



the cog-nitive courier

tacoma wheelmen's bicycle club newsletter

since
1888

po box 112078 tacoma, wa 98411

253-759-2800

April FOOLS issue...

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welcome to our
bicycle club

TWBC is on the web:
www.twbc.org.

The Ride Line, 253-759-2800, is a recorded message announcing upcoming club sponsored organized rides. Riders do not have to be members to attend. Helmets *are* required.

Next Meeting is Mar 19, 2002

We start with the business part of the meeting at 7 PM at the South Park Community Center, 4851 S. Tacoma Way, in Tacoma. There will be refereshments and socializing...then the entertainment part of the meeting commences. It's fun for all.

NOTE: The Ride Schedule is left out of this internet version of the newsletter to make the download time faster for computer users with a slower internet connection. The schedule information can easily be found from www.twbc.org/rides.htm or click on "Wheelmen Rides" on the twbc.org homepage.

Thanks....your editor.

important news of interest
by various contributors...

TWBC to Roll in April by Ralph Wessels

Bring your bike shorts and bike to the next TWBC meeting! Estelle Gray from R+E Cycles will present proper pedaling techniques at the April club meeting. Estelle will teach us how to ride rollers and guarantees that each of us can learn this in under 3 minutes. Could she really mean all of us? Could she be thinking of a different club?

Personally, I always thought if I tried a roller, the next thing I would need to learn would be sheet rock repair. Anyway, there is only one way to find out if Estelle's prediction is right and that for all of us to bring our bike shorts and road bike and give riding rollers a try.

A general Q&A session will follow the roller training.

As an advance notice for our May meeting, Sheila Moss will present a slide show of her solo tour in France last September. Learn about what inspired her to do this bicycle trip, her experience there, and what it was like to be out of the country on September 11.

Greg's Aurora Cycle Recumbent & Tandem Fair contributed by the Evergreen Tandem Club

Gregg's Aurora Cycle is having the 6th Annual Tandem and Recumbent Fair. On Sunday, April 21st from 12 - 5 you're invited to Gregg's Aurora Cycle on 7401 Aurora Ave. N in Seattle, WA. for an afternoon of Recumbent and Tandem Riding. They'll have riding tips, sales reps, and refreshments and more than 30 recumbents and tandems available for introductory rides. For more information go to www.greggscycles.com or call (206) 783-1000.

**The Daffodil Classic is April 21
in Orting.** Come on out and ride your bike
or volunteer.

[www.twbc.org/
daffodil.htm](http://www.twbc.org/daffodil.htm)
253-857-5396



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Position is open to volunteers

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from the president's handlebars looking out for angle parked cars



**Alfred E
Heller
TWBC
President**

Despite the snowflakes blowing around outside my window as I write this, according to the calendar, Spring is here. And as everyone knows, springtime is also daffodil time. On April 21 the annual Daffodil Classic bike ride will roll out of Orting. The Daffodil Classic is not only a great ride for 1200-plus riders; it is also the major fundraising event for the Club. Moneys earned at Daffodil pay for our donations to programs such as Helmets on Wheels and Foothills Rails to Trails. As with any volunteer event, it can't happen without the most vital component - volunteers. (Sunshine also helps)

Besides being a benefit to the community, volunteers at Daffodil and at other club rides have some great perks. They ride the ride for free, they receive a commemorative T-shirt and souvenir, they go to a celebratory pizza party on the evening of the ride and they get to know and socialize with some of their fellow club members.

So, if you haven't signed up yet as a volunteer, give Carol Davis a call at 253-857-5396, she will be happy to hear from you and you will have a good time on April 21.



This photo shows TWBC volunteers in action (on the right side of the table) assisting bicyclists, from as far away as Portland, OR, sign up for the 2001 Daffodil Classic Bicycle Ride. Photo taken by Rich Walter.

Bunk from page 3, col 1

members would rather download their copy and print it out than have the club pay the cost of printing and mailing their copy to them. Also, it was reported that they like the color photos on the website newsletter version. I am trying to figure out how to do this and save the club some bucks...but I need all of your help. I ask you to email me and let me know if you'd rather not have your newsletter US Mailed to you. Then I'll figure out what to do from there. Email: newsletter@twbc.org. Thanks, Your Editor.



**Richard
Patrick**
newsletter
editor

Dear Newsletter Readers;

It's a guy thing...being a prankster. I read somewhere that one of the many characters who makes up a guy's ego is the "Jester". The guys probably don't realize this...but I bet their gals do.

