



News

The Newsletter of the Redmond Cycling Club

March 2005

MESSAGE FROM THE PREZ

By Linda Knapp

Spring is springing up all over the place. Leaves and a few brave flowers are sprouting up out of the freezing ground. Some are in bright colors, some in more muted tones of titanium grey and carbon black. After all what better way to greet the new season then by taking delivery of a brand spanking new bike!

Congratulations to Susan Cady who picked up her new custom titanium Davidson complete with carbon fiber seat stays and fork this month. (As Susan is also RCC's treasurer perhaps we should look into auditing the club accounts!) Susan held a small christening party for the new steed where we attempted to answer the age-old question: Just how many RCCers does it take to install a wireless computer? Here's a hint: don't try to test a wireless computer in front of non-shielded speakers! She would not let me attempt to break a champagne bottle on the forks - not sure why.

(Ed. Note: Let us not forget that Jim Jensen just received his shiny new Seven Axiom as well. Your 'old' titanium bike is looking

just a little worn, isn't it?)

In the best RCC fashion Susan immediately took it out on a nice cold wet ride just to break it in right. Wouldn't want it to get the idea that it wouldn't be taken out in the rain just because it is hard to put fenders on.

It has been a great start to the season so far. Lots of good rides which by all reports have been well attended by club members. I am going to have to take your word for it as I have been spending these crisp cool riding days in front of a computer. While I have not completely given up on some of the longer rides it is looking like my boss has other plans for my time this year. This weekend going back up hill 'alla puke' to my house from Bike Expo I found out how much conditioning one can lose in a few weeks of working overtime.

Bike Expo and Bike Swap appeared to be well attended although the RCC table was much quieter without RAMROD registrants mobbing it! Thanks to all of you who helped setup and man the booth this year. Bike Swap was a mob scene - seems everyone was cleaning out their garage. RCC had a table there

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GENERAL MEETING:

MONDAY, MARCH 7, 2005

MONDAY, APRIL 4, 2005

Third Place
Lake Forest Park Town Centre
17171 Bothell Way NE
Lake Forest Park, WA 98155
Social meeting 6:30 PM
Business meeting 7:15 PM

THE NUSSBAUM TOURS

By Ralph and Carol Nussbaum

We are again planning on running 2-3 short 3 day tours this summer through CBC. Besides the Eastern Washington and Ocean Shores Tours we hope to host a North Puget Sound Tour from Edmonds via LaConner across Agate Pass to Port Townsend to Hoodport and back to Edmonds

Though we enjoy leading these tours we are always having trouble finding sag

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Submissions due to Duane Wright by the 18th of each month.

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FROM THE PREZ

again - thanks Greg and Tom for setting that up and manning it! Just so you all know I showed remarkable restraint this year and bought no more new-old frames.

In other news it looks like we are getting set for RAMROD. Registration will open online March 1st with the lottery scheduled for April 1st. It is never too late to start thinking about volunteering.

A mob of folks are planning on riding a variety of brevets this year. Greg has given the Portland restaurant the heads up that there will be a hungry batch of riders there after the 200k. If you were not there last year the restaurant rolled out the red carpet for us with a custom menu, mounds of food and enough wine to satisfy even this thirsty group. The meal was finished off with platters of the best tiramisu I have ever had. If you are interested in riding and eating with us this year contact Greg Sneed.

Things are starting to happen with the club jersey. Well not a lot and not very fast but so far the lean is towards wool - color suggestion green with yellow. Get your suggestions in as soon as possible. I am hoping to get a design together soon.

In the meantime I am off to work, I'll be thinking of you all out riding. Remember - "Rubber Side Down!"

