

# RCC News



The Newsletter of the Redmond Cycling Club Volume 5, No.15

May, 2002

## Meetings & Events General Meeting: May 7, 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.

## 2002 RCC Officers

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<http://groups.yahoo.com/group/rcc-riders>

## Message from the Prez.... BEN CASEY

by Tom Killion

Anyone remember THAT black and white(!) TV show from the early 60's? (All you young turks are excused, thank you.) Along with the popular Dr. Kildare and other medical shows it was dueling doctors almost every night.

Hunky (so my mother and sister said) intern Ben fought disease and intolerance on a weekly basis, with his trusty mentor (only Westerns had sidekicks) Dr. Zorba at his side. Now Dr. Z was a trip - a short, wiry old guy with a serious hairdo. Imagine Albert Einstein with real curly hair, or an Afro with a big bald spot. (And NO, that is NOT a look I am trying for!)

The show opened with a shot of a blackboard (this was a teaching hospital) and Dr. Z scribing symbology on it whilst intoning, "Man - Woman - Birth - Death - Infinity", then the opening credits roll.

For purposes of this newsletter article substitute, "Riders - Marriages - New Bikes - Crashes - Infinite number of New Bikes".

It gives me great pleasure to update the Vital Statistics pages of the Club roster as follows:

Congratulations are in order for longtime Club member Lee Kanning and his bride-to-be Petra. Lee is one of the finest bike handlers I know, and I want to RIDE LIKE LEE when I grow up. Petra is a most elegant and refined complement to Lee. Best wishes to both of them!

## 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.

More congratulations to "Death Ride" Bob Brudvik and Lisa, who are tying the knot in Death Valley(!) in June. Only Bob would, during a series of four or five consecutive daily centuries in the area, take an extra 30 mile detour to check out the wedding spot. And he convinced another rider to ride along with him! All happiness to Bob and Lisa!

### Recent Births:

To Greg Sneed, a violent orange Rodriguez with relaxed geometry for a cushy ride on those loooooong Rando events. Custom is the only way to go.

To Ruth Sneed, a miniature Stellar in basic black, which we all know is a perfectly suitable color for commuting, Randoing or any event. Just add a string of pearls.

### Impending Arrivals:

To Amy Harman, a coupled CoMotion for when the 'I just must get away!' mood strikes. Expect postcards from exotic locales in the coming years.

To Linda Knapp, a Ti Davidson with all the trimmings, a lite bike for the newly lite Linda. Which will the guys be whistling at?

To Kit Rudd, compliments of State Farm, a C-40 with every imaginable goodie. Heck of a way to get a new bike, though! Kit was hit from behind by a Ford F150 mit trailer while on his fourth century of the Texas Hell Week. He escaped with only minor injuries but his Softride was DOA. (I say: CARBON FIBER SAVED HIS LIFE!)

To yer Prez, a coupled Concept Technologies Softride-beam single, 650C with Campy (of course) Record triple ten-speed.

### Scheduled Transplants:

To Charlie Buchalter, new technology for the old Davidson, in the form of indexed lever shifting with nine or more gears.

To Susan Cady, a repaired meniscus in her knee. (Hey Susan, you just rode around the world (and Mt. Rainier, and Fleche, and P2K, and Hood Canal 2K, and New Zealand)! What are you going to do now? - I'm going to have surgery!)

On the mend:

Ralph Nussbaum, who was hit by a motorist Monday last. Nasty bunch of stitches around the knee, maybe a broken toe and dislocated finger - but it looks like Ralph will be OK. The bike's dead, though. Start cruising the websites and bike stores. (I hear Ernesto might still have a few CF-1's left.)

Tanya Dodson, after a mauling by a neighbor dog (now deceased). Recovering nicely after a hideous experience, Tanya is tough.

Remodelling:

Ron Himschoot, now suffering through his second month while his house is morphed into a mansion. Funny how Linda's RV somehow looked LARGER before, isn't it?

Al and Tanya Dodson, a new kitchen and bath, with all the newest gizmos. Done fast, cleanly and under budget. Must be a contractor from Mars.

Greg and Ruth Sneed, a new bathroom. Three weeks living out of a suitcase, all for a commodious commode. Indoor plumbing at last!

Linda Knapp, a spiral staircase to the lair of the dragon, among other enhancements. You should really take that power saw away from Sinan!