In my opinion, April Fools Day should be a nationally celebrated "Hallmark" holiday, like Saint Patrick's Day. I can envision clever trick greeting cards that smell bad when opened or other such wacky-ness. Myself, I like to think up and play harmless clever pranks sometimes. So, with that in mind.... some of the items you will see or read in this month's April newsletter are pranks...But the other items are factual and serious. For instance, the new name for the TWBC newsletter, the ride schedule, the president's message, and the letter to the editor are all factual. There are "just for fun" items, also.

The new name for the TWBC newsletter is, "The Cognitive Courier. This name was submitted by Bob Vogel and had twice as many votes as the other names. Since Bob is the contest winner, he will receive a brand new 2002 Buick Century and a handsome certificate. The only thing Bob has to do is be expecting the TWBC Prize Patrol crew, lead by Bob Myrick and his helpers, to knock on his door and then pick out the color of his new car. Oh yah...The Prize Patrol is planning to have AT&T Broadband Community TV tape the whole thing and air it on channel 29, eighteen times in April. Bob is gonna have a nice ride back to Iowa for RAGBRAI 2002. Way to go, Bob!

Some members have approached me and asked me if they can have their newsletter NOT mailed to them anymore. Seriously now, at first I thought that I had offended them somehow or they don't like the content...but they are enjoying downloading their copy of the newsletter from www.twbc.org, the club's website. These

continued on page 2, col 3, bottom

Wheelmen Aren't For Wimps by Dorian Smith

In the last newsletter, club president Anne Heller appealed to novice cyclists to use veteran Wheelmen as mentors. She said budding cyclists can expect to be encouraged with patient assistance as they take those first hesitant pedal strokes down the road. Her column was filled with good intentions and compassion. But it was off the mark.

The Tacoma Wheelmen is not the group to build confidence for bicycling. Nor are club members the cyclists to ask innocent questions or beckon helpful tips and advice.

The Tacoma Wheelmen are hardy warriors of the road who already have passed muster. They know how to shift. They know how to dress. They know the difference between aluminum and steel. They know the routes. They can fix flats with their eyes closed.

Tacoma Wheelmen have reached the lofty heights of cycling that comes from years of gut-wrenching agony and trial and error. And they don't want to waste precious time on the road explaining the basics of cycling.

When polled, former club members list common intimidating experiences with the Wheelmen:

- ? being left behind
- ? rides rated at 2B racing above 16 mph
- ? unscheduled detours that add many miles and steep hills
- ? greeted with silence or snorts of derision when asking fundamental questions

These shouldn't be complaints. They should be reality checks. If you can't keep up or if you are unprepared, you aren't ready to ride with the Wheelmen. Or you never will be.

The active members of the club have earned their status. They have spent thousands of dollars and committed hundreds of hours to the enjoyment of their sport. They live to ride and ride to live.

The Wheelmen should be thought of as a successful gene pool. They are the best and the strongest. The survival of the fittest. If they let in weaker cyclists, the group will deteriorate to a motley crew of slow pokes who wear jeans and t-shirts and ride hybrids.

Slow riders are purposely left behind for the same reason ancient tribes moved the old and sick out of igloos or huts on freezing winter nights.

A few years ago one club member discovered that each year the Wheelmen lose as many current members as gain new members. That should not be surprising. As an elite group, the active members are small in number. Year in and year out, you will see the same faces on every ride, every event and every potluck. The Tacoma Wheelmen are the proud and the few.

Other clubs offer a variety of rides for cyclists with a wide range of skills and strength. Other clubs are larger because they cater to inexperienced cyclists and riders who complete STP in one day.

But potential Wheelmen should be forewarned: Develop into the best cyclist you can be before joining this club. The Interurban Trail and the Rails-to-Trails are for those who want to go slow.

Learning curves will not be tolerated in the Tacoma Wheelmen.

the government and community affairs report



Bob Myrick
TWBC Director of
Community and
Government
Affairs

Our committee had a good meeting at Guadalajara Taqueria, a new Mexican restaurant, in the Stadium Neighborhood at N 1st and Tacoma Ave., where the Chaplin's Pantry used to be. I say we had a good meeting because the food was very good, there wasn't much background noise, and the company was very good.