JANUARY FIXTE FACTION REPORT

By Linda "her fixedness" Knapp

You guys missed a great ride today - Sinan and I on Tandem, Nicole and Tom on tandem, and Amy on single. After a Portage Bay breakfast we wound around and about, finding all sorts of odd and fun art bits. I think there were at least a dozen between Gasworks and Ballard! We eventually made it up to the northernmost point up on 145th and then had a fast crossing of 145th where 80% of the pack made the turn and the 20% not on a tandem streaking like a bat outa hell missed it! Oops! It was worse than an SIR ride, losing 20% of the participants! (Amy eventually called us from home to let us know she was ok - she had left her cell phone home thus leading us to believe she must be in a hospital somewhere since she was not answering our calls. Tom was planning out a route to hit all the emergency rooms in the area to check - She always has a cell phone, right?!) The four of us remaining dropped in at the Parrot Cafe and had a bit of snack to make up for the vast number of calories burned since breakfast. We also chatted with the African Grey by the counter and made faces at the Blue and Gold Macaw in the back. After this refueling

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NUSSBAUM TOURS

drivers. If you think you'd like to join us let us know if you might have a spouse or significant other who would like to drive a van us for us. The sag would travel for free and get a \$25 per day meal allowance. Since the tour provides breakfast and lunch it should be a no-cost "vacation."

On a different note, we are also leading a tour through Colorado HeartCycle, (a non-profit touring club out of Denver, CO) from August 6-14. The 8 day tour called Sky to Sea starts in Seattle and then we go up to Paradise Lodge, Mt. St. Helens, Ocean Shores and back to Seattle. All the details of the tour can be found at <http://www.heartcycle.org/hctours.htm>. We just received an update from them and the tour is filling fast so if you have an interest you will probably want to sign up promptly. Again the application and registration forms are at the above website. If you have any questions please don't hesitate to e-mail (rnussbau@earthlink.net) or call us (206) 783-6450.

We have led tours and taken tours with Colorado HeartCycle over the past 5 years and have always enjoyed them. Ken Condray, who many of you may know is the co-leader, has worked with them for 15+ years.

we made our way down to the 'piece de resistors' - The bench by the Seattle City Light Building! Hey find it yourselves - it's cool! All in all it was a fine ride - 36km in some 4 hours or so. Thanks to Nicole and Tom for scouting it out!

TRAIL NEWS FROM PIERCE COUNTY

By The Editor

The City of Puyallup plans to complete the Riverfront Trail (along the Puyallup River) by the end of 2005. Pierce County plans to extend the Foothills Trail (which runs southeast from Puyallup), to meet the Riverfront Trail, by the fall of 2006. The two connected trails will create a 20-mile paved trail from the western edge of Puyallup to South Prairie.

The City of Sumner has budgeted \$500,000 this year for portions of an extension of the Interurban Trail from the Pierce/King County line to Puyallup. A finish date, for the complete extension, is not yet known.

Source: The News Tribune. Sunday, February 20, 2005.

ENDURANCE CYCLING: FIVE MISTAKES TO AVOID

By Chris Kostman, contributing editor to UltraCycling magazine

For more information on endurance cycling go to www.ultracycling.com Can you ride a century every month - including two makeup rides for winter? Sign up for the Year-Rounder Century Challenge at www.ultracycling.com/standings/year-rounder.html

Centuries, double centuries, and brevets are the bread and butter of most endurance cyclists. They provide a good challenge, great training, an opportunity to test the efficacy of training and nutrition, and a nice day (or more) on the bike with fellow riders. But they're not easy and are not to be taken for granted. Here are five mistakes to avoid as you train for, and ride, endurance events.

MISTAKE #1: NOT USING SPEEDWORK

One common endurance training mistake is just "putting in the miles." The mentality is that if you put enough miles in the bank in your training, you can withdraw them later as endurance, maybe even miraculously fast endurance. But this approach is boring, a waste of time, and you won't get substantially faster!

Many cyclists overlook the fact that the majority of the top RAAM racers over the past twenty years were, or are, also competitive cyclists in the traditional sense (i.e., USCF racing). Pete Penseyres, Michael Secrest, Rob Templin, Danny Chew, George Thomas, and Franz Spilauer are just some of the top RAAM-ers who raced at a national level (and were competitive there, too). Others, like Michael Shermer and Seana Hogan, train with a racing club at least once a week. High intensity training is an important, or even critical, part of endurance training.

You only get faster by riding faster! In practical terms, you need one or two days a week focused on high intensity speed training. Though hill repeats, interval training against the clock, or even a spinning class can be effective speed training, the best way to increase your speed is to ride with those who are much faster than you are. Joining a weekly racer club workout or weekly crit series is the ticket here. Get out and hammer with the big boys and girls in the pachelines, sprint for the city limit signs, and do your best not to get dropped. Be forewarned, though: it can be humbling for a while, if not for a long while. But you'll get faster for the long haul.