Extra credit for those readers still with me: Who played Ben Casey? Dr. Zorba? How can you remember this stuff when you can't remember to bring a water bottle and spare tube on a ride?

Speaking of which - weather's GREAT, Let's Ride!

## Redmond Cycling Club Meeting - April 2, 2002

by Amy Harman  
Meeting was called to order at 7:20 by Tom Killion.

**RAMROD**  
First order of business was this years **RAMROD**. At this point we have 744 people registered the additional slots are for people on the waiting list and for key volunteers. The website will have information and disclaimer for the people that show up without a ticket for the ride. The park permit application process is underway and the volunteer coordinators (Dottie Smith and Don Harkleroad are now taking names. We have to complete the additional information on the registration website and it will earn points toward Wimprod. In order to qualify to ride **WIMPROD** volunteers need to earn 6 points, each volunteer task earns a certain amount of points.

Club Activities  
Portland 200k

A group of 18 people went down to Portland in March and rode the Portland 200k. The route goes from Portland out to Veronia and back to Portland, this year there were no hailstorms but the hills were still there.

Hellweek:

Kit Rudd traveled to the hill country in Texas to ride Hell Week which is a week of century rides. All went well until he had an encounter of the Ford F150 type. Kit is ok, but we can not say the same about his bike. A new bike is on order

thanks to Insurance and the fact that Kit is still alive to ride another day. Kit raised a good sum of money for the Help Nicole fund, hopefully Nicole Howard will find a bone marrow donor soon.

Current Events:

The minister that was pushed over by a passenger in a car while training for STP is doing ok. The teenager that did this is not facing very tough charges. The club will be writing a letter to the prosecutors to express our interest in this case

The Student Conservation Corps, wrote us a Thank you note for the donation we made after RAM-

**ROD**. They maintain many of the hiking trails in the Mt. Rainer Area.

Upcoming Rides  
Ellensburg

A ride is scheduled for Saturday April 6 in Ellensburg. Greg Sneed is organizing this event

Wenatchee

April 13th and 14th - head over to the Sunny side and do some miles. Reserve a room at the La Quinta and come ride a Century on Saturday and half that on Sunday.

Weekly Rides

Mudflaps: Every Tuesday night at 6:00 meet at Gasworks and ride either to Seward park or do a Magnolia loop dinner afterwards at a local tavern. If the weather is really bad, just meet for dinner and not ride.

Goosebumps: Every Sunday meet at the Redhook brewery in the morning ride with Papa Goose. Lunch afterwards at the brewery.

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## It Was a Dark and Stormy Night: the SIR April 13, 2002 Hood Canal 300k

by Janet Heineck [with inappropriate comments by the captain, Duane Wright]

What can I say?

We left at 7:10 a.m. from the parking lot just up the hill from the Bainbridge ferry and returned to the same spot at exactly 3:00 a.m. Conditions were very hard. A ferocious sidewind at the Hood Canal Bridge buffeted hard even the heavy tandem. If I had been on my Erickson, I would have had to walk across. The wind caught the fairing on Ken Krichman's recumbent and knocked him into the barrier. The crash dislocated his finger and the gash in his elbow required seven stitches, after he was picked up by motorists and the police arrived.

[Once across the bridge we bid adieu to Highway 104 and proceeded to Port Hadlock via back roads. From there we headed south, to Quilcene, on the roughest chip seal this side of the galaxy, the infamous Center Road.]

The impending storm delivered a tough headwind as we continued south, toward Hoodspport, on Highway 101. After a (too-long but desperately needed by me) lunch stop and conversation in Hoodspport, the rain started and continued for our next eighty miles. The rain wasn't a physical threat but it soaked one to the skin, making it hard to manage clothing at



Check out this and other bikes at:  
<http://www.metzbicyclemuseum.com/bicycles1.htm>

PortaPotty stops. I had re-rainproofed my red Burley jacket the night before, luckily. In that rain, Duane fixed a flat tire that we had just past Belfair. We were offered welcome cups of coffee by the owner of the car repair shop under whose overhang we stopped for the repair.

[Alas, the headwinds and the flat had delayed us long enough to keep us from reaching Tahuya until dusk. The roller coaster ride, on primitive roads to Holly, would have to be done in darkness. This would eat up the clock. At Tahuya, a yeoman Bill Dussler greeted us with a van full of goodies. Bill was to have a very long day--support is a tough job.]

