

RCC News



The Newsletter of the Redmond Cycling Club

Volume 1, No. 16

January 2003

Meeting and Events

General Meeting: Jan. 6, 2003

Note: New location and time!

Coco's Restaurant

Lake Forest Park Center

17535 Ballinger Way NE Lake

Forest Park, WA 98155

206-364-8910

Social meeting: 6:30 PM,

Business meeting: 7:15 PM.

Bylaw Amendments will be presented to the membership for approval by vote. For details see December newsletter of RCC website.

2003 RCC Officers

President:

Tom Killion, 206-418-0870

tkillion@gte.net

Vice President:

Peter Rankin

peter@zipcon.com

Treasurer:

Susan Cady

nwbikerbabe@yahoo.com

Secretary:

Amy Harman

aharman@earthlink.net

Social Director:

Greg Sneed, 206-784-1265

gr8tandem@attbi.com

Web Mistress:

Linda Knapp, 206-524-9630

linda@bozuk.org

Newsletter Editor:

Janet Heineck

janeth@u.washington.edu

Newsletter Layout:

Duane Wright

checkers@speakeasy.org

Webpage at:

<http://www.redmondcyclingclub.org>

Email List at:

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

Message from the Prez: Yogi Berra Was Right – It's deja vu all over again.

By Tom Killion

My foot hurts. Not only does my foot hurt, even if I use the REALLY GOOD drugs I can't wedge my wounded hoofie into a cycling shoe.

For some unfathomable reason, I chose to exercise my right to elective surgery in order that I might hobble around, missing out on holiday rides, breakfast rides (but not breakfast!), and other fun of the season.

Didn't I do this already a couple of years ago??

So I'm a bit grumpy, kinda like Scrooge or maybe the Grinch. I got my new bike dialed in, the weather's pretty good, and folks are calling and saying, "Hey, let's ride tomorrow." Just in time for this.

As Susan Cady says, "Thit!".

I sit at my keyboard, basking in the cold, liquid crystal light on the shortest day of the year, wondering what I have to be thankful for. Plenty, it turns out.

Except for the nagging pain in my podiatric extremity, good health. Could be in better shape, but that's what the coming season is for. Good friends, lots of them willing to pitch in to help other friends when the need arises, all of them looking forward to next years' riding. A new bike, my first custom single, all shiny and purpose-built.

A caring partner, willing to accommodate my flights of fancy

(continues on page 2)

RCC Holiday Party a Success

by Janet Heineck

On Sunday evening, December 15, Susan Cady once again opened her pleasant View Ridge home to club members for a terrific holiday party. We enjoyed mingling among a great turnout of members and friends. Listening to the conversation gave one a sense of the many areas of the cycling world—track racing, leading rides for other local clubs, ultra-distance cycling (both individual events and brevets in preparation for PBP), weeklong tours, regular weekly group training rides,

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From the prez (cont.)

and able to talk me down when I get too weird for good taste.

How about you? Was it a good year for you? (Stock market excepted; we're all suffering through that one together!) Did you do a ride, or five, that you especially enjoyed/triumphed/outlasted/didn't hurl after? Did you see a place (city, county, state, country, planet) you never had before, and was the cycling really good?

Did you meet another cyclist, or even a non-peddalling person, who made a real difference in how you see the world? I

bet at least once last year someone made a comment or gave you a suggestion that changed your outlook, or riding technique, or something, for the better.

And how does the new year shape up, cycling-wise? Are you going to do that big tour you've been thinking about for eons, or tackle something amazing like PBP or Ride Across America? Can I ride along ... in your pannier?

That we, as a bunch of socializing cyclists, can even contemplate exercising our Right to Exercise in such a manner speaks volumes about the good deal we have going here in the

good ol' USA. Whatever our doubts about what the future holds, we are right certain that we HAVE a future worth looking forward to.

Count your blessings, count your pennies (only 900,000 of 'em will get you a CF-3!) and count down to 2003.

Put on your shoe covers ... and let's ride!

(Note to RCCers: Don't let a podiatrist with a knife near your feet. It can be inimical to your cycling health. Healing willing, I'll lead the slowest Cabbage Patch ride on record next Sunday. As a matter of fact, it may be so slow that it will still be in progress when you get this newsletter.)

A Bicycle Love Story

by Carol Nussbaum

The blue and yellow Colnago was casually leaning against the Subaru when the little red Terry arrived. The Lightspeed Antares that arrived with it was a much flashier bike, with its red and orange paint job and the carbon fiber/titanium forks and seat stays, but there was something about the Terry that made the Colnago's Flight Deck pulsate. Maybe it was the delicate aluminum frame or the wispy 650cc wheels. The matching red and black tape on the handle bars set the Colnago's Ksyrium spokes to shivering. The little red Terry seemed to glow in the sunlight of the cold February day.

