributed to my determination not to walk it later.

At 6:00 a.m., we are off and flying down the hill to Woodinville-Redmond Road, over the hill south of 124th and into town. It's East Lake Sammamish to Issaquah and straight through to the Issaquah-Hobart Road. The lead group was doing 20-plus mph so I let them go pretty quickly. The road climbs fairly gently from Issaquah to Hobart and Ravensdale. We stop at Cumberland at the first control and then it's on to Enumclaw where we turn onto Highway 410. On to Greenwater for the next control before the real climbing began (OK, it's already up 1,500 feet and there is another 3000 feet to go on Cayuse Pass). Cayuse goes reasonably well, climbing at 7 mph or so to get to the top around 12:30. The views of Mt. Rainier from the road were spectacular with barely a cloud in the sky. At Greenwater, someone had warned that the descent was rough. Well, a little, but nothing that would cause use of brakes (people pay money for rides like that in the fairground). I went down mostly between 30 and 35 mph.

At Ohanapecosh, there is food and water waiting for us and I take a break. I'm ahead of schedule (12.5 mph including stops), so I don't hurry out. Anyway, White Pass is coming up and promises to be unpleasant. It is. It starts out fairly steep and is 3,000 feet of elevation gain. I pass Don Harkleroad and then he passes me when I stop to strip down to the last layer of clothing. Was it that hot or was it an excuse to stop for a rest? It is eventually conquered and it's down toward Yakima after joining up with Don again at the top. For a few miles after Naches, we get the only tailwinds of the ride for a nice 25 mph on the flat.

Before Yakima, we turn off to go over an inevitable hill to Selah. At the control (yet another mini-mart), Don feels that the next section could be a problem with the wind in the canyon. Understatement. It's nasty. The road through the canyon towards Ellensburg doesn't merely wind with the river like the railroad does. It goes up and down too, with the wind trying to blow us back down. I'm not the

only one asking myself why we couldn't be down with the railroad. I'm now riding with Don Harkleroad and Peter McKay. Peter is suffering and gets dropped when I'm on the front. Just before the end of the canyon, Peter decides to take a rest, and Don and I continue.

As mentioned before, my plan was to sleep in Ellensburg, with Wayne bringing my bag with a change of clothes. Most had planned to go on to Leavenworth. After the canyon winds, they were thinking that Ellensburg would have been a better idea. We get to Ellensburg around 9:20 p.m. and Don quickly disappears, refuelling at the Chevron and setting off to Leavenworth. I wait for Wayne to appear and get the motel room. I beg a ride with him to the local restaurant for dinner, and then go back to the motel for a few hours' sleep.

2 a.m. Sunday and I'm on the road again. Knowing about the winds, I should have left earlier. Wayne says the first ten miles will be tough. Another understatement. Brutal more like. The route sheet says eight miles on 97 before the junction with 970. There is a road sign that says twelve or thirteen. It wasn't eight. The road went up and up and the wind tried to blow me back down. The miserable fifteen miles from Ellensburg to the base of Blewett took nearly two hours. It's really dark out there, getting cold, and you have doubts as to whether you are on the right road. Then I froze on the descent down to the junction with 970. I should have changed into the long-fingered gloves and rain jacket before going down, but I didn't realize how long this descent was to be.

Finally on Blewett, I put on rain jacket, long-fingered gloves, and booties. I climb somewhat slower than last week--closer to 10 mph than 15 at the bottom. I'd planned to hit the top at dawn to descend in light. A good plan, but I should have left Ellensburg earlier. It's well light by the time I get to the top. From here to Leavenworth is uneventful: just another 3,000 foot descent!

At Leavenworth, I check in at the control, then do a couple of illicit miles back to the McDonald's to consume a steak, cheese, and egg bagel. Wonderful stuff for "fat burning"-mode riding. I leave Leavenworth at 8:00 a.m., now behind schedule. The headwinds have taken their toll, either by draining the legs' resources or by slowing the speed.

Now for the final pass, Stevens Pass. The approaches on both sides of this pass refuse to consistently go up or down. Up 100 feet, down 100 feet. I don't like it. Then at around 2,900 feet, my computer quits. It will display nothing

useful. So I don't know how far I [still] have to go up the pass. It is quite a relief when the ski area comes into view. At the top, Bob Brudvik and Jon Muellner are talking to Peter McKay who has been picked up by his SO and is being driven home. I wait with them and before we can get back on the road, Bob has a flat. A little while later, we head down the pass with a "no brakes" agreement. They aren't needed anyway as the headwinds are back. There is another stop at the Skykomish Chevron where pretty gross chicken sandwiches, made edible with taco sauce, are consumed. I ride with Bob and Jon a little while longer before I decide I'd better drop off their uphill pace.