We met stiff grades for a tandem on the way to Holly, on an unlighted (it was dark by then) and an occasionally centerline-less road. No fog lines, so DW navigated by centerline where visible. This was not a hazard because there was no car traffic, but it was a strange sensation. After dark we came upon the three amigos (Ted, Shane and Peter) who were reorganizing after Ted had fallen when his bike hit a broken tree limb that the wind had blown across the road. No injuries were incurred, fortunately. It was spooky in the dark with wind whistling in the tall trees along the road. I could see many stars later after the wind blew clearings in the clouds.

[At Holly one encounters a road that not only has a center line but also fog lines! These simple pleasures are an indescribable delight. If that were not heavenly enough, the rain began to subside and then stopped altogether. By Seabeck it made up for itself, however, by turning into a fierce squall which, fortunately, only lasted for a few miles. Then we were back to clear skies and stars.]

We fell over at an abrupt uphill turn in the dark. We simply didn't have enough revs and so lost impetus and tipped over slowly. I bruised my knee but otherwise was fine. Thank goodness for helmets.

[We had descended to an intersection. I was prepared to motor up the far side when the "No Outlet" sign, on the far side, made it clear that THIS was our turn. I brought the bike to a halt, turned right, and attempted to pedal but had NOT downshifted. There was no way to encourage the bike to move. I'm not sure how I didn't get my foot out in time but with no forward movement down we went! I stood up fairly quickly, undamaged, and noticed Janet staggering in a daze, while one car from each direction bore down on us. I asked if she was okay. She first said 'yes,' then said 'no.' I then asked if she had the wherewithall to grab her fanny pack (I could see where it had

fallen because of the flashing light attached to it) and move it and herself safely to the side of the road, while I did the same with the bike.]

Crisis: Earlier DW had stopped to change bicycle light batteries but found that somehow he had failed to pack spares. [They had remained in the car during the scramble to get ready to sprint to the morning's ferry.] As we were standing around, recovering from the fall, a passing pickup driver stopped and asked whether we were okay. I shamelessly asked whether he had four AA batteries. He gave us two such batteries out of his flashlight! Then DW took the two from the flashlight around his neck and we again had a second headlight after having ridden for a number of miles slowly and cautiously in dim light.

During the fast descent to the north, on Highway 3, we hit the very serious rumble strip that is just outside the fog line (i.e. on the left side of the shoulder), which seemed to jar and disorient Duane. He seemed to be drifting toward the edge of the pavement for a moment, but then we straightened out.

[Hitting that rumble strip was like receiving a strong electrical shock through my entire body.]

After more miles at a good pace, though, once DW realized that we would miss the 1:30 a.m. ferry back to Seattle, we turned off into a Texaco mini-mart just short of Poulsbo, the highway sign reading sixteen miles from there to the Bainbridge ferry. Inside, I shivered nonstop and was still dizzy from the swaying of the bike and the sound of the wind. I had pretty well come to the end of my mental endurance.

[The long descent, on Highway 3, combined with the strong winds that had arrived after that storm, had cooled us both down. It seemed prudent to warm up at the Texaco before pushing on to our "night" at the ferry terminal. Rumor had in that the Hood Canal bridge might be closed due to the high winds.]

Two Poulsbo policemen also sitting there for coffee brought a blanket from their car and put it on me! DW bought us both hot chocolate. I was bothering everyone who came in the door for a pickup ride back to the ferry for us and the tandem. I'd pay, sell my body, anything. No takers. Eventually, it was time to get back on the bike. DW had been keeping an eye on the clock, and we left the Texaco with just enough time to reach Bill Dussler's van at the ferry parking lot by the time limit, 3:00 a.m. At the Agate Pass bridge, I gave it everything I had against the crosswind, determined to beat the wind, the bridge,

and this ride.

It didn't end there: Bill's van was full of other cyclists [the tres amigos]. A Bainbridge policeman came up to check on us. He kindly drove down to the ferry to ask the WSF staff whether we could go inside anywhere to get away from the cold and wind, since it was like a winter night and we were soaked. We were directed to the restrooms downstairs in the terminal, where we stayed for about an hour. The women's restroom had a warm radiator, which was a great relief from the cold.