When the ride started, the Colnago rushed ahead, passing the Terry in a blur. They climbed a long hill and the Colnago hammered ahead, using its double chain ring to gain its fullest speed. At the top, the Colnago waited for the Terry to arrive. Its Carradice randonneur bag puffed up in pride over its power and velocity. The red Terry arrived spinning along side the Antares. They both seemed unmoved by the Colnago, which jangled its chain in frustration.

At lunch that day, the Terry,

carefully guarded by the Antares, was parked across from the Colnago. The Colnago's tubes sighed in admiration of its lovely shape. On the flat stretch back to the cars, the Colnago docilely followed the Terry, hoping to gain some notice by a more casual performance. The Colnago was daydreaming about life forever with the Terry when there was a sudden explosion. The Terry had blown a tube. The Colnago stopped with the Antares and offered its help. The Terry managed by itself, but the Colnago was able to help in some small ways. Back on the road, the Terry and the Antares waggled their brake levers in worry over being behind. The Colnago moved forward and offered its wheel. The two others accepted and they dashed along in a single pocket of wind. The Colnago could barely focus on the road, feeling as if he had gone straight to heaven. When they got back to the cars the little red Terry gave the Colnago a brief spin of pleasure with its cranks, as it climbed into its SUV along with the Antares.

Over the next few months, the Colnago and the Terry were often on the same rides. The Colnago always maneuvered itself to be near the Terry. The Antares was always there, too, but did not

guard the Terry as closely after a while. Once the Colnago managed to park at lunch with its tire touching the Terry's wonderful little wheel. Its crank was ready to pump, but the Colnago restrained itself so as not to offend the little beauty.

On one ride, the Colnago heard that the Terry and the Antares were going on a week-long tour. The Colnago rushed to sign up. It could hardly wait for the one wonderful week in July that they would spend together. The Terry had taken to nodding its lovely Selle Italia (Lady) saddle whenever it met the Colnago which always twitched its leather Brooks in return. The Colnago was hopeful something good would happen on the tour.

At first, the two bikes stayed together, but always accompanied by the Antares. Pressure built up in the Colnago, as if its tires were over-inflated, but, unwilling to offend the red Terry, kept its crank and handlebars under control. Then one beautiful night it happened. The Antares had been attracted to a cross bike with saddle bags and fat tires and moved into its room. The Colnago clicked its Shimano Dura-Ace derailleur disapprov-

(continues on page 3)

Holiday Party (cont.)

staging and participating in RAMROD, the club's own banner



Holiday party fun.



Indisputably cool gift.

event, and regular daily commuting—in which RCC members are involved and to which they contribute. This is a high energy group. Peg Winczewski, who came all the way up from Tacoma for the occasion, may have travelled the greatest distance. The potluck was delicious and the gift exchange was lively and fun. And the Christmas Elf was there indeed, solemnly dispensing gifts to a lucky few and proving that it

really isn't so hard being green. Those who weren't there missed a very good time. Thanks once

again to Susan, our hostess and new Club treasurer, for her hospitality.



Chocolate.



The nonstop revelers.

Bicycle Love (cont.)

ingly when it heard of the poor taste the Antares showed and almost missed the shy subtle twitch of the Terry's crank, inviting him into her room. His entire titanium frame shivered in joy. That first night was beautiful beyond imagining. They leaned against the wall together, handle

bars entwined, saddles nestled together. Their cranks pulsed together, and the Colnago's bell rang.

After that night, the two bikes were always together, whether it was cruising on a quiet country road, hammering along highways, or pedaling quietly down a bike trail on a moonlit night. The Colnago never

waggled its crank at another bike and the red Terry always clicked its gearshift levers in pleasure as they went along.



Think Small

Gleaned from the web

On May 16-18, 2003, Trophy Bikes of Philadelphia plans to host its

ROUND-UP USA, the “big show for small-wheel and folding bicycles.”

The confab will include three days of workshops, group rides, and

demos aimed at enthusiasts of folding bikes and other small-wheeled

bicycles - Bike Fridays, Moultons, Bromptons, Dahons, and the rest.

<http://www.trophybikes.com/events/index.html>

Lance: Read All About Him

While American cycling fans were thrilled to read that Lance Armstrong

is Sports Illustrated’s pick for Sportsman of the Year, his “retirement

announcement” appears to be causing a bigger stir on the other side of

the big pond. Meanwhile, Rick Reilly, a venerable and venerated Sports

Illustrated columnist, calls Armstrong’s story the “greatest comeback ever.”

