

The Tacoma Wheelmen's Bicycle Club Newsletter

February 1998

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Tacoma Woman's Bicycle Club?

by Carla Gramlich

I recently received an envelope addressed to the above organization. Could it be that the next 100 years of TWBC will be dedicated to the women who bicycle?

Will our club members have the nickname "Biker Babe"?

I am not holding my breath for this name change to take effect, but a group of dedicated cyclists have adopted the above name and will begin training to do the STP in a day.

Last year, Janice Jensen, Toni Matson, and myself trained to do the STP in a day. We rode from Spanaway to Portland in a day. This ride was over 160 miles. This year we believe we are up to the challenge to do Seattle to Portland in a day. Remember last year's STP? On Sunday, we had headwinds and rain for most of the day. A nice day will make 200 miles a piece of cake.

We will be having training rides to prepare for this challenge. We invite anyone who wants to join a group that places FUN as a top priority, while bicycling a long distance, to participate in these training rides. Our group stops at all rest rooms and food stops. We have been known to burst into song while riding. An espresso stop is mandated during a long ride. You must be willing to keep a steady pace to complete a long ride before it gets dark.

The Biker Babes do encourage Biker Dudes. Last year, Steve Brown was trying the STP in two days, but the weather changed his mind. Early Sunday, he took off with the Biker Babes to Portland, after little training. We did wait and provide encouragement to Steve for the entire ride. Look for our training rides and consider the challenge of riding STP in a day.

Annual Banquet Report

by Bob Myrick

Our banquet was a great success this year, thanks to our volunteer staff, our caterer, and the fine people who were able to attend.

90 people were signed up for the banquet, and Dean Wilkey was ready to feed them. Stan Engle, Bob Warfield, Phil Blenkush, Bob Cook, and Anne Heller set up the room. Steve Brown and Carla Gramlich provided snacks and refreshments. Janice and Tiffany Jensen designed the cake and wall decorations. Dena Wessels decorated the tables and did a great job tracking all 28 late reservations.

Janice Jensen and Mary Kubiszewski put on a great recognition and awards program. Steve and Phyllis Lay showed us a fantastic slide show highlighting last year's adventure.

As usual, I hardly had to do anything but show up. I learned some time ago that showing up is about all you need to do so I hope to see you all again next year.

Thanks To Bike Expo Volunteers

by Mike Romaine

Many thanks to everyone who responded to our call for volunteers to staff the club's booth at the Bike Expo. We have enough people for both days.

If you volunteered to work a shift in the booth, be sure to wear your club T-shirt!

Call Mike Romaine at 253-532330, Peggy Fjetland at 253-841-4458 if you have any questions.

Pedal Pushin

by Janice Jensen, TWBC President

As some of you know, I have been leading some beginner mountain bike rides.

They are being held mostly on Sunday afternoons, and occasionally on Saturday at Fort Steilacoom Park from 1-3 p.m.

I have had a great time, even though I am also a beginner. Once I dressed too warm, and another time I was too cold. I have been told to layer, which I should already know. Good advice, I must admit, and I pass it along. As a roadie, I carry a back trunk on my cross bike for the extra clothing, but my mountain bike is a different story. There is hardly anything on it but me. I was trying to travel light, but sometimes it just doesn't pay, especially in the winter months.

The difficulty of the ride depends on the people who show up. If the majority are very new or very young we will stay mostly on the flat double track. As people get

use to their bikes and feel more confident, we will move on to more challenging terrain.

So far I have had more experienced riders and they enjoy "taking me" up and down the steeper single tracks. I think they like to see me squirm! Sometimes they ride hard and fast and it is easy for them to lose me, but they never have. I do not fight to keep up because they care, but don't tell anyone, it could hurt their image! They won't leave me behind no matter how much I slow them down. They offer advice on how to maneuver the trails, when to be on the saddle and when to be behind it, when to use the front brake and when not to!

I need all the advice I can get in order to help other beginners, so I do appreciate it when seasoned mountain bike riders come on these rides. This time of the year is not exactly a hard training season for anyone, so if you want to learn something new and different now is the perfect time. As spring approaches these veteran riders will have their own special agendas to get on with and we may not be as fortunate to have them around to help us. Let's take advantage while we still can, and join me at the park for a little fun! See you there!