Now the route is a collection of old favorites: Money Creek to Sultan on Highway 2 (with a stop in Startup to fix a flat), Ben Howard Road, Tualco Road, West Snoqualmie Valley Road, etc. to Carnation. It's about 5:30 p.m. at Carnation and the Starbucks is still open. A latte later, I move out gently to the dreaded route back to Redmond.

I change onto the 30x26 at the base of Novelty Hill. It's a little low for standing up but a little high for sitting. It may have been quicker to walk this part, but I'm managing it so I keep going. The worst part turns out to be the angle of the sun making it difficult to see the road in places. There is in fact a shoulder that is wide enough for me but not for those with double chainrings who wanted to zigzag their way up. Amazingly, I make it and it's a great descent to Avondale where the next nasty is in store: 116th. This isn't as bad as I remember and the route swoops back down to cross 124th. Now the unexpected: another hill looking worse than 116th. I have just enough breath to return a hello to a resident working in her yard. She must have wondered about all these crazy bicyclists riding up her road. The top of this hill is about it. Another couple of turns and I've finished!

37:07 to do 376.8 miles. Total elevation gain was around 19,000 feet (definitely 17,000 to the top of Stevens; the rest is estimated due to the computer death). A few new personal records for me: longest ride ever, first ride over 400km, first triple century, and so on.

Although we had brutal headwinds in the canyon and from Ellensburg to Blewett Pass, the weather otherwise could hardly be faulted. Mostly warm and sunny and no rain.

Whidbey Island 200K, Saturday June 29, 2002

by Greg Sneed

Well, we lucked out again. Our STP one day training ride group rode the 120 miles over the Whidbey Island 200K course on Saturday, June 29th. Friday, the day before, the weather was awful, like something out a tropical rain storm. However, Saturday, while starting out cold after getting off the Clinton ferry up to Oak Harbor, was a day for rotating the paceline for STP training, for headwinds south of La Conner to Marysville, and for putting on the suntan lotion. It got hot, windy, and sunny.

A number of veterans from former STPs and Canadian Fleche Pacifique teams were along on this ride. Each of this silky smooth group worked a "hundred of the best" at the front of the paceline before rotating out for the next rider to pull the group into the twelve-knot southwesterly winds.

Linda Knapp and Max Maxon are back as a team riding Linda's DaVinci Draco. They spend the day wasting us on the flats and down hills (49 mph at one point--OUCH!), while Sal Garica and Tom Killion hammered the climbs on their single bicycles (thank goodness for triple chain rings).

Janet Heineck earned a gold star for powering with the group on her Marinoni single. She had been hanging back a little at the first of the ride. Sal dropped back and provided her with a few pointers on paceline survival [while patiently tolerating Janet's "don't tell me how to ride" attitude!!--jph]. I'll bet he said something like: "Don't worry about these idiots. They've been riding like this for years." Anyway, afterwards Janet worked the group like a veteran, crowdin' in with the best of us.

Sylvia Shiroyama is now back from her Idaho Bicycle Tour and has kindly consented to be stoker for The Big Poop (or is that mature methane?) for this year's STP. Lovey got stuck with support duties after her operation. She will back riding in August. So our "first team" this year will be:

Tom (The Prez...) and Janet on Lupine; Linda and Max on Draco; Greg and Sylvia on The Limo; Sal Garcia on Earnesto; Support: Esra, Sinan, Nicole, and Lovey
Reservations have been made at The Pasta Bella in Portland. A little good weather and who could want for more. The party's on in Portland.

See ya up the road. g.

Danskin Women's Triathlon is back!

Hello! The Danskin Women's Triathlon is back for another big race in Seattle this year on Sunday, August 18, 2002. I am recruiting volunteers to help this great event, which benefits the Susan G. Komen Breast Cancer Foundation. As you are experienced athletes, you would be a great asset as monitors on our course.

To sign up as a volunteer you can just send me an email indicating the name of your club, and your phone number. You can also sign up online at www.jimcash.com/danskin - just click on the 'Seattle' button to check the position you want and complete the form (be sure to put your club's name in the Notes field). You can also view all volunteer position descriptions here.

By providing ten volunteers for the event, your club will receive a cash donation. This is a great way to support local women athletes, promote breast cancer awareness, earn funds for your club, and have fun all in one day!

If any of you would like to involve your business or employer in the event, either providing a large group of volunteers or providing local sponsorship, please provide me with a contact person whom I can speak with.

All volunteers receive morning refreshment and lunch, a volunteer t-shirt, and the chance to win a drawing from all volunteer names for a prize on race day.

I hope to see you out on the course this year!