<http://www.dailypeloton.com/displayarticle.asp?pk=2531>

.....
From Bike Bits Vol. 4, No. 20, December 19, 2002. Bike Bits is Adventure Cycling’s bi-weekly bicycle bulletin. Sign up at:

<http://www.adventurecycling.org>

Redmond Cycling Club



Yet more happy holiday party-goers.

News We Can Use

by The Editors

A pair of lady RCC members is, as we write, engaged in a tour in southern California. They have promised us an account for all to read. This is great news and we’re looking forward to publishing their story soon. Here’s the point: these are **your** pages. We know you’re out there planning tours near and far, leading rides, training hard, and thinking ahead to

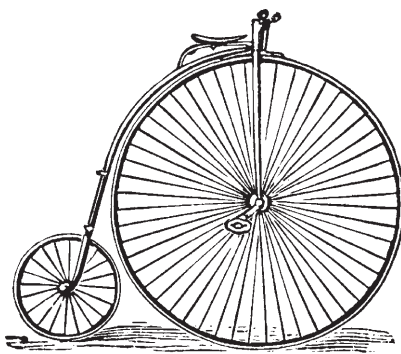
endurance and recreational cycling activities of all kinds in the coming year. Send us stories of your doings so that readers of this newsletter and your fellow RCC members can follow the excitement.

Send accounts to Duane Wright (checkers@u.washington.edu) or to Janet Heineck (janeth@u.washington.edu). We’ll get your story out!

Elvis – The Rando Years

Here is an historic photo of Elvis getting his brevet card signed:

http://www.elvis.com/graceland/tours/elvis_sincerely.asp



Memorial Service for Ed Burke

RoadBikeRider.com Newsletter

Issue No. 70 - 11/21/02

ISSN 1536-4143

News From Ed [Pavelka] & Fred [Matheny]

Last week, we were among 400 people at the memorial service for Ed Burke. Many were his friends from the University of Colorado at Colorado Springs, where Ed was a professor of biology. Others represented cycling, where Ed was a world leader in physiology and technology.

The service was moving but not tearfully melancholy. After all, we were there to celebrate a remarkable life. Ed Burke was a man of good nature and a positive outlook. His personality brightened everyone he met.

Perhaps the most wrenching part for cyclists was seeing Ed's red-white-and-blue GT road bike. It stood lonely at the front of the room with his helmet and shoes, water bottle in place and the chain still in low gear. It was on a climb where Ed suffered his fatal heart attack on Nov. 7 at age 53.

As we chatted with other riders after the service, we learned more about events leading to Ed's death.

How could a relatively young and apparently fit person suddenly collapse and die during a ride? Should the rest of us in his age range be worried, too? We think that Ed, who wrote extensively about training and fitness, would want you to have some answers.

Here's what we know:

— Ed was physically inactive for at least 20 years after racing in college.

— In 1997 he decided to get back on the bike. Overweight and nearing age 50, he admitted concern about his family's history of heart disease and his own high cholesterol and blood pressure.

— He worked back into shape carefully. He routinely refused to do rides that demanded more than he was ready for.

— He became an enthusiastic long-distance cyclist, completing Alaska's Iditabike and the Leadville 100-mile mountain bike race, among other endurance events. On the road, he favored tough challenges like Colorado's Triple Bypass.

— In recent months, he admitted to poor performance on the bike. In October, he told us he planned to stop riding extreme events and scale back to "sane centuries."

— On a ride two weeks before he died, Ed had to stop several times because he felt so bad with indigestion. He couldn't figure out what he'd eaten to cause it.

Inexplicable indigestion may be a precursor of heart attack. We're sure Ed knew this, both academically and because a friend,



ex-pro Hugh Walton, had experienced the same symptom before his own near-fatal coronary. In fact, Hugh told us that he and Ed had a long talk about heart problems while riding together last June.

But apparently Ed didn't heed his own warning signs. In hindsight, it seems clear that his heart was beginning to fail. The lesson for the rest of us is obvious: Be vigilant!

It's estimated that 59 million Americans are living with some form of cardiovascular disease.

Many people who die from a heart attack have symptoms the

week before the fatal incident. These include chest pain, increased fatigue, dizziness, ankle swelling and indigestion or heartburn.

Seek help immediately if you experience any of the following symptoms of a possible heart attack:

— Pain or pressure (squeezing sensation) in the middle of the chest that lasts more than a few moments.