NowBike Lobby Day

by Bob Myrick

Please plan to attend our annual lobby day in Olympia on Friday, February 20, 1998. We will ride the bus from the SR 512 and I-5 Park'n Ride lot at 8:00 a.m. sharp. There is a possibility some of us could leave earlier, so please call me if you can go.

We will be attending a NowBike rally, probably with a luncheon buffet. I will attempt to make appointments with several State Representatives and Senators, so we can discuss our current and long-term concerns.

Please see the Government Relations Report on the next page for a synopsis of our legislative proposals.

The lobby day is a fun and productive experience because it de-mystifies the workings of our State legislature, and we get to meet the people behind all those big official titles.

Daffodil/PMC Update

by Janice Jensen, TWBC President

The January meeting went very well. Committee members were confirmed and some new ones were chosen, although they don't know it yet!

Carla and Steve will chair this year's Peninsula Metric Century. Don't worry, the budget can handle marriage counseling. Just kidding, Ralph and Dena are still married, aren't they?

Flyers are being printed and new maps are being looked at for the Daffodil Classic. We will have masseuses at both the Daffodil and the PMC.

Souvenirs for the Daffodil Classic will be sweatbands once again, with quantities limited.

Volunteer spreadsheets for sign-up will be available at the general club meeting on February 16th. Early volunteers will have their choice of long or short sleeved shirts, so be sure to sign up soon!

The pizza party will be different this year thanks to a great suggestion by Peggy Fjetland. We will discuss this at the general meeting.

The next committee meeting is set for February 24th at my home, 5613 71st Avenue Court West, University Place, at 7:00 p.m. Call 566-1822 if you need directions.

See ya soon.

Bicycles From Heaven

by Kent Wienker

TWBC just completed a fourth year helping the Clover Park Kiwanis Club's bicycle program.

Like last year, various local charitable organizations came out to the "barn" to fill Christmas orders for families and individuals.

The Pierce County Park Department donates a barn for storage, and there are about 250 bikes ready to be repaired or parted out.

This year our work party consisted of Dave Tison, Dave Cook, and myself. We had a great time repairing and readying a few bikes while listening to the Apple Cup football game.

The new coordinator for CPKC's bicycle program is Lee Fowler. Lee has implemented a great idea. This year bikes were taken to McNeil Island for repair. Working with a budget, inmates turned 30 children size bikes into jewels. Many of them were given to children from area churches shortly before Christmas.

TWBC club members donated ten bikes, many of which were equipped with lights, racks, and fenders.

TWBC gave \$500 for a very worthwhile cause. Bicycles are collected all year. Call Lee Fowler at 565-8592 or Kent Wienker at 752-0764 if you want to help.

Cycling Ad For Sale:

Bianchi-59cm, 23 inch. Silver. Shimano 7sp. STI.

Low miles on drivetrain, with new cassette and chain.

\$300.00 Call 752-0764

New and renewing members

TWBC welcomes and thanks the following new and renewing members for January, 1998:

New Members: Michael Berres; Steve & Wonsim Brilliant; Robert & Anne Buhler; Cheryl Comer; Roger M. Leed; and Sonja Messerschmidt.

Renewing members: David Barton; Don Izenman & Linda Lindemann; Lee & Corinne Johnson; Sondra Johnston; Linzee Langsford; Steve & Phyllis Lay; Richard Ory; Teresa Seim; and Michael J. Wood.

Letter To The Editor:

My friends in Auburn still have not received the January newsletter as of January 20th. It is hard to attend rides under this condition, and to keep up with the current news.

Can certain zip-coded newsletters be mailed with first class postage to avoid this problem? Their normal nine or ten day delay is too long to wait for a valuable newsletter.

Bob Myrick

Tacoma, WA

"Dr." Steve's Helpful Hints

by Steven Bowman

At this time of year, we might not be the picture person of fitness that we displayed in autumn. We can always say it is natural to put winter weight on, and we do seem to help out this fact of nature as much as we can during the holidays.

The cyclist will burn more calories as long as the cyclist cycles, but as the holidays approach some of us reduce our mileage (it is raining and cold out there, and I am busy baking).

Our bodies are like an engine. All of the food groups equal energy, some more than others. The kinds of food we eat give our bodies the fuel we need to do the Chilly Hilly.

What foods should we eat to make our bodies work and play at their best? Here are some helpful hints:

Carbohydrates: pasta, bread, cereal, sugars, and some vegetables are in this category. They provide quick energy and fuel for any aerobic activity. An example would be eating a big bowl of oatmeal before a ride. This would be plenty of fuel for a comfortable, energetic ride.