Best regards,
Carrie Kenner
Event Manager, Danskin Women's Triathlon
206-725-7758
ckenner@covad.net

Warning Warning Bright Spot in Sky!

by Linda Knapp

OK I thought that I had learned this lesson long ago - Actually I thought I had learned it one weekend several years ago when I took my sailboat out for a sunny weekend after getting a very short haircut.... You know that bright thing in the sky? Well if you happen to be out in it on one of these little all day jaunts we tend to do, don't forget to put sunscreen on the top of your ears! YeOuch!



Cyclist's finger bitten off in road rage incident

A motorist has been accused of biting off a cyclist's finger during a road rage row in Italy. The cyclist, who hasn't been named, allegedly scratched the motorist's car as he was passing him in the centre of Bologna.

According to police reports, the two started insulting each other before parking their vehicles and continuing their row on the pavement. Tgcom website reports the 61-year-old motorist bit the cyclist's left hand and did not let go until he managed to wrench his little finger off. The two were taken to hospital by police, who have charged them with assault. Doctors at the Bologna hospital say they couldn't reattach the cyclist's finger because it was too badly damaged. (Story filed: 15:23 Wednesday 26th December 2001). Source: http://www.ananova.com/news/story/sm_481518.html

Reprinted from The Spokesman-Review Wednesday, June 5, 2002

Who trained this support crew!?

by Duane Wright

Enrico DeAngeli, an Italian finished fourth. He got sick to his stomach 12 hours into his race and couldn't eat for a number of hours. He nearly dropped out of the race early Sunday morning when he was weakened by his lack of food and after Smith passed him but continued after crew members forced him to eat and get back on his bike.

"Shut up, eat, ... and get back on your bike!"

Sounds just like someone on Duane's Fleche Team!!

Spokane
Bicyclist steals purse, pepper-sprays victim

A man riding a bicycle robbed a woman on another cycle in Riverfront Park Monday afternoon and then sprayed her with pepper spray after she tried to detain him.

The victim said she was riding a four-wheeled cycle in the park about 4:15p.m. when the man grabbed her purse and started to ride away, police said.

She then grabbed the man's bicycle and he fell to the ground. The two wrestled before the man pulled out a can of pepper spray, squirted the victim in the face and escaped.

The man was described as a white male in his 20s, with a small build, shaved brown hair and a "baby face." He was riding a "low-rider" bicycle, police said.

Anyone with information about the attack is asked to call Crime Check at 456-2233.

Reprinted from: The Spokesman-Review Wednesday, June 19, 2002

Spokane
Police to reward kids who wear bike helmets

Spokane police officers will be giving away coupons for a free McDonald's ice cream cone to any children spotted wearing a helmet while riding a bicycle.

The coupons, good at any Spokane, Cheney and Airway Heights McDonald's, are part of the "Be Head Smart -- Wear a Helmet" campaign to encourage parents to purchase bicycle helmets for their children to reduce the number and severity of bicycle-related injuries, police said.

The campaign is sponsored by the Spokane Police Department, McDonald's, and other community agencies.

Ride & Event Calendar

JULY

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

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

Sunday, July 7 Talk by Author of Two Wheels North

Evelyn Gibb, author of "Two Wheels North" will give a brief talk about her adventures at Saltwater Unitarian Universalist Church - also known as 1st Unitarian Universalist Church. The address is 25701 14th Place South, Des Moines (WA) 98198. The office phone number is 253-839-5200. The service is at 10:00 on Sunday 7/7. Evelyn will only be talking for about 15 minutes, but would be happy to talk to people after the service.

Saturday July 20 Midsummer Nightmare

Put on by the Spokane Bicycle Club: <http://www.spokanebicycleclub.org/>
The Spokane Bicycle hosts two very interesting rides that are yet to come this season. On Saturday, July 20th, is the Midsummer Nightmare Double Century. On Sunday, September 15th, is the Autumn Century. For those interested in the September ride, there is a warm-up ride, the day before (Saturday, Sept. 14th), the Tour-de-Palouse. For more information, see the SBC web site (spokanebicycleclub.org).

Thursday, July 25th RAMROD

If you are not riding come out and Volunteer!

August

Saturday, August 3 Club Picnic

The post RAMROD Picnic has a new date this year - 2 Saturdays after RAMROD. Picnic will be at St. Edwards Park for details - Greg Sneed gr8tandem@attbi.com

September

Sunday September 15 Autumn Century

Put on by the Spokane Bicycle Club: <http://www.spokanebicycleclub.org>

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

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.

Bike Club Link of the Month:

Orange County Bicycle Club
<http://www.sussexonline.com/ocbc/>

We Need Newsletter Articles

Please send any newsletter ideas, articles, ride reports, rumors, truths, untruths, photos, other miscellaneous bicycle related stuff to Linda Knapp. Thanks!

For Sale

Rodriguez Stellar Prototype, 650 wheels, Shimano components. Top and downtube measures about 51cm. A sweet riding bike, it is just too small for me - also my significant other has been saying things about how the bikes seem to be multiplying.