At 4:30 a.m., a WSF crewwoman came and knocked on the door and told us that the waiting room was open, so we hobbled up there. Other 300k cyclists [the tres amigos] had been hiding in the men's room. Finally we all boarded the 5:30 a.m. ferry, talked and debriefed and shared mutual congratulations with the SIR people (a very nice group) sitting with Bill Dussler, the organizer, route book signer, time checker, and support person. At Seattle, we got stiffly back onto the tandem, roared off the boat and back to DW's little Chevy Metro, spun my pedals off, tossed the bike luggage into the back of the car, lifted the tandem up and onto the roof rack, jumped in, turned the heat on "high", and drove back to Lake City just after sunrise. I got home at about 6:30 a.m.

"The lost weekend," as DW said. It's too bad it turned out to have been such an epic, since the scenery was largely lost on me. Duane is as steady and skilful a captain as anyone would want, so I was in very good hands. That was the best part.

[Just disregard that fall!]

We got so much help from people. That was great too.

So there it is--

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## Mazama 2002

There are still 6 or 7 spots available for this year's Mazama ride on June 8-9. So if you want to join us, don't wait to sign up. For more information, see the ride calendar at the back of this newsletter or go to our Website ([www.RedmondCyclingClub.org](http://www.RedmondCyclingClub.org)) and click "Rides." A new feature of the ride this year is an official lunch stop both days. Hope to see you for our annual pilgrimage across the North Cascades Highway!

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## Mulga Bill's Bicycle

by Andrew Barton 'Banjo' Patterson  
*Banjo is the author of Waltzing  
Matilda and The Man From Snowy River.*

'Twas Mulga Bill, from Eaglehawk, that  
caught the cycling craze;  
He turned away the good old horse that  
served him many days;  
He dressed himself in cycling clothes,  
resplendent to be seen;  
He hurried off to town and bought a  
shining new machine;  
And as he wheeled it through the door,  
with air of lordly pride,  
The grinning shop assistant said, "Excuse  
me, can you ride?"

"See here, young man," said Mulga Bill,  
"from Walgett to the sea,  
From Conroy's Gap to Castlereagh, there's  
none can ride like me.  
I'm good all round at everything, as  
everybody knows,  
Although I'm not the one to talk - I hate a  
man that blows.  
But riding is my special gift, my chiefest,  
sole delight;  
Just ask a wild duck can it swim, a wildcat  
can it fight.  
There's nothing clothed in hair or hide, or  
built of flesh or steel,  
There's nothing walks or jumps, or runs,  
on axle, hoof, or wheel,  
But what I'll sit, while hide will hold and  
girths and straps are tight:  
I'll ride this here two-wheeled concern  
right straight away at sight."

'Twas Mulga Bill, from Eaglehawk, that  
sought his own abode,  
That perched above the Dead Man's  
Creek, beside the mountain road.  
He turned the cycle down the hill and  
mounted for the fray,  
But ere he'd gone a dozen yards it bolted  
clean away.  
It left the track, and through the trees, just  
like a silver streak,  
It whistled down the awful slope towards  
the Dead Man's Creek.

It shaved a stump by half an inch, it  
dodged a big white-box:  
The very wallaroos in fright went  
scrambling up the rocks,  
The wombats hiding in their caves dug  
deeper underground,  
As Mulga Bill, as white as chalk, sat tight  
to every bound.  
It struck a stone and gave a spring that  
cleared a fallen tree,  
It raced beside a precipice as close as

close could be;  
And then as Mulga Bill let out one last  
despairing shriek  
It made a leap of twenty feet into the  
Dead Man's Creek.

'Twas Mulga Bill from Eaglehawk, that  
slowly swam ashore:  
He said, "I've had some narrer shaves  
and lively rides before;  
I've rode a wild bull round a yard to win a  
five-pound bet,  
But this was the most awful ride that I've  
encountered yet.  
I'll give that two-wheeled outlaw best; It's  
shaken all my nerve  
To feel it whistle through the air and  
plunge and buck and swerve.  
It's safe at rest in Dead Man's Creek, we'll  
leave it lying still;  
A horse's back is good enough hence-  
forth for Mulga Bill."

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## Tillamook 300k - April 20

by Greg Sneed

Eighteen riders showed up in 38-  
degree temperature for the start of the  
Tillamook 300k on a cloudless crisp  
morning. The event starts yearly at Shute  
Park in Hillsboro. Only two riders came  
from Seattle: Pat Marek and me.