Another bonus is that, on event day, you won't get dropped right from the get-go when the lead pack of riders takes off like they're doing a 40km road race, as they inevitably do. You want to hang with them in the first hours so that you're not breaking your

own wind, and setting your own pace, all day. It's a shame to get dropped: don't let it happen to you!

MISTAKE #2: DOING LONG SLOW MILES

Don't confuse "steady" and "slow" and just put in the long miles at an easy intensity. This is a waste of time because the only thing accomplished on physiologically by riding slowly is learning how to ride slowly. "LSD" doesn't stand for "Long Slow Distance," it stands for "Long Steady Distance." Some endurance riding is necessary to train for endurance events, but while you're putting in those miles, do so at a good, steady intensity and keep these additional goals and benefits in mind:

"Keep it steady and keep it moving" should be the mantra while riding LSD: Don't dilly-dally while refueling, fixing a flat, or reading the route sheet. Don't bog down while riding, either, whether on the hills or flats. Use your bike computer to push yourself to maintain an average speed; use your heart rate monitor to see how low you can keep your heart rate while maintaining a challenging average speed. When quicker riders pass you, pick up the pace; riding steadily doesn't mean you shouldn't push it sometimes, too.

- Base Fitness Training: LSD rides will allow you to slowly, but surely, rebuild your body from the inside out. You'll increase the efficiency of your cardiovascular system and get in touch with your heartrate and breathing patterns. This is particularly important in the early season, when you're laying the foundation for the year.

- Equipment Testing: If you're not comfortable on your bike, you won't ride far. Use your LSD rides, not events, to test saddles, shoes, pedals, aerobars, and such, plus variations on their position. What seems comfortable for 30-50 miles will not necessarily be so after 100 or 200 miles.

Nutrition Testing: Food and drink choices also won't reveal their effectiveness until you get way out there. Use your long rides to see which fuel and hydration systems work for you. Whatever you eat and drink, it should be portable, go down well, provide consistent energy (no highs and lows), and keep you hydrated. If you don't want to carry 100 or 200 miles' worth of food and drink during your events, find out what the event promoters will serve and train on that. Then when you do the event you won't need to carry all your own fuel. (But if the event is going to serve Danishes and hot dogs, as some do, you'll want to carry your own fuel.) By the way, essentially all top distance cyclists use a primarily, or exclusively, liquid-based (or liquid-, pill- and gel-based) fueling system.

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ENDURANCE TRAINING

MISTAKE #3: DOING THE SAME THING ALL THE TIME

The third common mistake is doing the same workout on the same day, week after week. This is boring and unnecessary, so lose those crazy "Tuesdays are for speed work, Wednesday are for hill-climbing" kinds of rules or club ride schedules. As long as you get in the variety and intensity of training necessary, it really doesn't matter which workout you do on any given day, as long as you recover in time for the next workout or event. Finally, don't skip training days during the week with the intention of making up for it on the weekends. Use your lunch hour, bike commuting, and even night training so that you are training, on the bike, four or five days a week, no matter what.

Many riders put in their big miles every weekend, because more time is available then. But it's also important to mix your weekends up and avoid ruts there, too. Some weekends should be back-to-back long rides. Some should be a long ride one day and either a recovery ride or speed work on the other. And some weekends you should just relax with your family after doing a fast club ride on one of the mornings.

MISTAKE #4: NOT ALLOWING RECOVERY

Hey man, give it a rest! The complimentary ideas of "rest days" and "recovery rides" are lost on most athletes. In training, you're either improving by pushing yourself or recovering by resting or going easily so that you're ready to push yourself again. Training at a mid-level intensity is only useful during LSD rides. The rest of the time, either hammer or go very, very easy (or don't ride at all). Each week should include one true recovery ride and one day of complete inactivity except perhaps a walk after dinner (a good habit every day).

If you're not recovered, your resting heart rate will be elevated and/or you'll feel listless on the bike. If that's you, park the bike and rest another day; training on tired legs is a waste of time. Make your training time count, but also make your recovery time count. The point is to keep building, ever higher!

MISTAKE #5: STAYING ON THE BIKE ALL THE TIME

Common mistake number five is never getting off the bike to work out. All cyclists can improve their cycling comfort, endurance, and speed by training off the bike, as well as improve their overall health and fitness.