— Pain that radiates down the arms or into the neck or jaw.

— Chest discomfort accompanied by shortness of breath, lightheadedness, sweating, nausea or fainting.

It's much smarter, of course, not to wait till your heart is in trouble.

To take the initiative on this issue:

— Find out all you can about your family heart history.

— Avoid the risk factors that produce coronary artery disease. These include smoking, hypertension (blood pressure should be under 140/90), and cholesterol (total should be under 200 with HDL above 35, LDL under 100 and triglycerides under 200).

— Get a CRP test. Inflammation, and its role in heart disease, is a promising new research area. Ask your physician about testing for c-reactive protein (CRP), a substance the liver makes in response to immune system signals that may disclose inflamed heart arteries.

— Cut back on saturated fats in your diet and increase portions of fruit, vegetables and whole grains.

— Exercise aerobically at least four times per week for 30-60 minutes each time. In other words, ride your bike! But avoid pushing yourself hard when you're dehydrated, bonking or cramping.

— Have an annual physical and take an exercise stress test as

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Burke (cont.)

often as your doc recommends. In some facilities, you can get the test done on a bicycle ergometer and determine your max heart rate, lactate threshold heart rate and power at LT, as well as heart function — all good things to know if you're interested in performance.

Last Tuesday we talked about stress tests with Andy Pruitt, 52, who directs the Boulder (CO) Center for Sports Medicine and wrote Andy Pruitt's Medical Guide for Cyclists.

He told us, "My philosophy has been that anyone over 45 who exercises intensely should have a 12-lead EKG, max stress test

every other year, and more often if there is any history of heart disease.

"Personally, I've had three stress tests in the last six years. Had Ed been on that test schedule, he most likely would still be with us."

Winter Training

by Duane Wright

A recent special event at the Evergreen Tandem Club had Thomas Chapple speaking on winter training. Chapple is a licensed USA Cycling coach, a Certified USA Triathlon coach, and a Certified Personal Trainer. The following are excerpts from his presentation.

A handy reference is "The Cyclist's Training Bible: A Complete Training Guide for the Competitive Road Cyclist" by Joe Friel (3rd ed., Boulder, Colo.: VeloPress, c2003).

Output in different zones relies on different fuels. For zones 1, 2, and 3 (the predominantly aerobic zones), one is burning a combination of carbohydrates, fat, and protein. For zones 4 and 5 (the predominantly anaerobic zones), one is burning mostly carbohydrates. The body is able to store only 400 to 4,000 calories of carbohydrates. These are contained in glucose (in the blood) and glycogen (in the muscles and liver). For activities of any significant duration (greater than two hours), one must be replenishing carbohydrates.

Fat is the most abundant source of energy that is already stored in the body. This source can be 40,000+ calories. Training the body to access these calories is important. Our winter scheme should be to train the body to burn fat. This means that one should be working out in zones 1, 2 and 3. One must be patient when developing both the fat-burning and aerobic systems. An aerobic

system can take up to ten years to fully develop, whereas an anaerobic system can be tuned up in six to nine weeks.

At Chapple's web site (see end of article) is a good explanation of the concept of periodization:

"In order to realize the most benefit from your training time, you should train your aerobic and



anaerobic energy systems in the appropriate order and at the right time of the year. You should also schedule adequate recovery and fitness progression testing to assure that your training is progressing as planned. The idea behind this concept, known as periodization, is that you can reach peak fitness when you need it most. Peak fitness cannot be realized year round, and can only be maintained for about six weeks. An annual training plan (ATP) outlines your training based on the proven concept of periodization."

During his presentation, Chapple emphasized the impor-

tance of working with a heart rate monitor after first properly determining one's threshold or maximum heart rate. He also offered a brief description of the feel of each zone:

Zone 1

Recovery. Very easy. Seems too slow. HR should be less than 65% of maximum.

Zone 2

Moderate pace. Should be able to carry on a conversation without having your breathing interrupting your sentences. You could ride all day at this pace if you've been training regularly. HR should be <75% of maximum, or 20-30 beats below your lactate threshold (LT).

Zone 3

Comfortably hard pace. You could talk, but probably would rather not. Breathing rate is slightly elevated, but you could maintain this pace for a while. HR should be <80% of maximum or 10-20 beats less than LT.

