



the cog-nitive courier

tacoma wheelmen's bicycle club newsletter

since
1888

po box 112078 tacoma, wa 98411

253-759-2800

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Next Meeting is May 21, 2002

Foothills Trail Open House is June 1 By Carla Gramlich

The Foothills Rails to Trails Coalition is hosting an open house on the trail on National Trails Day, Saturday, June 1st. We are inviting the public to come out and enjoy parts of the trail that are developed and take a walk or bicycle ride.

At Noon there will be a dedication of the South Prairie Trail Head. Starting at 1:00 PM there will be the dedication of the new bridge that was cooperatively purchase and assembled by the Foothills Rails to Trails Coalition, Pierce County and the 864th Army Engineering Battalion. Directions to the sites will be available at the gazebo.

The Tacoma Wheelmen's Bicycle Club will be offering a helmet fitting between 10:00 am and noon. Helmets will offer for \$5.00, cash only please. (Must be present to provide proper fit). At 1:00 pm ride on the trail towards South Prairie will be offered.

The Foothills Rails to Trails Coalition has worked for over 15 years in developing this trail, which when complete will be one of the most attractive and promising trails in the U.S. TWBC has made donations from the proceeds of their events to the trail over the last 15 years.

important news of interest by various contributors...

Rollers Demo a Big Hit... by Richard Patrick

Estelle Gray of R+E Cycles came to the April TWBC monthly meeting and demonstrated rollers as a means to enhance a cyclist's fitness program. With Estelle came Sally Edwards, the author of many heart-rate monitor books. Estelle brought some demo rollers from her bike shop and she and Sally assisted some brave TWBC members on "how to ride on rollers in less than five minutes". I was surprised to see such a large number of members who brought their bikes and shoes to take a spin with Estelle. A good time was had by the roller riders and the audience who observed. R+E Cycles, the home of Rodriguez Bicycles, is located in the University District in Seattle. Estelle can be reached for questions at 206-527-4844. TWBC expresses our gratitude to Estelle, Sally, and R+E Cycles for this informative and entertaining program. See more photos throughout this newsletter.



Estelle Gray from R+E demonstrates the roller technique at April's Club meeting

Helmet Fitters Needed by Carla Gramlich

The annual Children Safety Fair will not be held this year. Next year the Tacoma Fire Department will take the lead to bring the Safety Fair back to Tacoma and Pierce County. However, help is still needed at several upcoming helmet sales.

May 13 - Cheney Stadium, Tacoma starts around 5:00 p.m. when doors open.

June 1 - Trails Day, Orting. Help is needed from 10:00 am to noon.

Please take the time to volunteer at one or more event. This is an opportunity to provide low cost helmets to the community. Call Carla at 253 752 4038 to volunteer, training will be provided.

Sheila, Panniers, and France! By Ralph Wessells

In September 2001, Sheila Moss packed her bicycle and panniers and headed to France to fulfill a 20-year dream. For three weeks she traveled in a small region of southwest France, experiencing the landscape, the people and the food and the culture from the perspective of a solo cyclist. Join us at the TWBC club meeting on May 21st as Sheila shares her slides and recounts her travels - including what it was like to be in another country on September 11. If you've ever wanted to make such a trip but hesitated to do so, this is a chance to learn first-hand about the adventure of traveling alone on a bicycle.

news of interest is continued on page 2

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from the president's handlebars



The Board of the Club has been working for some time on cleaning up the language in the by-laws, trying to make the by-laws reflect the reality of how the Club works. Now that the Board has finished its work, it is time for the rest of the membership to look over the proposed changes at the next general meeting on May 21. Please look over the by-laws included in this issue of the newsletter and come to the meeting to share your opinions.