I'm amazed at the number of overweight endurance riders I see. Either the extra weight is a result of poor dietary habits (fast food for breakfast, lunch, and/or dinner?) or these riders are stuck

on a plateau, no matter how many miles they train, or how many long events they finish. They need to incorporate more intensity into their training and they need some cross-training to shock their bodies into pushing itself to a higher level. So do the rest of us!

As discussed on other occasions in Ultra Cycling magazine and my website, off-the-bike training should include yoga, Pilates, and/or strength training (i.e., weight lifting). Think of it as filling in the blanks that are left by the huge volume of sports-specific training done on the bike. Swimming and running are two other great compliments to cycling that will not only increase your overall health, but also your cycling ability through increased muscular endurance, strength, and overall joint, muscle, and connective tissue health.

On-the-bike cross-training variations are great, too: mountain biking and spinning classes can do wonders for your road riding. I cross-train in all of these manners regularly and they pay off for me, not only when doing an Ironman Triathlon, but also as I ride doubles, and even as I sit at my desk writing this article.

Avoid the five mistakes outlined above and you should be able to say "make mine another century or double" with a smile and confidence. Enjoy!

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Chris Kostman began riding doubles in 1983. Besides producing the Furnace Creek 508 each October since 1990, he also organizes the Death Valley Century and Double Century in March and October each year. Visit www.adventurecorps.com for all the info.

RUSA NEWS -- HIMSCHOOT EARNS FIRST ULTRA-RANDONNEUR AWARD

BY BILL BRYANT

Last season Randonneurs USA created the Ultra-Randonneur Award for our members who have ridden ten Super Randonneur series of brevets (200-300-400-600 kms.)

Doing a single SR series is a sterling sporting accomplishment, but doing nine more means one is indeed a very determined individual: it is a "Lifetime Achievement Award" of sorts for our randonneuring community.

It didn't take long for someone to earn the first medal.

Our first Ultra-Randonneur is Ron Himschoot of Seattle. (Ron caught us somewhat unprepared—we're still developing the medal design itself.) Obviously a Randonneur with a capital "R", Ron has

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POCKET BIKES/POCKET ROCKETS NOT ALLOWED ON TRAILS

Excerpt from "MAKING IT WORK" (newsletter of Seattle City Council member Richard Conlin) February 10, 2004.

POCKET BIKES

On Tuesday, January 25, the City Council and the Seattle Police Department announced that "pocket bikes," "pocket rockets" and similar mini motorcycles are illegal to use on public roadways, as well as on sidewalks, bike lanes, trails, parks, and wherever the use of motorized vehicles is prohibited. This announcement was based on assessing the characteristics of these devices, and determining that they fit into the category of motorcycles but do not have the required safety provisions that make motorcycles street legal.

SPD has determined that there are serious safety risks with these vehicles, and they are very hazardous to operate in traffic. The issue has become more salient since they have often been bought as toys, and were very popular gifts over the holidays.

Since pocket bikes generally measure only 12 to 18 inches in height, visibility is a serious concern. The Seattle Police Department has reported at least one collision, in which a Metro Bus struck a pocket bike. The operator of the pocket bike was seriously injured.

Pocket bikes meet the legal definition of a motorcycle. However, they don't meet many of the equipment requirements necessary for legal operation on roadways. The defined requirements are outlined in statutes and include: a minimum wheel base of three feet six inches (RCW 46.44.050); minimum headlamp height

of 24 inches (RCW 46.37.523); minimum tail lamp height of 15 inches (RCW 46.37.525); two mirrors (RCW 46.37.400); pneumatic rubber tires (RCW 46.37.420); and others.

Pocket bikes are also not manufactured with a conforming 17-digit vehicle identification number (VIN). The absence of a VIN number indicates that the manufacturer does not meet Federal Motor Vehicle Safety Standards (FMVSS), which are required if a motor vehicle is operated on public roads. Drivers of motorcycles must also have a valid driver's license, a motorcycle endorsement, and must wear a helmet.

The Seattle Police Department may take enforcement action against those who operate pocket bikes on public roadways and areas that prohibit their use, with penalties starting at \$101. It is a misdemeanor crime for parents to permit their child, under the age of eighteen, to drive a motor vehicle on any public roadway. This means parents can be held accountable if youths under 18 are found using pocket bikes on public property.