The gathering at the start was a little  
frightening. Younger riders aged 25 to 40  
were wearing jerseys that said "RAAM  
Qualifier", "Oregon Cross State Cham-  
pion", and "Lance is a Wimp!". Well,  
maybe I didn't see that one. These guys  
are grownups. Riding at the front is their  
thing.

Their equipment is different from the  
equipment at the start of rando rides in  
Washington. While we arrived with  
fenders, mudflaps, and lighting systems,  
at this start I'm staring at a Masi racing  
bicycle with full Campy and no fenders,  
lighting, or mudflaps, and a C-40 setup in  
full race mode. Well, you get the point: a  
lot of five thousand dollar bicycles. This  
younger crew was open for business.

I told myself to just sit on and don't  
do anything interesting.

We rolled out on time and headed for  
Banks at 20 to 22 mph. I sat in the middle  
of the pack. The six guys at the front  
began to rotate pulls without asking for  
help. OK, OK, just relax. Stay in the  
middle chainring. Don't waste energy. I  
hadn't gone this fast in twenty years.

Flying over dips and hills, we headed  
out into the wine country. After twenty

miles in less than an hour, we were  
coming up onto the first of the climbs  
into the Coast Range. One of the studs  
up front must have said something like:  
"Hey, isn't anybody going to use their  
large chainring?" Let's see: I'm at 80%  
already. The big dogs powered up.

I could feel myself slipping off the  
back at 26.5 mph. I bridged back on as the  
speed dropped to 23. Ok, ok, I survived.  
The empty roads turned upward. It was  
over quickly. Sitting in the middle of the  
pack, I dropped from 21 to 18 on the first  
long climb. Five riders shot around me  
and I was shelled off the back. For the  
first time in a long time I was dropped,  
last and alone. An uncomfortable feeling.  
I could see them up ahead for a little  
while.

A few minutes later a road worker,  
picking up garbage, yelled to me: "Hey,  
they must be five miles ahead." Thanks  
for the info, buddy.

So you just sit back and relax. I  
climbed the Coast Range--there were a lot  
of heavy trucks on this route--and started  
my cold descent toward Tillamook from a  
36-degree summit. I took my first stop at  
fifty miles. At sixty-two miles, the  
headwinds started and I began to feel my  
right knee heating up. By seventy-two  
miles--the first check point is at eighty  
miles--my right knee was preventing me  
from standing. It was time to call it a day.  
I had to think about the Hood Canal 200.

At Tillamook I pulled over in warm  
sun. Forty minutes later Marvin Rambo  
drove by and picked me up. I think one of  
three things had happened:

1. Coming too hard at the start? I  
don't think so, since I was spinning in my  
middle chainring and felt good.

2. I may be still hurting from the last  
two headwind rides. Both Ellensburg and  
Wenatchee were tough this season.

3. The big mistake: my longest ride on  
my new single bicycle had been only  
thirty miles. Not a good idea. I was  
thinking at the end that my right heel was  
adjusted too close to the frame, twisting  
my knee.

Anyway, Tillamook won again. I'm  
now 1 out of 3 since 1995. Tough riders,  
tough course. I'm having a "RAD" done  
next week to check out my ugly pedaling  
style.

See ya up the road!

P.S. It was fun riding with the big  
dogs even for a little while.

P.P.S.:

Greg's Greenlake Cyclery did a  
"RAD" on my feet. After my problems on  
the Tillamook 300K.

The results of the RAD:

1. Greg is an idiot

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2. My cycling shoes are worn out and have slug goo all over them
3. My right heel was way in too far.
4. My new single bicycle seat is too high. My idea.....

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## Manastash Metric Century

by Orin Eman

Just in case no-one let you know about the special brand of torture Greg had for us yesterday...

He promised no rain. Well, I suppose the fact that only a few drops were observed on the ride counts. The monsoon up the pass doesn't. What he didn't promise was no wind... 25mph gusting to 33 according to the NWS web site [\\_observations\\_](#). Yes, we rode into a gale. An hour and we'd done only 12 miles! Then it wasn't particularly flat either. I got about 2300 ft elevation gain.

Bob and Melissa rode off the front then rode back for extra miles. After a while I made the mistake of following them. (You'd think after bad things happening twice before doing this I'd learn...) We were doing fine until we came to a bridge. Greg had said turn left before the bridge. What left? We decide to turn back and a minute later, Tom Killion rolls up in sorry shape - he had been chasing us to let us know of our mistake. We backtrack at near 30mph and take the correct left.