Protein: beef, fish, poultry, and beans. Protein is used to repair muscle tissue after weightlifting or trying to go up the north 30th street hill. Protein helps our muscles rebuild and come back a little bit stronger.

Fats: butter, margarine, oils, and just about every thing that tastes good. Sure, I like Christmas cookies and banana bread, and I ride over to the mall for those chocolate bars (they are so good). We can justify these treats as a great source of energy, and some fat is a necessary part of our diet, but try to use unsaturated (non-animal) fats as much as possible. They provide the energy and can lower cholesterol levels.

Our daily intake of food compares to our daily output of energy (we use what we use. If we eat more than we use, we will gain weight. Check your daily calorie intake and remember that carbohydrates have 4 calories per gram, proteins have 4 calories per gram, and fats have 9 calories per gram.

Now, take a close look at the type of foods you like to eat and compare your findings to your level of activity and body type.

Some people find that eating 6 small meals a day is better than eating 3 large meals each day. Without increasing your calorie count, try eating at 8, 10, and noon, and 3, 6, and 8 p.m. The metabolism rate increases each time you eat, so you burn more calories eating 6 times a day rather than 3. This should increase your energy level and speed up recovery times.

Good luck.

(Note: Dr. Steve is not a real doctor. He just watches ER and Chicago Hope.)

Government Relations Report

by **Bob Myrick**

TWBC Director of Community and Government Relations

Our committee met at the North End Juice Bar on Tuesday, January 13, 1998. Carla, Janice, and I were joined by Kent Wienker, Scott Pierson, Steve Bowman, Ralph Wessels, Steve Brown, Bob Warfield, and Lisa Quinn, the new Tacoma Commute Trip Reduction coordinator. It was refreshing to have ten people present. The latte was only 99 cents, and it went well with the seafood gumbo soup and delicious ham "wrap" sandwich.

Bob Warfield brought along the draft Lakewood Parks plan and it included a map showing Lakewood's non-motorized routes, along with separated path proposals. I have turned this plan over to Bob Vogel who will review it for consistency with Pierce County's proposed non-motorized improvement plan. Then, the three Bobs (Myrick, Vogel, and Warfield) will discuss our next steps with regard to the plan.

Steve Bowman is excited about bicycle safety and facilities, especially since his recent serious accident sustained while commuting from Lakewood to Tacoma. Steve works at Rock and Road Cyclery and will help us review Lakewood's plan. Steve attended the State Bicycling Advisory Committee Meeting on January 10th, along with Scott and Ralph. He will also drive to the NowBike legislative retreat on January 17th with Scott.

The Pierce County/Tacoma bike map is at the printing company and Bob Vogel said there has been some difficulty translating the computer files. The map should be ready for the Seattle Bike Expo on February 14 and 15. It might be ready for the Tacoma Home and Garden Show on January 28 to February 1. Carla has worked with NowBike and Altrans on an alternative transportation booth at The Center for Sustainable Living area of the show.

As mentioned, the NowBike legislative retreat will be held on January 17th. This retreat and committee is open to any interested cyclists. They report their recommendations to a smaller executive legislative committee which works with the NowBike Board, staff, and lobbyist. I represent TWBC on the executive committee and we will have a conference call each week of the legislative session. NowBike's legislative lobby day will be on Friday, February 20th. We

plan to take the bus from the SR 512 Park'n Ride lot. The bus leaves promptly at 8:00 a.m. and costs \$1.50.

Ralph is now a NowBike board member and he reported on the proposed Cooper Jones Act, or Bicycle Safety Bill SB 6722, HB 2439. Cooper Jones was the young bicycle racer killed by a car on a time trial race course in the Spokane area. The car driver reportedly safely passed several other cyclists before hitting Cooper Jones on a quiet, open road. Susie Stephens of NowBike is looking for letters of support and I offered to write one for TWBC.

The new law would have a one percent tax on bike sales, either an extra tax or a tax taken from the existing sales tax. This tax would provide about \$1,000,000.00 per year for bike safety education and improvements. The bill presently allocates 75% to bike safety and 25% to the Department of Transportation for improvements.

The bill also features a re-testing requirement for motorists and cyclists involved in a collision. The bill is written in no fault language. Our group voted and approved this controversial no fault language. Three of us had been hit by inattentive motorists and didn't mind having to be retested. Please call Ralph or me if you have strong views on this bill.