Zone 4

Hard. You will not feel like talking at this pace. This is your LT pace. You are at the point at which lactate acid is building up in your legs and you can start to feel them burning. Early in the season you won't be able to maintain this pace for more than a few minutes. As you get closer to the specific preparation phase of training you will start spending more time at this level. You will be able to increase the amount of time that you spend here and will time trial at this pace (well, slightly above it,

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Winter (cont.)

really). Your zone 4 HR will usually be about 8-12 beats lower than your average HR during a time trial. Zone 4 HR might be somewhere between 80-90% of your maximum HR. This will vary throughout the season (as will all your zones to some extent).

Zone 5

Very hard! You won't be able to maintain this effort level for very long (or maintain a conversation at all). This is where you are during long sprinting, and during short steep hills while racing. Training in this zone needs to be brief and during the SP phase only.

Zone 6

Maximum effort! This is when you see your maximum HR. Don't try this at home. :-). You should save maximum efforts for short moments during races, or during a fitness test at the end of a recovery week.

Winter is a time for base development. Specific pedalling drills, for developing efficiency, can be found on his website. Weight training, to develop strength, is also a component. Remember to take it easy. Muscles adapt fairly quickly. Tendons do NOT adapt quickly.

Weight training should occur no more than two or three times per week. For the lower body there are leg presses and step ups. For the upper body there are bench presses, seated rowing (be sure to emulate your cycling hand position), military presses, and abdominal and lower back work. Consider the gentler forms of yoga to remind your body that you still love it. Man does not live by hammering alone.

When starting a ride, spend five to ten minutes in zone 1. This will activate your fat burning system. When finishing a ride, spend five to ten minutes in zone 1. This will cause your system to continue to burn fat after the ride is over.

When starting to train, spend time in the zones as follows:

Zone 1 10% Zone 2 65% (55% after 8 weeks) Zone 3 25% (35% after 8 weeks) After 12 weeks of training, you should consider spending 5% of your workout in zone 4. For most, this can gradually increase to 10%. Zone 4 training is done in the lower end of the zone. Duration of time spent here is more important than training at a higher intensity. Six to nine weeks before your big event, you can do some intervals that involve time in zone 5: 2 minutes on, 3 minutes off. Repeat four times. Do these intervals only once or twice a week.

Chapple is both a realist and an entertaining presenter. He emphasizes the importance of being in touch with the rest of one's life, of maintaining a balance between training and all of the other requirements of day to day living (job, relationship, family). He cautions that if the rest of one's life is causing one stress, one should cut back on training. Chapple says that consistency is most important. We train best with constant progress. Training too hard, to the point where we become ill and must take a break from our progress, is counterproductive.

The most important thing Chapple emphasized was that improvements in fitness occur during recovery periods. This was repeated many times during his presentation. In his ideal coaching scenario, an athlete that he is working with would be able to use Monday and Friday as recovery days. Here's a simplified weekly scenario:

Monday:	Recovery
Tuesday:	Intervals/ Intensity
Wednesday:	Training
Thursday:	Training
Friday:	Recovery
Saturday:	Volume
Sunday:	Volume

All of the information here is

general in nature. Training is a very personal activity. From Chapple's handout: "Response to training stimulus varies from one athlete to the next. Discover what works for you and what doesn't." Chapple obviously knows the realities of riding in a group: "Beware of group mentality. Know when to say when! Leave your ego at home."

For further information, visit Thomas Chapple's website. If you're truly serious about training, he's available for coaching.

[http://
www.coachthomas.com](http://www.coachthomas.com)

SDOT News Releases

For Immediate Release:
December 19, 2002

Sandra Woods, Project Manager, 206-684-5298
Michael Graubard, Communications Office, 206-684-5049

Burke-Gilman Trail Re-opens at Princeton Bridge Construction Site

The Burke-Gilman Trail will reopen at the Princeton Bridge construction site on the afternoon of Friday, December 20th with a fresh layer of asphalt paving below and a new bridge above. The trail has been closed throughout the nine-month construction of the Princeton Bridge that reopened to traffic on December 13, 2002. During construction, trail users have been detoured around the construction site.

The trail was used as the primary access route for the demolition of the old bridge and construction of the new bridge. As a result, the trail suffered significant damage

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Princeton (cont.)

which has been repaired.

In addition to the new layer of asphalt, trail users will also benefit from the native landscaping that was installed on either side of the new bridge. Invasive plant species were removed 100 feet from either

side of the bridge and replaced with native species during the construction project. Additionally, the stairway at the bridge from the Burke-Gilman Trail to Sand Point Way NE has a new bicycle ramp. This new ramp allows bicyclists to easily walk their bicycles between the

trail and the signalized crossing at Sand Point Way NE and Princeton Avenue NE.

<http://www.seattle.gov/transportation/n121902a.htm>.