For my next bad move, I climbed the next hill with Melissa and rode with her to Cle Elum. (Note - riding with Melissa is as bad as riding with Bob.) We find the bakery in Cle Elum and wait for the rest to roll in.

Of course, on the way back, I still haven't learnt and when Bob and Melissa go by the rest of us (we were cruising at 20mph easily), I jump on and we do 30mph on the flat for a while. Needless to say, I can't keep it up and they blow me out. They do what they can to revive me (apple-cinnamon goo/gel), but mostly they have to wait at the intersections.

Eventually (well, pretty quickly actually) we get back into Ellensburg and not knowing where the restaurant we will be eating at is, we stop and wait at a convenient Starbucks. And wait... go in, order a drink, come out again, and wait. After a while, the rest roll up, we go back to the car and to the wonderful restaurant Greg was picked to be abused by the waitress who threatens death to any that dare mention the word 'special' since we had missed the lunch specials and were too early for dinner.

## SIR 400k Preride - there is a reason they call it SNOWqualmie pass

by Amy Harman

*Heck that's what I love about Spring Rides. That crisp fresh air (cough), that feeling of being outside (snow blindness), that fun of sharing with friends (Hypothermia). If you can find any trace of them afterwards. -greg sneed*

Early start: left my house around 4:15 for a 5:00A.M. ride start in North Bend. We got to the Edgewick Hotel in N. Bend around 5:10; saw bicycles in the parking lot - they were kind and waited for us to add pedals and a less annoying saddle to Duane's Tandem. Peter, Shane, Ann Marie and Duane and I got started riding around 5:30 with good thoughts for the day. It wasn't raining, it wasn't too cold. Around 5 miles up the pass we loose Peter & Shane, we wait for them for a while but they aren't showing up - so we head down the pass and find Shane riding up the pass, we turn around and retrace our steps. It's now misting at this point and not too much further up we spy the thermometer says 37 degrees. Anne Marie pushes ahead of us and we do not see her again. We sight the next thermometer now says 32 degrees. We stop at the rest area at the top for hot cocoa - Shane hears from Peter on his cell phone that he has a flat and neither of his pumps will work he is going to hitch back to N. Bend. We continue down the road, Shane flats we wait while he fixes his flat and we continue to ride now the snow is beating in our faces we make the call that we are not going to continue to our planned turn around point at Cle Elum and turn back about a mile from Cabin Creek. Shane heard from Peter who now has his tire fixed and is reclimbing the pass. The snow is now at our backs and it isn't too long before we climb out of it.

I make Duane stop to inspect a wrecked bicycle on the side of the highway - hey I thought I saw a brooks saddle on it. We finish the ride around 1:00 and head to get something to eat at the North Bend Bar and Grill - both of us attempt to climb in the fireplace.

I'm waiting to hear how the ride went for Shane Peter and Ann Marie

## Stolen Bike

More photos, video, and info at <http://meinnovations.com/me/greggs/stolenbike.htm>

2002 52cm Trek 5200 Stolen from Renton Safeway. The bike had a black Flite saddle, saddle bag, silver stem, PowerTap harness, NiteRider light battery, and Polar S710 heart rate monitor on it. The crook, a white 20-something male about 6'2" and 180, was caught on 2 Safeway surveillance cameras from which the video and still photos on the website are derived. It took all of 100 seconds. If you have any information, please contact [CoachMike@meINNOVATIONS.com](mailto:CoachMike@meINNOVATIONS.com) and/or Renton police, case 02-3102. Bike Serial #WL1671683.

## Race Beat

by Sal Garcia

From the reports, it looks like Super Mario punched Cerazo because the Spanish rider called Cipo "Un Hijo de Puta".

This very common problem is caused, because phrases frequently used in one ethnic lexicon, often literally translate very poorly to other cultures and languages. Many times, the original words have also lost a lot of their sting through time and over exposure, making them an even harsher impact when used on other nationals.

"H.d.P." means you are the "Son of a Whore", and is in the same league as the Middle-Eastern term, "You are the son of a thousand fathers". The "P" word is basically the same in Italian, so Cipo did not have to wait for a translation.

In most Spanish speaking countries today, while generally not said to ones face or hearing distance, it's meaning is more akin to "Son of a Bitch", or, "not a very nice person who has done something to your disliking", and not the degrading fighting words of old.