Ralph also reported he is urging the State Bicycle Advisory Committee to appoint a Tacoma area representative. Our present representative lives in Port Angeles and is not familiar with our problems in the South Sound. The State coordinator is concerned about the extra costs of adding another member. We still can attend meetings on our own and present our concerns to state officials.

Steve Brown is about ready to install the two bike box lockers at Wheelock Library. He has experienced permit problems and a reluctant library staff. TWBC members Bob Cook and Dave Nielsen will provide construction support.

Scott Pierson is excited about having a billboard for Bike to Work day or the CarLess Commute. A billboard would cost about \$350.00 for a month's exposure. The board rental would be free. The \$350.00 covers the cost of producing and

mounting the ad. Scott will pursue this idea and the idea of advertising on the Narrows Bridge electronic board.

Our next GAC meeting will be at the North End Juice Bar at N 21st and Anderson, on Tuesday, February 9th, at 7:00 p.m. All interested club members are invited to attend.

February Club Meeting

IS THERE LIFE AFTER STP?!

By Ernie Stephenson
TWBC Vice-President

Those of you who have ridden the STP may have felt that almost anticlimactic sensation when it was time to rack your bike and start your trip back up to the Puget Sound area. Well folks, there have been some people out there who have done something about it.

In fact, just last year Ralph and Dena Wessels led a group out of Portland the day after STP and went all the way to San Francisco via the Oregon coast. Also, Steve and Phyllis Lay went on the Big Basin Ride in Oregon.

They will be bring slides to our February 17th meeting to share their experiences. There will also be, of course, the best bill of fare I can put together for the evening. So if you are interested in a STP plus sort of ride and/or just want some good munchies and the companionship of other cyclists, you are encouraged to come out for our February meeting.

We meet at the South Park Community Center at 4851 South Tacoma Way at 7:00 p.m. Club announcements and door prizes will round out the evening.

A NEW FEATURE!

by Ernie Stephenson

Remember tight jeans, crew socks and greasy hair cuts? Of course, to show off that special look you had to have that special set of wheels. OK, so it was nothing but your dad's old Chrysler. But it is yours now, and you had already installed the fuzzy dice and baby moon rims (and bike rack!). Now it wasn't just the old hand-me-down sedan, but it had your "signature" on it. It was CUSTOM! Well, that old feeling never really went away. A lot of the Wheelmen have had bikes either custom built from the ground up, or have taken a blank frame and scratch built a bike around it, or retrofitted an off the peg model to the point that it no longer resembles its new showroom brethren.

Now the Newsletter will celebrate these very unique machines. Our new column, The Bike, will feature one special bicycle each month. We will look at what the owner was trying to accomplish when he or she set about creating that special ride. How did they go about solving common or unique problems? Maybe there was even a subtle statement they wanted to make with the bicycle.

The Bike will assuredly offer a wealth of technical know-how as we explore the evolution of each of these machines. It may simply be interesting to see how another person looked at the same riding problem you have been addressing. The first The Bike piece will feature Mike Romaine and the fabulous Klein Performance he picked up just after the 1996 STP. If you like the piece, please let me know. There is little more I enjoy than talking bicycles and there are plenty of special steeds out there in TWBC land that should be honored with their riders. And if you would like to see your special set of wheels featured, please let me know...This will definitely be an interactive feature!

THE BIKE

by Ernie Stephenson

As this is the pilot article of what will hopefully be a long running series of articles, please allow for a certain amount of digression.

This is a new idea and we will all be learning. There will be a great deal of term definition and techno-speak, and I want all readers to enjoy the series, so if some of the explanations seem basic in the beginning, please bare with me.

If I make a mistake, please let me know and I will acknowledge it as soon as possible. Above all, let's all have some fun with this series.

Owner: Mike Romaine

The Bike: Highly retro-fitted Klein "Performance"

Own a bike long enough, and you will inevitably do some retrofitting to it. Most often this is done for practical reasons: worn or broken parts are replaced with something different, parts are upgraded to improve performance, or the bike just doesn't fit or feel right and parts are replaced to answer this problem. Serious riders will often take this concept to its logical end point. And this is the story with Mike Romaine.