(Viewed on December 20, '02)

Fleche Northwest and Fleche Pacifique Training Series

By Greg Sneed

The Redmond Cycling Club held its annual President's Day Ride Sunday, December 29, 2002. It was wonderful being surrounded by twenty-five fellow riders and friends talking about the past year's rides and events. Last season was wonderful. With this coming year a PBP year, changes are in the wind, with more events and longer distances.

At our luncheon gathering on Sunday, everybody was talking at once along with handshakes, good food, and hugs. A cheer came up from the crowd as Duane Wright arrived, late, of course. The MapMaster had arrived.

In all the madness, my mind was quiet for a moment as if listening, as I stared across the filled room. It was as if I were listening to very distant trumpets sounding. I realized Lovey was looking at me in the midst of the uproar.

Marvin Rambo called this morning. Other bicycle clubs are on the move. The banners are being unfurled. Courses are being designed and teams formed. You hear rumors about the Olympia Wheelmen, the Portland Club, S.I.R., the Canadian teams, and RCC. Who's riding? What's the distance? Roll the dice. Take your chance. Try to get to the podium.

Places and names from different rides came flooding back from years gone by: Walker Pass, The Rose Garden Climb, Azwell, The Stair Step, Wildwood Pass, Wye Road, and Fraser Valley in the freezing dark. Who would ride with us in the coming challenges? Who would reach the podium at Harrison?

So many great champions. Who will stand with them?

Past medallists are DeathRide Bob (2), Mr. Don (5), Susan Cady (1), Orin Eman (1), Lee Kanning (3), Dave Johnson (5), Ron Himshoot (10), Linda Knapp (3), Laura Hoey (1), Peg Winczewski (1), Duane Wright (9), Kristie Salinger (2), Peter Rankin (2), Dick Pado (5), Steve

Meadows (3), Bonnie Taylor (4), Lovey Sneed (3), Nancy Herring (1), Amy Harman (2), Ken Carter (7), Greg Sneed (6).

So many great champions. I know I've forgotten some names. But, as always, the real question is: who will join us? Who will make the podium? Who is ready to ride?

The teams' first meeting is January 25, 2003, from 4:00 to 6:00 p.m. at Zeek's Pizza, 6000 Phinney Avenue North, in Greenwood. The team captains, the veterans, the newcomers, the courses, the new rules, the old challenge. The podium.

I wonder who will be there?

Editor's Note:

At press time the above date was still up in the air due to scheduling conflicts by Greg. It would be prudent to verify actual date and time prior to showing up.

Expect an e-mail from Greg sometime soon.

Quotes to Ride By

From "The Quotable Cyclist" (New York : Breakaway Books, c2001):

"The bicycle riders drank much wine, and were burned and browned by the sun. They did not take the race seriously except among themselves." Ernest Hemingway, "The Sun Also Rises"

"Smooth predictable riding

when you're in a group isn't just a matter of style. It's survival." Geoff Drake

"No rider I know can get by after a raging ride with a bagel and a banana. That we could is irrelevant. Food is life, and if we are what we eat, I don't want to be a squishy, yellow fruit." Allison Glock

"To prepare for a race there is nothing better than a good pheasant, some champagne, and a

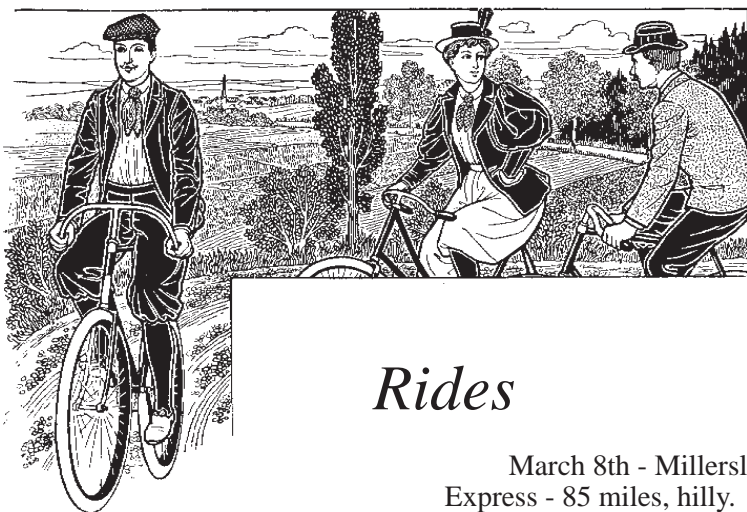
woman." Jacques Anquetil

"Get a bicycle. You will not regret it if you live." Mark Twain, "Taming the Bicycle"

"Ride like water." Paul Adkins

"Never use your face as a brake pad." Jake Watson

"I don't want to die riding a bicycle. I prefer to give up." Jacques Anquetil



Rides

Greg's Calendar of Long Distance Cycling Events for 2003

by Greg Sneed

January 25th (Sat.) 4-6pm - Zeek's Pizza Social on Phinney - 6000 Phinney

Ph 206-789-0089 2002 - First meeting of the Pedalheads for the 2003 Season. Ride List, Introductions, Rules, Start Locations. Newcomers welcome and encouraged.