Steve Brown and I recently attended a meeting on the Costco proposed street improvement project. Costco wants to extend a new or revised street north to 35th Street where the Pierce County Annex is. We reminded the City staff that the City had ignored

their own approved Non-motorized Plan when Costco was approved. The City plan had a future path drawn in an east-west direction so that we could connect the new pedestrian bridge over I5 with Pine Street at about South 36th Street. That location has a traffic light and crosses Pine Street so that one can get to Lawrence Street and Marlene's Organic Food Store.

Steve also had a draft copy of the Regional Bike Map that Cascade and others are working on. I also saw the map at the Puget Sound Regional Bike/Ped Committee meeting a few days later. This map is an effort outside the government process to identify a route system that can be used to travel between jurisdictions with ease. It would be particularly useful to tourists and long distance riders.

President Anne and I are still attending the Tacoma Mobility Task Force meetings and we hope something good will come from our efforts. I attended a meeting at the Shalishan Housing Project regarding the re-construction of that project by the Tacoma Housing Authority. I went because of my service on the Mayor's Transition Team regarding housing issues in Tacoma. I was surprised to learn the Authority had received an Ecology Grant wherein they will try to build what they can a low-impact sustainable community. This project is similar, but even more ambitious than Pierce County's proposed Salmon protective building regulations. The consultants are looking to have all roof, driveway, street, and similar storm water drainage to go directly into the ground. They would have one-way streets with sidewalks separated by the houses. It's quite a radical undertaking that would involve bikes and pedestrians more than cars. Stay tuned.

I have been out working on the Foothill's Trail as time allows. It is now possible to walk or ride a mountain bike clear out to South Prairie. Likewise, you can walk to Buckley or ride your horse from the FEMA bridge or "bowtie" area. This adds several trail miles downstream from Buckley. We also cleared a mile or so of trail in downtown Wilkeson. The surveyors have been out hacking brush from Lower Burnett up towards Wilkeson. The County is just waiting for a salmon related biological assessment to be approved so that they can pave to South Prairie. The County's new source of revenue, the real estate excise tax, is being challenged by Randy Boss and his minions. Don't sign any petitions on this issue, please. The Cushman Powerline Trail could possible see pavement by June

1, PMC time. Don't forget to be the first to ride it.

Thanks to Connie Reitzug and Bob Burton for turning out to the public hearing on downsizing Cirque Drive to a three lane with bike shoulders and sidewalks. Their effort resulted in the University Place City Council voting seven to nothin' to downsize the street on a trial basis, just like on 67th Street last year. If the trial is successful, the street will be permanently downsized. Three cheers for University Place.

Our next meeting will again be at the Guadalajara Taqueria on Tuesday, April 2, at 7pm. I will be in Death Valley so I hope someone comes to the meeting and takes notes so we don't lose our continuity. Along these lines, I will also be on a long journey during May, June and July so we may put our committee to sleep for most of the cycling season. Happy Trails to all.



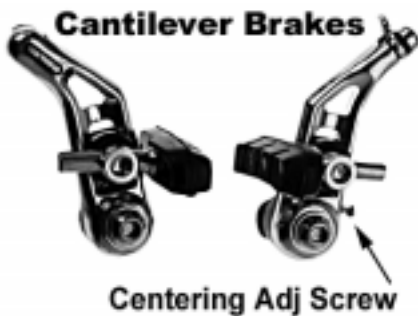
Above, riders Linda and Jill see some sunshine on the ride to Trophy Lake. Below, Roz Davis cruises through farm country near Enumclaw on last year's on TWBC's Headwater's Century Ride. Photos by Rich Walter.



I hate cantilever brakes! If you have ever installed new pads on a set of cantilever brakes, you probably hate them too. They're great stoppers, but no fun to get 'em right.

Setting up cantilever brakes is like building wheels, experience counts. I would have to use the space occupied by an entire newsletter if I were to even come close to describing the procedure for pad replacement. And ya want to know what really chaps my hide about cantilever brakes? Well, I'm gonna tell you anyway. Once you've spent painstaking hours getting them just right, it will only last for about 300 miles, depending on the weather. The pads travel in an arc in order to contact the rim. As the pad wears, the arc lengthens and the contact angle changes. Have you ever noticed a ridge that forms at the bottom of the brake pad just below the bottom edge of the rim sidewall? I would take a razor knife and trim it off just to avoid the hassle of re-adjusting the pads.

Okay, I'll zip the lip and try and explain a few "simple" adjustments you can do without tearing your hair out. If your pads are worn and you've run out of brake lever, use the straddle cable for adjustment. That's the one that spans the brake arms. Turn the cable adjusting barrel (if you got one) clockwise until it stops and then back it off 2 turns. Loosen the binding point of the straddle cable and pull the slack out of it until the pads just touch the rim. Tighten the binding screw. Turn the adjusting barrel 1 to 2 turns until the rim is free of the brakes.