The most important part of the bylaws - the objectives of the club - are not changing. Those objectives read:

A. Promote bicycling for recreation and transportation;

B. Organize social and bicycle activities;

C. Associate and cooperate with other clubs and associations to promote bicycling and foster fellowship;

D. Educate members and the public regarding bicycle safety.

With the help of all of our members we will continue to fulfill these objectives. It takes an active membership to make these objectives a reality. There is a need for ride leaders at all ride levels. Call Carol Davis to find out how you can help. Carla Gramlich is always looking for people to help with Helmets on Wheels helmet fittings. Give Carla a call if you want to learn how to properly fit a helmet on a child. If you are interested in extending the Foothills Rails to Trails system, volunteer at the Peninsula Metric, one of our most important fundraising events. Without these events the Club does not have money to donate to the trail system.

And most importantly, through your actions, show your fellow cyclists and the community at large that you promote safe bicycling for recreation, for health and as an alternate form of transportation.

important news continued

Noel Hagens- Wants to Make a Difference By Richard Patrick

Noel and her daughter want to make a difference by participating in an organized bicycle ride to help raise money for the ongoing research and cure for HIV/AIDS. Noel and her daughter hope to ride in an AIDS ride in Europe, 575 miles from Amsterdam to Paris, in July. Noel needs contributions of \$5000 to participate in this important event... and will be raising money by riding on a stationary bike and explaining the cause at Queen Anne Thriftway [2420 N Proctor, Tacoma] on Saturday, May 4. Noel hopes lots of TWBC members can ride to her fundraiser and check it out. Donations can be made out to European AIDS Vaccine Ride and mailed to 3214 N 27th Street, Tacoma 98407. Call 253-752-0857 for more info.

Let's get Bent on Recumbent Bicycles

A recumbent or 'bent' is a bicycle where the rider assumes a more-or-less horizontal position and is usually reclining with their feet forward. Recumbents are very comfortable and are often quite well adapted for long-distance riding. Most recumbent bicycles have smaller-than-usual front wheels. Bent bicycles are potentially more aerodynamic than conventional "upright" bicycles, but tend to be more complicated mechanically.

There is concern that recumbents weigh twice as much as an upright bicycle and are slow to ride up hills though they are very fast downhill and on the flat. This has changed with the recent popularity of the lightweight short wheelbase [SWB] recumbent. Most recumbents still weigh a few pounds more than upright bikes
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opinions of the members

Sounds like bunk to me!

I have to say that I was a bit taken aback by what Dorian Smith said about what it meant to be a member of the Tacoma Wheelmen. I can only hope that his elitist, condescending attitude is not shared by the rest of the membership. Spending thousands of dollars on gear, does not a bicyclist make. A true blue American yuppie is more like it. Maybe it was just a silly April Fools joke and I fell for it. Yeah, that's it. Okay, never mind.

Eddy Johnson

Letter to the Editor:

I thought it might be useful for the readers of this newsletter to have an alternative experience to compare with that of Mr. Smith's that was related last month. I joined TWBC about 9 years ago. I had not ridden since teenage years and had recently been gifted with a Trek mountain bike. I could barely make it 5 miles at a time when I joined. I now take the 2 week extended trips through mountain passes and what's more, have a good time doing it! I just returned from a weeklong trip through Louisiana that was included riding every day for a total of 350 miles. I never would have dreamed that I could do that, much less challenge myself in so many different areas!

My experience as a novice rider has been quite different than Mr. Smith's. As I began riding with the club I was never once left behind to fend for myself. When I had a flat the entire group stopped and waited while some pitched in to change the tire. It was learning experience so now changing a flat is something I can do for myself and help others. Many members helped when it was time to upgrade my mountain bike to a road bike. Many experienced riders have been helpful in so many areas, from how much air pressure to maintain for my tires to how to draft another cyclist. Different seat options are another area where the experience riders have helped to make decisions regarding a very personal comfort level.