Old Silver - **Burley Tandem Rock and Roll** with a soffride in back. Sized for me in front and I ride about a 53cm bike, but taller people have ridden it, rear goes down enough for someone a little below 5' and high enough for someone around 5' 8" or so (with a soffride high jacker). This bike has done RAMROD as well as several STPs and RSVPs. It even carried Duane and I up Snoqualmie one Cannonball..... With 26" wheels and mountain style bars I figured it would make an offroad bike with knobbies and on road with slicks if you wanted.

\$15,000 takes the lot - well ok too many zeroes - make me an offer....

Linda Knapp 206-524-9630

linda@bozok.org

Rodriguez Toucan 2000.

Medium frame. Captain is 5'10 and Stoker is 5'4 (long legs). Photos & measurements at <http://www.s2cycle.com/4Sale/4sale.html>. It's in excellent condition and includes: Shimano derailleurs & bar-end shifters, Dia Compe Brakes, Hope Hubs, 26 x 1.5" NEW kevlar belted tires, Serfas RX saddles, SPD pedals, Arai drum brake, Cateye Astrale computer with cadence, Stoker suspension seat post, Fenders & rear rack, Kick stand, Mirror, Unique green/purple Kameleon paint job, Pump and 4 water bottle cages painted to match. Asking \$3000. Sheila & Spencer 206.329.8777, sheila@newslettersandmore.net

Cannonball 2002

by Duane Wright

Cannonball took place on Saturday, June 22nd. There were twenty-two starters, the same as last year. Skies were clear, at the very start, an indication of hot conditions to come. The sought-after tail winds did not materialize to the degree that a seasoned Cannonball rider might come to expect. Nonetheless, there were fairly good winds between Cle Elum and Ellensburg. There was also significant heat. By midmorning the thermometer had climbed to the mid 80s in Ellensburg. By midafternoon, 93 was recorded in Moses Lake.

Jan Heine, riding unsupported, contended with the heat and lackluster winds to achieve a first place finish in 15:34. Shortly behind, in 15:47, was a supported Mark Isaacson (making his Cannonball debut).

Finishing third was Cannonball veteran Joe Kochanowski in his mostly enclosed recumbent, at 17:50. Not far behind was Stan Reynolds, riding unsupported, at 17:57.

Then came three veterans, Jerry Van Fredenberg, John Duggan and Bob Burns, in 18:39.

The next group, at 19:10, also included three riders: Bob Brudvik, Len Penner and Tim Binion.

Just behind them was Scott Stroming, at 19:37.

At 21:48 the first woman finisher, Paula "Polly" Peterson, a rookie, arrived. It has been several years since a woman has finished Cannonball.

Bringing up the rear were Peg Winczewski and Duane Wright, riding unsupported, at 23:26. Wright was quoted as mumbling something about "quality ... not quantity" as he crossed the finish line.

Most riders complained of loss of appetite and difficulty consuming enough liquid during the heat of the day.

The finish line was handled by Steve Sauser of the Spokane Bicycle Club. Steve greeted the finishers, recorded their times, and presented them with some treats to help them with the return to planet Earth. This was the first RCC-SBC collaboration on Cannonball. Let's hope it will become a tradition.

Cannonball 2002 Results:

Jan Heine	15:34	Unsupported	Single
Mark Isaacson	15:47	Supported	Single
Joe Kochanowski	17:50	Supported	Recumbent
Stan Reynolds	17:57	Unsupported	Single
Jerry Van Fredenberg	18:39	Supported	Single
John Duggan	18:39	Supported	Single
Bob Burns	18:39	Supported	Single
Bob Brudvik	19:10	Unsupported	Single
Len Penner	19:10	Supported	Single
Tim Binion	19:10	Supported	Single
Scott Stroming	19:37	Supported	Single
Paula "Polly" Peterson	21:48	Supported	Single
Peg Winczewski	23:26	Unsupported	Single
Duane Wright	23:26	Unsupported	Single

Other starters (and distance covered, if known):

Tony Licuanan	45? (fixed gear -- just checking out the ride)
Mike Courtright	225
Christ Westby	225+ (knee and dehydration)
Rand Milam	173 (problems with support)
Paul Kogelmann	10 (+/-) (3 flats = bad omen!)
Stephen Pence?	
Shane Bakovetz	176 (dehydration?)
Peter Beeson	176 (sympathy pains)



Linda Greg and Tom (feeling like half a cyclist) Riding Flying Wheels after early morning startline duty for Cannonball.

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

Please complete this form and mail it with
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Redmond Cycling Club - Membership
P.O.Box 1841
Bothell, WA 98041-1841

New Membership Renewal Information Change; start date: _____

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Address Line2

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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>.



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