To center the brake arms, most (not all) cantilever brakes have an adjusting screw in the side of one of the brake arms, just above the point where the arm attaches to the frame stud. Some are a very small allen screw, some are philips head. If you

turn the screw clockwise, it will tighten the spring on that arm which will in turn put more tension on that side of the brake. If the arm with the adjustment screw is too close to the rim, tighten the centering screw. If it's too far from the rim, loosen it. It's also important to look behind the brake arms where the spring attaches to the frame stud. There is usually a little metal tab with 3 holes in it. The end of the spring should be in the same hole for each brake arm, usually the middle one. If they are different, centering the brakes would be next to impossible. Brakes without the centering screw use a cruder method which involves loosening the bolt that holds the arm to the frame and turning the spring housing body to the desired tension, and then holding it, just right, while tightening the brake arm bolt.

So, if you ever decide to take your cantilever equipped bike into the shop for a "quick" brake adjustment and the person in the apron fumbles for words because you said you'll just wait until it's done...try it at home some time. I used to tell customers that they may be more comfortable waiting in the coffee shop a few doors down, or better yet, at the library with a good book.

Eddy (eddyj@galaxy-7.net)

Nude Bicyclist Appears Naked in Court, Too.

11/12/2001....Terri Sue Webb discovered there's no such thing as blind justice. Webb, 26, was sentenced for contempt of court Thursday and released after she appeared in Deschutes County Circuit Court on Wednesday stark naked.

Webb, who was on trial for riding her bicycle in the buff last summer, wore only a pair of red cowboy boots before Judge Barbara Haslinger. In the hushed courtroom, Deputy District Attorney Ruben Munoz could be heard saying: "I had a feeling this might happen." Haslinger gave Webb a chance to dress, then ordered deputies to arrest her for contempt of court.

Webb was sentenced Thursday to a year of supervised probation and ordered to get a mental health exam. Haslinger said Webb must attend all future court dates fully clothed. If she doesn't comply, she could be sentenced to 29 days in jail, Haslinger said. A new trial date was set for Jan. 27.

continued on page 7, column 3



Debbie Romaine, fully clothed for cold weather riding, displays her new Trek womens bicycle on the Trophy Lake Ride hosted by Carol and Roz Davis. Original photo by Rich Walter.

Nude continued....

Webb was arrested in July and charged with disorderly conduct for pedaling around downtown Bend in the nude. Alana Brenneman, her attorney, said the charge is without merit because Webb didn't cause any inconvenience, annoyance or alarm. Moses Williams, a friend of Webb's, said Webb was fighting the charge because non-sexual public nudity is not against the law. "She has the right to express herself," he said. "Nudity is not disorderly conduct."



Its Touring Capt'n Carol and Ken at Trophy Lake. Photo by Rich Walter. <http://community.webshots.com/user/rdwalter100> for more of Rich's photos.

the touring captain's ride report



Carol Davis
twbc
touring captain

Hello riders...

The "Heaven and Hells" trip has been cancelled because enough riders could not go at that time to pull off a supported trip and we think that it would be too hot that time of the summer in that area to do a loaded tour without a SAG..

Roz and I are thinking of putting together a trip leaving from the Tacoma area that heads to the coast and down to into Oregon and possibly touring the Oregon wine country or ending in Eugene. We would do this trip supported [SAG] if enough people could come, or unsupported if only a few people commit. Before I continue planning, I am wondering who would be interested in this trip. Please let me know your preference of how many days you'd want to cycle and if you prefer loaded touring vs. supported [SAG]. We are thinking of possibly Aug 10 through Aug 24. A one week option could be

possible if you can arrange a pick up. Please note: Eugene, OR has Amtrak service and takes bicycles. My phone number and email is on page 2 of this newsletter.

Perhaps you have heard rumors of a Nevada loaded tour being put on by riders, Bob Myrick and Rich Patrick. It is rumored that this trip would skip the glitzy-ness of Las Vegas and hit some of the lesser know attractions of Nevada. The rumor was true up until a few days ago. Now the trip has been cancelled because it was not "G" rated enough for all riders. Maybe next year.