Although the rides can be paced faster than the advertised level, every ride leader I have followed has made it a point to make sure all riders were accommodated. As a ride leader myself, I can at-

test to the same ethic. Last year I was leading a Daffodil pre-ride and there was one woman who had not ridden much and was slower than the mainly experienced riders who show up for a 50-mile code 2 ride. I stayed with her and we were the last ones into Orting. Our own Ann Heller sprinted madly to catch up with an asleep at the wheel cyclist who had missed a marked turn on another Daffodil pre-ride. I also know the times I have tried to lead a 1A ride, many tried and true veterans have showed up to ride and to help the occasional novice.

I hope that we, as a club, continue to try to involve the people of our community in the bicycling experience. In my years with the TWBC I have found many friends, priceless memories and improved health and fitness. My learning curve just keeps moving onward and upward.

Jan Brame

Letter to the Editor:

It's difficult to comprehend the venomous nature of Dorian Smith's diatribe in the April issue of *The Cognitive Courier*. If this was an April fool's joke, it was at the expense of many people who don't deserve such lambasting and at the expense of the club's image and reputation – a steep price for an attempt at humor. If it was for real, as we're supposed to believe is the case, I wonder if he and I belong to the same Tacoma Wheelmen's Bicycle Club.

The TWBC cyclists I've ridden with since joining the club in 1995 have been, with rare exceptions, everything apparently those with whom Dorian rides are not. What I have learned and continue to learn from other TWBC members is so much more than I could get from books or riding on my own. Theirs are not random acts of begrudging tolerance. They are consistently generous behaviors, across a wide group of people, over a long time.

One of the great things about cycling is that there are as many reasons for doing it as there are people out there on two wheels. If you don't want to "race" along on a club ride at 16 mph, don't. If you like to ride the trails wearing your jeans and sneakers, then for heaven's sake do ... and enjoy! And if you're on a TWBC ride that isn't what you expected, talk to the ride leader or make the choice

that this ride is not for you.

Not everything is for everybody. No club can meet each and every one of its members' needs, no matter what core of interest draws those members together.

Perhaps what we need, indeed, is a reality check.

Debbie Romaine

Tacoma Elitists Bicycle Club?

Last month Dorian Smith presented his view on what was wrong with the club. I wanted to respond as one of the "elitists". I have been a club member for the last 15 years. I started riding an "ATB", now called a mountain bike, and have progressed to a custom Italian bike. I started riding the Thursday ride (family ride) and have progressed to being a one-day STP (Seattle to Portland) and RAM-ROD (Ride Around Mount Rainier in One Day) rider. I bicycle over four thousand miles a year between commuting and recreation. I pretty much live for bicycling and over these years I have tried to encourage bicycling at all levels.

Some of the views expressed by Dorian are on the mark and over the years I have felt the same way as him. One of the reasons I got involved as a club officer was to try to help with some of the areas that Dorian mentioned in his article. Over the years I have helped to provide training, lead beginners rides, and provide articles that I hoped would benefit a new rider. I helped to advocate and build trails that could be used by families and fitted thousand of helmets on children. I am proud that many other TWBC members, and the club itself, have provided financial support for these ventures.

Sadly, Dorian's article paints the whole club and myself as elitists, a stereotype that may apply to some members but not to the whole club. We are an all-volunteer organization from many different walks of life. We put on three large bicycle events that try to accommodate many types of riders. We publish a monthly newsletter and thanks to Dorian we have a top notch website. Volunteers are always needed to help, especially in the areas addressed in Dorian's article.

Can we do more? Of course! I encourage Dorian and others to support and lead rides for the beginner or casual rider. I encourage Dorian and others to write articles
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the government and community affairs report



Bob Myrick
TWBC Director of
Community and
Government
Affairs

There was no Government Committee meeting in March because I was out of town. I will be shutting the committee down due to lack of interest and due to my trip to St. Louis to visit and begin my Lewis and Clark Trail ride trek. The next formal committee meeting will be on Tuesday, August 13 at 7:00pm at the Guadalajara Taqueria in the N Tacoma Stadium neighborhood. The following is an update that I sent to Bicycle Alliance.