Editor's Note: Above date is very tentative. Confirm first.

February 8th (Sat.) 9:00am Gene Coulon Park in Renton - Flaming Bugger Ride - 71 miles, flat. Don't even ask how this ride got named....

February 22rd (Sat.) Fauntleroy Ferry, leaves at 9:10 am - Roller Coaster - 61 miles, hilly, lunch in Gig Harbor. 20th year and still the best!

March 1 (Sat.) - S.I.R. 100K Populaire, An excellent club (SIR) and Event and first Rando Ride and I like the award pins. Check the S.I.R. Website for latest Details

www.seattlerandonneur.org/

March 8th - Millersylvania Express - 85 miles, hilly.

Bill & Melody Co-Leaders, Capitol Cycling Club.

Brian Johnson and his gang are putting a Fleche team together. Yea ... it's hammer time again.

March 15th - S.I.R. 200K

www.seattlerandonneur.org/

March 22th - Zeek's Pizza Social - Greenwood.

2002 Ride List Updates, Team Selections, Captains & Navigators Meeting.

4:00pm to 6:00pm.

March 29th - Portland Randonneur - 200k - Marvin's Ride

Hosted by Marvin Rambo, Portland Wheelmen - 503-774-3605

Normally about a dozen RCC riders drive down Fri. for this annual event

The Mallory Hotel - 1-503-223-6311 (Sat. Marvin's Dinner in the Grand Dinning Rm.)

Best Western at the Meadows - 503-286-9600 (Sat. 5am Morning Breakfast at Sharis across parking lot from The Best Western). Lunch at George's favorite restaurant in Vernonia.

April 12th - Wenatchee Sampler - 105 miles

Counterclockwise Loop. Wenatchee, Orlando, Chelan Bridge, Azwell Turnoff, Chelan for lunch, north to 25 Mile Creek Campground, Climb Nuervo Couly Pass over to Highway 97 past Rocky Reach and Wenatchee. Kristie's Favorite.

La Quinta Motel, Wenatchee. Breakfast at 7:30am in the hotel. Ride Starts at 8:30 am

La Quinta Inn - 509-664-6565

April 18th - SIR Fleche Northwest. RCC will enter its first team ever for this wonderful event.

www.seattlerandonneur.org/

May 3rd - Hood Canal - 200K - RCC Ride

Yes, we have to cross the Hood Canal Bridge and Walker Pass. Lunch at a great place - Hoodsport Marina Cafe.

May 16,17,& 18th, **B.C. Randonneurs Fleche Pacifique**

Chehalis to Harrison Hot Spring 425K Course

Best Western Parkplace Inn
201 SW Interstate Ave.
Chehalis WA 98532
360-748-4040

Enumclaw to Harrison Hot Springs 370 K Course

Kings Motel Enumclaw -
360-825-1626

Charlie's Restaurant -
Enumclaw (Opens at 5am)

Wonder if Greg will make resevations on the right day!

Motel Six - Bellingham -
360-671-4494

No Sleeping on the job this year gang! Dinner at Denny's. A

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nice shower and a change of clothes at our favorite Motel Six would not be a bad idea. Bonnie, Help!

What's that great Italian Restaurant we ate at in Monroe?

Harrison Hot Springs Hotel - 800-663-2266.

Exec-Hotel.

Bring your bathing suits gang, the Hot Springs are waiting.

Black Forest Restaurant - 604-796-9343 - Nicole's Favorite.

Minter Gardens - For those playing hooky. Lovey's Favorite.

FLECHE PACIFIQUE

Rules - Yea, Yea, ask Duane or Ron...Dave,,,Ken...Fred...

This popular Randonneur Team event is patterned after the Fleche (Arrow) Velocio in France where each Easter weekend teams cycle a minimum of 360 kms (224 Miles) to a common meeting place in the hills above the Cote d'Azur. In Canada, we are permitted to hold this event up to 40 days after Easter. Trophies will be awarded to the teams cycling the longest distance in various categories. As well, the rides can contribute toward the Randonneur 5000 award.