The Seattle Police Department plans a major education campaign around this issue, and will likely give riders a warning the first time they are found operating on the streets. However, SPD also has the authority to issue citations and to impound these devices as safety hazards.

QUOTE (also from Conlin newsletter):

"A great nation is not saved by wars; it is saved by acts without external picturesqueness; by speaking, writing, voting reasonably; by smiting corruption swiftly; by good temper between parties; by the people knowing true men when they see them, and preferring them as leaders to rabid partisans or empty quacks."

--William James

(from page 4) **HIMSCHOOT**

ridden an incredible 12 SR series in the last seven years! (His actual number is even higher: if he had saved all his brevet cards for our for verification, he would have added two more SR series in 1995 and 1996 as well!)

Taking advantage of the very active randonneuring scene in the Pacific Northwest, Ron has ridden countless brevets in Washington, British Columbia, and Oregon. He did double SR series in 1998, 1999, and 2000. In 2001 he even outdid himself and rode THREE series! Good Grief!

From 2002-2004, Ron "only" rode single SR series each year, but given his track record and relative youth, he may be resting up to make a run at becoming the first RUSA rider to earn TWO Ultra-Randonneur Awards.

Congratulations, Ron - BRAVO! (Reprinted from RUSA)



Altered traffic island, NE 95th St at Ravenna Ave. NE. The work of the Seattle Engineering Department, or ...? (photo by Wright)



A shrine to Suntour components. Berkeley Bicycle Co-op. (photo by Wright)

CROSS TRAINING

By Duane Wright

Many cyclists went out for the running sports while in high school. There was cross country, in the fall, and track, in the spring. Those wanting an endurance sport in the winter sometimes chose wrestling. If you don't think wrestling is an endurance sport – have a little talk with Ron Himschoot.

Title IX, signed into law by President Richard Nixon, June 23, 1972, prohibits sex discrimination in any education program or activity, within an institution receiving any type of Federal financial assistance. This law is seen as a huge push to include girls and women in high school and college sports. Wrestling has been one sport particularly challenged to integrate girls at the high school level. The number of girls interested in the sport is too small to create all girls wrestling teams. In Washington State the solution has been for the girls to wrestle with the boys.

Matt Classic XVII, Washington State's High School Wrestling Championships, ran through Saturday, February 19, 2005. For the first time a girl has placed in the state finals. Whitney Condor, a junior at Puyallup High, took sixth place in the Class 4A 103-pound weight class. Condor finished with a 3-2 record at state.

Source: The News Tribune. Sunday, February 20, 2005.

RAPSODY RETURNS, WITH NEW FORMAT

By the Editor

The RAPSody (Ride Around Puget Sound), the exciting rookie ride of 2004, returns with some exciting changes. The start/finish will be Tacoma Community College. This will remove a few miles, at the start and finish, in downtown Tacoma. The route will be run in a counter-clockwise direction, this year. This means that Vashon Island (and ferry rides) will happen early in the ride. The overnight, for two day riders, is still the high school in Shelton. One day riders will start on Sunday, meaning all riders finish on Sunday.

This ride is a joint effort of B.I.K.E.S. of Everett, The Capital Bicycle Club, Tacoma Wheelmen's Bicycle Club, Seattle Bicycle Club, and West Sound Cycling Club.

<http://www.twbc.org/>

CLASSIFIEDS

Erickson Custom Built Bicycle For Sale

Size: I'm 5'10" with a 30" inseam. It has a triple fade paint scheme (metallic cobalt blue/purple/silver) with a matching painted Look carbon fork, Zefal frame pump and custom built Erickson stem. Shimano Ultegra Flight Deck triple 9 speed component group (with integrated shift lever controlled computer), Chris King headset, ttt handlebar, American Classic seat post, Selle Italia Gel Flight Saddle with titanium rails, etc.

\$2600

Santana Arriva Tandem For Sale

Santana Arriva Tandem, Santana size medium. Control tech stems (with telescoping stoker stem for great adjustability in stoker height and reach), XTR drive train (8 speed triple configuration) components including long cage rear derailleur, Dura Ace barcon shifters, double right pull DiaCompe lever (with Shimano cantilever brakes front and rear), left pull DiaCompe lever for Arai drum brake, GoreTex derailleur cables, etc.