Problem Solving

When an experienced rider sets out to extensively retrofit a bicycle, they usually have done a great deal of riding and a fair amount of research. This was certainly the case with Mike Romaine. He had already purchased two bikes in the past, both of them Treks.

One was strictly a touring bike. It was comfortable for those long rides, but weighed entirely too much and was geared far too low. Mike's riding has been constantly improving, and where this was a good ride to do a weekend century on in the beginning, it was beginning to frustrate him now. He needed something to match his harder riding skills.

His next bike was a sport class. The geometry of this cycle was unforgiving for the long ride. It was certainly light and geared to go quickly, but he would feel every mile coming through the steep head and seat tube angles as well as the short seat and chain stays. A ride like this will quickly take the fun out of a weekend outing.

Mike began looking for a road sport, or what I like to call a century rider.

Weekend centuries even the STP doesn't require the baggage that can be

mounted on a touring bike. Rest stops are placed to alleviate that problem. But after doing a hundred miles in five to seven hours, you want to be able to dismount and not have to go through a week-long recovery period.

Mike's research also was steering him to thinned walled aluminum as frame material. Mike is sort of a medium sized rider and this was probably a pretty good choice. It is a nice compromise between the pricey carbon material that wants to flex under the bigger rider and high end steel that can easily cost a plenty and tends to be springier under the lighter rider. Not only this, but the pioneer of thinned wall aluminum frames is Gary Klein, whose factory is just down in Centralia. The choice was obvious to Mike, so he began looking for a Klein "Quantum II".

Whatta Deal!

Just prior to the 1996 STP, Mike saw a classified add in the Tribune for a Klein "Performance". It was a 1994 model (Prior to Klein's buy-out by Trek). The owner wasn't able to ride anymore due to a car accident and the bike was "like new". It had a gruppo consisting of a combination of Suntour and Shimano 105 parts. (The Suntour line is pretty much on its way out in the US and Europe. The 105 is the bottom of Shimano's upper end road/racing components. It tends to be smooth in its shifting qualities, but some will argue that it is not as durable as their Ultegra 600 or Dura Ace equipment.

For the price, it's probably a great way for a new rider to go if they want quality that will last for a few years until they learn more about components. Mike started researching the Performance right after Portland and came up with some interesting data. This older model actually had a lot more finishing put into it than the newer Quantums that have to meet Trek's stepped up production demands. Mike knew he had the potential of a great frame to build around, so he made a deal and got the bike. Improving On Perfection

Now came the retrofitting. First he had the bike stripped and sent back to Klein to have the stays spread to accept a seven-speed cassette. This ran him about \$250.

He also got a great deal on a Campagnolo "Chorus" gruppo for \$850. "Campy" components run in quality from bottom to top: Mirage, Veloche', Chorus and Record. The upper three are often compared to Shimano's 105, Ultegra 600 and Dura Ace. Which brand is better? I wouldn't touch that question with a ten foot battle lance! But for the record, I ride almost exclusively Campy on my road bikes.

Originally Mike wanted light weight racing triple front rings (sprockets) but the deal on the gruppo just could not be passed up. At present his two rings are 53 and 39 teeth, while his rear cassette is 13-26. The ring combination is pretty typical, while the cassette might be considered a little steep. For you technophiles, this gives him a total gear-inch rating of 110.0 inches to 40.5 inches, well into the sport touring class.

Mike tried something new in the area of rims. He bought an Australian brand call Velocity. These are deep V rims which are becoming more and more popular. A deep V has a "thicker" looking profile which offers more strength, stability and a "cleaner" aerodynamic ride. The tires are Vitorria "Pro Teams". Mike was the one who convinced me to go to Continentals a couple of years ago, so this new tire must be really something worthwhile. The saddle is an Avocet "Speedo Jell R-20". It came with the original bike and has given him a good ride so far, so he plans to stay with it, as well as the bars which are Shake "Ergo's".

Down The Road

DOWN THE ROAD and ADVICE will always summarize these articles. They are meant to tell the reader what the owner has planned for future upgrades and to give advice they have gained from their experiences fitting out their special bikes) Mike's "Blue Goose" (He really hasn't named the bike yet. Can you believe that?!) pretty well fits his expectations and overall he is pleased with what he accomplished. There are only a couple of things planned in the future.