Steve Brown is further along in planning his "Memorial Day Follow the Sun Tour". This long weekend bicycle trip will take place on the East side of our state in hopes to avoid the rain. The group of riders will be staying in beautiful Goldendale, WA the nights of May 25 & 26 with the possibility of bicycling two out of three days....or bring a good book and just hang out. Call Steve Brown at 253-752-4038 for more details and info on accommodations.

Ride leader training for the three sister bike clubs, TWBC, West Sound, and Seattle Bicycle Clubs is in the works. More information will be following.

North West Tandem Rally

It's not too early to make plans for NWTR 2002 in Boise. It's coming up in Boise, ID, May 25 to 27. Details and online registration at: www.nwtr.org.

Three rides for beginners or new riders are listed in this months ride schedule. On 4/7 Joy Roelofsz is leading a 20 mile ride from Sumner to the Interurban Trail and back. On 4/27 Joy is starting from the Yelm City Park to explore Rails to Trails and the Yelm countryside for 15 miles. On 4/28, Prez Anne Heller is leading a 15 mile "Get to Know You" ride that starts at Tacoma's Skyline Park n Ride. All of these rides are rated as code 1A...and 'You gotta wear a helmet'.

Get out to Orting on April 21. See www.twbc.org/daffodil.htm



How many calories do you burn bicycling?

Ever wonder how much energy you burn bicycling? James Hagberg, Professor of Kinesthesiology at the Univ of Maryland, developed this chart for Bicycling Magazine. These are only approximate coefficients of energy use because there are so many variables [hills, wind, road conditions, etc] when cycling, but it will give you an idea of what you burn. From the chart below, choose your average speed coefficient then multiply it by your body weight and you will know about how many calories you burn per minute. For hilly or mountainous country add 20 calories [which is an average amount for a cyclist and bike of that weight 150 pounds] per minute for every 100 ft of elevation gain.

For example, at an average speed of 12 mph, a 165 pound rider and a 35 pound bike would expend 200 lbs X .0426 cal/lb/min = about 8.5 calories per minute, or about 510 cal per hour. If you gain 1000 feet on a ride then add 20 cal per 100 feet X 1000 feet gain = 200 calories to the ride. Your total caloric output for this ride would be 510 cal + 200 cal = 530 calories.

Average Speed MPH	Coefficient
8	.0295
10	.0355
12	.0426
14	.0512
15	.0561
16	.0615
17	.0675
18	.0740
19	.0811
20	.0975
21	.1173
23	.1411

RIDE CODE CHART

Pace:

- 1 - Easy pace, frequent stops to catch up and regroup, 9-12 m.p.h.
- 2 - Moderate pace, occasional stops to catch up and regroup, 12-15 m.p.h.
- 3 - Steady pace, limited stops, cue sheets or maps provided, 13-16 m.p.h.
- 4 - Fast pace, very limited stops, cue sheets or maps provided, 16+ m.p.h.

Terrain:

- A - Mostly flat (Interurban Trail)
- B - Gently Rolling, one or two steep hills
- C - Rolling, steeper hills (Kitsap Peninsula)
- D - Difficult terrain with longer, steeper hills (Vashon Island)



Ya gotta wear a helmet !!!

rocket science
by Wichtig AI

Achtung der radfahrers...

Remember in my last column I mentioned about taking my nice equipment for granted? Ja? Well here's another lesson I learned....

I was in a hurry eine morgen to get down to Tuesday Morning Ride at Freight house Square before Louie shoved off at 9 AM. I had planned to ride the 4 miles from my home. I slipped der schuh on and tightened the first shoe's buckle. Then the zweiten schuh...but something was wrong! There was no buckle. I was befuddled. Where did the buckle go? No time to look around or even know where to look. So, I had to slip into my other shoes with the SPD cleats and take the bike with the SPD pedals in order to make the ride start time.



Easter Bunny or hasenpfeffer?

After I returned to das hause...I accused our pet rabbit, Jack, who roams our basement when she is out of her cage on good behavior, of eating through the screw and hiding the buckle. That rabbit has been known to eat through phone wires, extension cords, and even ate through a spoke on my touring bike. Anyway...I could not find the buckle or screw after searching



SIDI SHOE

the basement floor. Gluekllicherweise, the shoe manufacturer makes replacement buckles. They are sold at Colorado Cyclist [www.coloradocyclist.com] if you have rabbit problems like me.

This popular bicycling shoe made by Sidi has a clever high tech ratcheting adjustable buckle. It is nice because it can be tightened while the rider is clipped into the bicycle's pedals. The thing to be cautious about, however, is that the buckle is attached to the shoe with a small screw.