THE RULES

1. TEAM:

a) Is composed of a maximum of 5 and a minimum of 3 UNITS. A single or tandem counts as one unit.

b) Team members must be identified on the application. Substitutions and additions may be made up to one day prior to the start with the agreement of the organiser.

2. ROUTE and CONTROLS:

a) The minimum required total distance is 360 kms to be ridden within 24 hours. Teams choose their own routes. No part of a route shall use the same road more than once in the same direction.

b) Controls should be established every 50 to 100 kms and at extremities of the route to ensure no shortcuts. The accepted ridden distance will be based upon the shortest route between controls as shown on an approved map. Secret controls may be set up by the organiser.

3. REGISTRATION:

a) Teams must submit their applications complete with their entry fee and itinerary (route, control points and time schedule) information between January 1st and three weeks prior to the event, or as allowed by the organiser. The application must include; map references or copies to confirm distances, locations of controls and kilometre counts, partial, cumulative and total.

b) Itineraries must be confirmed between the team captain and the organiser prior to the start. It is the responsibility of the team to ensure adequate time for route checking, mailing, changes and approvals.

c) All riders must show proof of liability insurance coverage. CYCLING BC insured members are covered.

4. TIME LIMITS:

a) The start must be within the time limits set by the organiser. They would normally be from 06:00 Friday through to

10:00 Saturday. The finish time is 24 hours after the start time. At the end of the 22nd hour the control card must indicate the whereabouts of the riders. A stamp from a nearby merchant or other establishment is satisfactory. Otherwise each team discuss the use of a following "Security" vehicle with the organiser. However, one occupant of that vehicle is to represent the organisation, not the team during this period. But it is the team's job to find said observer and vehicle.

FLECHE PACIFIQUE - ADDENDUM 1998

10. The rules as laid down above must be observed and abided by with the following



exceptions and additions.

11. No award or trophy will be presented to any team with less than 3 members at the final luncheon.

12. Team and route details are to be in the possession of the the organiser (see 18 below), no later than Friday, April 17, 1998 together with the team fee of \$15.00 Cdn per rider. The early closing date for entries is to allow for checking, revising and approving routes. The fee covers the cost of a pin.

13. The event start "window" is from Friday, May 8th-06:00 to

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Fleche(cont.)

Saturday, May 9th-10:00. Thus, the earliest any team can start is 6 a.m. Friday and the latest any team can finish is 10:00 a.m. Sunday.

14. Each team member must cover the full course. THIS IS NOT A RELAY.

15. As in past years the "Arrivee" for this event will be at Harrison Hot Springs. A cabin at the hotel has been booked for the control operators and details will be finalised closer to the day. It is planned to hold the luncheon at the Harrison Hotel again and is booked for Sunday, May 10th @ 13:00 hours.

16. The Fleche Trophy will be awarded to the complete team present that has accumulated the greatest distance in their Fleche ride. In the event of a tie the 2 teams will hold the trophy for 6 months each.

17. The Veteran's Trophy will be awarded according to a formula where the team's average age is multiplied by their accredited distance. Each team member is to be at least 40 years of age on or by May 10th. The minimum score would be $40 \times 360 = 14,400$.

18. ORGANIZER:

Please see the annual schedule for information on the organizer. This may be found at:

HOME MENU, Brevet Schedule > SCHEDULE MENU, Other Events:

Look at the table for Special Category Rides.

For more info:

Randonneurs USA:

http://www.rusa.org/rides_search.html

B.C. Randonneurs:

<http://www.island.net/~randos/>

Seattle International Randonneurs:

www.seattlerandonneur.org/

The Terry Rides

Terry Zmrhal is leading a series

of seven winter rides, of increasing distance, culminating in the SIR 200k on March 15.

<http://www.seattlerandonneur.org/newsletters/2002/dec/index.html#train>

First ride is Saturday, January 11.

Ride Report (photos): The Country Ride



Heart Rates now recovering - smiles gradually appearing after summiting the monster hill.



Carol & Ralph: Valiant and Festive Ride Leaders - Thanks for a Great Ride!

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
Post Office 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

Day Phone

Address Line 2

Evening Phone

City State Zip Code

Email Address

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

Redmond Cycling Club Information

The Redmond Cycling Club (“Where HILL is not a four-letter word”) is a group of cycling enthusiasts from the greater Seattle area. We meet on the first Monday of each month at 7:15 p.m. at Coco’s Restaurant, Lake Forest Park Center, 17535 Ballinger Way NE, Lake Forest Park, WA 98155 (206-364-8910). 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