He had a long talk with Estelle Gray a couple of months ago when she came to our meeting. Mike found out about R&E's "triplizer" kit. This consists of a third ring that can be bolted right to the inside of the existing two as well as an

extension cage for the rear derailleur. This will be an inexpensive way to get that racing triple he had wanted in the first place. Besides this a carbon front fork is planned (Brand to be determined) that should soften that 40% of his weight over the front wheel.

Advice:

"New is not always better", was Mike's first word to the wise. He also went on to point out that "the size of the bike has to fit, or its not going to work." By this he meant a great looking deal may be worth little more than the components you can unbolt from the frame if the latter doesn't fit in the first place.

Mike followed these two ideas to the end point and it paid off for him in the end. His dream bike is a better quality machine, that was built for him, is a joy for him to ride, and cost, in the end, about a third of what a new Quantum II would have run! Thanks Mike.

Glossary

(1) Touring Bike. This is a bicycle meant primarily for long rides that might cover hundreds of miles, where the rider might go unsupported, have to carry all their gear, clothing, tents, etc., with them. A fully loaded touring bike may easily weigh over 50-60 pounds, so a triple front ring is usually fitted to get up long hills.

Geometry, at the same time, is very forgiving to the rider's anatomy

(2) Sport Class. This is a road bike meant for racing. Its geometry does not allow for comfortable long rides, but quicker maneuvering instead.

Sport class bikes might be modified to be time trialers, criterium bikes, or road racing machines such as those seen in tour and stage racing.

(3) Sport Touring. I like to call this type of bike a CENTURY RIDER.

This cycle is a compromise in its geometry to allow for a quicker responsive ride, low weight, and still offer some comfort during long saddle periods. It is a handy bike on a week end ride where one can dismount every so often, doesn't have to carry a lot of gear, but can still climb and compete a little when the situation calls for it. Some say that a triple front ring automatically disqualifies a bike from this class, but for our purposes, we will overlook that point.

(4) Steep vs. Flat cassettes. First of all, the rear gearing and how the sprockets are manufactured could take up an entire article by themselves. But for now , a steep combination of gears means the range of gear sizes from small to large is fairly large, offering the rider the ability to go quickly in the smaller (upper) gears (cogs) and still be able to climb in the large (lower) cogs.

On the other hand, a flat cassette will have cogs that are close together in size (numbers of teeth). Such an arrangement is meant for speed and quick responsive shifting at the sacrifice of climbing quality. Also, you might have noticed different terms being offered for the sprockets both in front and back. Usually the front or drive sprockets are referred to as rings, while the rear sprockets that are clustered onto the rear axle are called cogs.

Louie Marret: *A Remembrance*

by Dave Tison

Our club has lost another good friend with Louie's passing. I'd thought several times when I'd seen Louie's breakfast ride on our ride calendar that it would be fun to ride down to Lakewood for breakfast with him. Like too many things which we don't do in the present, we won't get a chance to do them in the future.

Louie loved to tell the story about how he found the frame for his commuter bike at the Goodwill. It was a nice Italian frame he cleaned up, replaced components on, and thus had a bike which served him many years.

I remember seeing Louie as we were riding home in opposite directions one evening in the summer of 1995. I turned around and caught up with him so we could chat. He told me that this was one of his first rides since his surgery. He said he had ridden the first day of the STP and then had some symptoms that night which caused him to seek medical care.

He had heart surgery a day or two later. I could tell he was disappointed that he wasn't able to complete the STP. I was thrilled when I saw Louie peddling across

the finish line of the STP in 1996. He rode it on his new Bike Friday and he seemed very happy to have completed the ride he had set out on a year earlier. Louie seemed almost apologetic for his riding pace. We talked about the need for more rides for slower riders. I told him that I thought it was great that he was out on his bike, no matter what speed he rode at. Louie's example taught me that being on the bike is what counts. I have gone on a number of short or slow-paced rides when I might not have ridden at all in the past. Louie, I'll miss you. I know the sun will always be shining and the wind will be at your back as you cycle on.

YOU Are The Bicycle Club Spokes!

by Carla Gramlich

The annual banquet is a great time to get together with old and new friends. It is also a great time to think about what you are doing to help your club.

If you enjoy rides, have you led one? If you enjoy the Daffodil Classic or the Peninsula Metric Century, have you spent a few hours helping at the rest stop? If you enjoy the monthly newsletter, have you written an article concerning your latest bicycle adventure?

There is a pattern here YOU are the club. This year make a new year's resolution to take a few hours to give back to the club. Help prevent the burn-out of others by volunteering now!