One great example that I know personally, is when Hispanics first arrived in America and heard for the first time the use of "Mother F----R" from Blacks, it caused all kinds of confrontations because Hispanics literally took "M.F." to mean they as Hispanics engaged in a vile form of incest.

Senior Cerezo was likely complaining about Cipo having cut him off or such, and, was not intended to suggest that Mamma Cipollini turned tricks.

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## Ride & Event Calendar

### MAY

#### 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

#### Sunday, May 12, 2002 - Country Ride Series - Carnation Mt. Si

For more Info: Ralph & Carol Nussbaum, 206-783-6450

Start Place: McDonald Park, Carnation, WA Start Time: 9:45 AM

Miles: 60 Pace: Brisk: 16-18 mph Terrain: hilly Regroup: Occasional Map: yes Weather: Heavy Rain Cancels

Description: McDonald Park is just south of Carnation on SR203 on the west side of the highway. Join us for this scenic ride past Snoqualmie Falls to the foot of Mt. Si and return via North Bend and Country Ride Series - Renton to Covington - Fall City. Bring some money for a lunch stop in North Bend at the bakery/deli.

#### 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, we'll take US-2 back over Stevens Pass to Sultan. From Sultan, we'll 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](mailto: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](http://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 Wenatchee 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](mailto:rosenthal@nwi.net). You also may visit us at our website at: [www.wenatcheesunrise.org/century/index.html](http://www.wenatcheesunrise.org/century/index.html)

#### June 8-9 Mazama 2002

**As of April 27, there are only 6-7 spots left in this year's ride, so don't delay!**

**Register today!**

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!). Lodging is 2, 3, or 4 people per room. Be sure to list your roommate preferences on the registration form.

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-member sign-up begins April 1st. Registration forms can be found on the Redmond Cycling Club Website at <http://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. If you have roommate preferences, be sure to list them on the registration form—we'll do our best to fill everybody's roommate requests. Lodging is 2, 3, or 4 people per room (no singles available). The refund policy is that 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](mailto:lolaj@microsoft.com)

Charlie Buchalter (425) 743-0483

[charlie@atoc.com](mailto:charlie@atoc.com)

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

Questions to Duane Wright at [checkers@u.washington.edu](mailto:checkers@u.washington.edu)  
**Saturday June 22, 2002 - RATPOD aka Ride Around The Pioneers in One Day - Dillon, MT**

The website [www.ratpod.org](http://www.ratpod.org) is now functional and online registration has started. Charity ride for Camp Mak A Dream.

## JULY

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

Questions to Duane Wright at [checkers@u.washington.edu](mailto:checkers@u.washington.edu)  
**Saturday July 20 Midsummer Nightmare**  
Put on by the Spokane Bicycle Club:  
<http://www.spokanebicycleclub.org/>  
**Thursday, July 25th RAMROD**

## September

**Sunday September 15 Autumn Century**

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

## 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!

## Ride Listings

Please send your Ride Information for the RCC Newsletter and/or the RCC Webpage to [lkknapp@home.com](mailto:lkknapp@home.com) or call me at 206-524-9630

## For Sale

Yep it is time to get rid of a few bikes!

Rodriguez Steller 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 This is the Rock and Roll with a soffride in back. Sized for me in front and I ride about a 53cm bike, 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 numerous 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 knobbys and on road with slicks if you wanted. This is a great family tandem.

Old dilapidated - My old Trek Cross bike - a great beater bike..... Probably about a 52cm. Save weight by never having to carry a lock.....

\$15,000 takes the lot - well ok maybe too many zeroes - make me an offer or two or three.... Linda Knapp 206-524-9630 [linda@bozuk.org](mailto:linda@bozuk.org)

## Wanted Bike

From the website:

I'm a German exchange student at Portland State University and searching for a used road bike, which I can ride during my stay in Portland. Do you know of any club members or other riders, who wish to sell their current bikes? I already have looked in the corresponding bike shops in Portland, however, I didn't find anything.

I would be very glad, if you can help me further - the wheather slowly gets better and I'm looking forward to go bicycling!

See you, Harald

P.S. I'm 6.5 feet tall!

Harald Enz  
Shadow Hills

Southwest Vermont Street 2360  
Portland, OR 97219

USA

Telefon: (001) 503 293 0163

[harald\\_enz@gmx.de](mailto:harald_enz@gmx.de)

[www.ecotours-expeditions.de](http://www.ecotours-expeditions.de)

**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](mailto: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**