\$2500, firm.

Kreitler Rollers For Sale

Kreitler Challenger Rollers. Almost new -- ridden a maximum of 12 times (approximately nine hours total)! Includes fork stand.

\$250.

Contact Jerry at (206)356-6968 or wasser1@raincity.com.

Rides +

2005 SIR Brevets

Schedule

<http://www.seattlerandonneur.org>

2005 RCC Rides

<http://www.randonneurs.bc.ca/schedule/schedule-overview.html>

Saturday, February 26, 2005

Flaming Booger!

Fort Dent to Black Diamond Bakery
Course change for 2004 (Sat.) 9:00am
Fort Dent Park in Renton - Flaming
Booger Revised - Ride - 71 miles, flat..
Don't even ask how this ride got named....
to Black Diamond Bakery for lunch and
return. For more info: Greg Sneed

February 26th

Terry Z Training Ride

<http://www.seattlerandonneur.org/rides/terryzrides.html>

Saturday, March 5, 2005

SIR 100km Populaire

<http://www.seattlerandonneur.org/>

Sunday, March 6, 2005

Roller Coaster

Fauntleroy Ferry Lvs at 8:35 am - - 61
miles, Hilly. Lunch at Susanne's in Gig
Harbor. 22th year and still the best. For
more info: Greg Sneed.

Saturday, March 12th

Millersylvania Express

85 miles, hilly, Brian List, Paul Johnson
& Dave Read, Olympia Wheelman Brian
and his gang are putting a Fleche team
together. Yea...it's time for the Big Dogs
to get rollin. For more info: Greg Sneed

Saturday, March 19th

SIR 200km

<http://www.seattlerandonneur.org/>

Saturday, March 19th

RCC Hood Canal 200K

Yes, we have to cross the Hood Canal
Bridge (ask Terry Olmsted) and Walker
Pass. Lunch at a great place Hoodspout
Marina Cafe. For more info: Greg Sneed

Saturday, March 19th

BC Randonneurs Spring Social

http://www.randonneurs.bc.ca/schedule/sch_lm.html

Saturday, March 26th

Portland 200k - Marvin's Ride

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

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

The Mallory Hotel - 1-503-223-6311,
Best Western at the Meadows - 503-286-
9600 (Sat. 5am Morning Breakfast at
Sharis across Parking Lot from The Best
Western), Lunch in Vernonia. For more
info: Greg Sneed.

Ride Followed by: Greg's Party , Saturday
Night at Pasta Bella (503-248-4614)
737 SW 17th, Portland Or. - located one

block from The Mallory Hotel, Family
Style Italian, 28 for dinner after last year's
200K. 30 bucks per includes Vino and tip.
Mail checks to: Susan Cady - Redmond
Cycling Club - P.O. Box 1841, Bothell,
WA 98041-1841.

Sunday April 3, 2005

BC Randonneurs Pacific Populaire

http://www.randonneurs.bc.ca/schedule/sch_lm.html

Sunday, April 17, 2005

30th Annual Daffodil Classic 2005

Tacoma Wheelmen's Bicycle Club.

<http://www.twbc.org/>

Saturday, May 14, 2005

Bike Anacortes!

Ride Start: 9:00-10:00 a.m.

The Fidalgo Pool and Fitness Center will
be sponsoring a bike tour through the
streets of beautiful Anacortes as a fund-
raiser to renovate the fitness center.

www.pioneernet.net/poolandfitness.

Tuesday, July 19, 2005

Gold Rush Randonnee (1200 km)

Begins in Davis, CA

<http://www.davisbikeclub.org>

Saturday/Sunday, August 27, 28, 2005

RAPSody

Tacoma Wheelmen's Bicycle Club.

<http://www.twbc.org/>

2005 RCC Officers

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linda@bozuk.org

Vice President:

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shane@seattlecyclist.com

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nwbikerbabe@yahoo.com

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Webpage at:

<http://www.redmondcyclingclub.org>

Email List at:

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

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 Third Place, Lake Forest Park Town Center, 17171 Bothell Way NE, Lake Forest Park, WA 98155. 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
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