Anyway...it pays to zuachrauben screws, nuts, and der bolzen up once and a while. Absichern the screw I used a little nail polish on the screw threads to act as a mild strength thread lock. Auf wiedersehen!

membership report
reported by Phyllis Lay

TWBC Welcomes these new members:

David Seago, Jerry McLaughlin, John M Hansen, and David Weller.

Welcome back to these renewed members:

Mary Anne Paeth, Joseph Brennan, Bill Newman, Kate & John Comis, Jim Kenyon, Scott Nelson & Family, Thomas Harrison, John Woods, Joyce Marciel, Bill Swanson, Melody Mayer, Sara Blakeslee, James F Henroit, Mark A Horst, Dan Austad, Jan Wieser, Charles R (Bob) Myrick, and Dorian C Smith.

The TWBC Booth at this year's Bike Expo was a big success. Phyllis Lay counts cash [left] and Steve Lay enjoys the handouts at the TWBC booth. Original Photo by Rich Walter. Low contrasting background was removed from original photos....Editor.

member
declarations

For Sale: 1996 Burley Duet road tandem bicycle. Size is Small, 20 inch X 17.75 inch [51cm X 46 cm]. Color is blue. Comes with nice extras.

Call Mike Romaine, 253-537-2330, or email mdromaine@yahoo.com



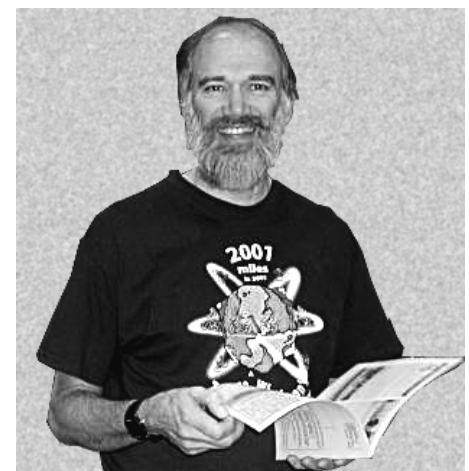
New Tacoma Store
Grand Opening Sale
April 21 to 28, 2002

3009 N McCarver St in
Old Town Tacoma, located
under the Spar Tavern.

www.oldtownbicycle.com
253-858-8040

call or see website for details

The fine print: Members can submit bicycling related items for the Member's Declaration column. The ads run for three newsletter issues. Also, this newsletter will provide a 3" X 3" advertisement, twice per year, to bicycle shops who give TWBC members the 10 percent discount.



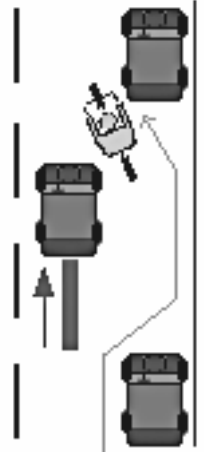
Bicycle Safe... Collision Type #7: The Rear End



You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

How to avoid this collision:

1. Never, ever move left without checking your mirror or looking behind you first. Some motorists like to pass cyclists within mere inches, so moving even a tiny bit to the left unexpectedly could put you in the path of a car.



2. Don't swerve in and out of the parking lane if it contains any parked cars. You might be tempted to ride in the parking lane where there are no parked cars, dipping back into the traffic lane when you encounter a parked car. This puts you at risk for getting nailed from behind. Instead, ride a steady, straight line in the traffic lane.

3. Use a handlebar mirror. If you don't have one, go to a bike shop and get one.

Credit to Michael Bluejay at www.bicyclesafe.com.

Please note: You can become a member at www.twbc.org. Click on 'Online' under the Join heading.

Become a member of TWBC

Name: _____

Address: _____

City, State: _____

Home Phone: _____

Work Phone (optional): _____

E-mail: _____@_____

Check Box: New Member Renew Addr Chg

Individual person membership \$15_____

Family membership \$20_____

One-time initiation Fee for new members \$ 5 _____

Optional subscription to Sports Etc \$18_____

Optional subscription to The Bicycle Paper \$12_____

Total Membership Fee: \$ _____



Send this form and a check for the total \$ amount to:

**TWBC Membership
PO Box 112078
Tacoma, WA 98411**

Check box if you do not want your phone # or address in the membership listings.

Also...Check boxes if you are interested in volunteering for:

Leading Bike Rides

Events

Newsletter

Club Meeting Programs

Becoming a club officer