In Tacoma, the Wheelmen's Bicycle Club expects the Cushman Powerline Trail to be finished by June 1, National Trails Day. The

Peninsula Metric Bike Ride is the next day, Sunday. Check out the trail as it runs from Reid Road near the Narrows' Bridge to the ParknRide lot near the start of the bike ride in Gig Harbor. Also, we have been meeting in committee with the DOT and others to plot the route of the SR16 Trail from the Narrows' Bridge to Union Avenue to join the rebuilt present trail. This new trail was promised to the City in the early 1970s and is just now being built as a result of lobbying by the City of Tacoma and the bike club. It has only come about because of DOT's car pool lane and other improvements on SR16 to improve the traffic flow coming from Gig Harbor. The Foothills Trail Coalition is the group promoting trails in Pierce County. The Foothills Trail in Orting is the showcase trail. The Coalition has just received a permit from Plum Creek Timber Company to open up a single track trail from the Carbonado area to the Kolish Bridge near the Northwest or Carbon River entrance to Mt. Rainier Park. This is an exciting opportunity to restore the existing old railroad grade that runs along the river. You can access this area now by parking at an aluminum colored gate a mile or two upstream from Carbonado. Cross the gate and you are on a wonderful railroad grade running upstream and under the high one lane bridge over the Carbon River.

TWBC is continuing to serve on Tacoma's Mobility Task Force. The City of Tacoma has just purchased a new paint striping rig and hopes to lay down fog line type stripes on many of our recommended routes. The new Tacoma-Pierce County Bike Map is at the printer and should be available at the Daffodil Bike ride and the Peninsula Metric

opinions...cont'd from page 3

that could help the beginning riders or new club members. I encourage Dorian and others to get involved in the leadership of the club. Remember, elections are in June. Use your energy to motivate and make needed change in the club.

PS: I will be leading a wonderful flat ride on June 1, on the Foothills Rail to Trails. I hope to see Dorian and all others on this ride.

Carla Gramlich

bike tech by Eddy Johnson

How long are your crank arms? Does it matter? Should you go look right this second? Welcome to one of the most obscure topics concerning bicycle fit.

Crank arms come in a variety of lengths. Most manufacturers provide cranks with 170mm arms on their bicycles. Mountain bikes are usually 175mm. Why? I'm not sure anyone could answer that question, at least not scientifically.

You could probably debate the topic and never walk away with a satisfactory answer. One of those general rules of thumb in cycling say that if you're 6 feet or taller, use a longer crank. How long? Well, whatever suits you. Since 170mm is considered the middle ground, try a 175mm. How about a 172.5mm? Sure, try that one too. That's usually the way it goes. I know I don't have the desire to spend hundreds of dollars researching what size crank is best for me.

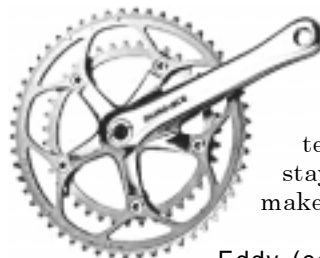
A longer crank is said to provide more leverage for climbing. Makes sense to me. I have to say that when I switched from a 170 to a 175 mm arm, I did not notice any great advantage in relation to hill climbing. I did feel more comfortable though. I'm 6'1" and have a 36" inseam. It is also said that a person with a longer inseam, 33" or more should have a longer crank. It's more "ergonomic" (not that word again). Shorter cranks are said to be more conducive to a spinning style of pedaling.

Okay, Lance Armstrong is considered a spinner as opposed to a "big gear masher". He's less than 6 feet tall, much less, and he uses 175mm crank arms. When he was once asked why he chose 175mm, he really didn't have an answer. Miguel Indurain, 5 times Tour de France champion, is 6'3" and he used 180mm cranks and 185mm cranks for time trials. He too was known for his spinning, locomotive like cadence. As a matter of fact, he has worked with Lance to help Lance develop that same style.

Big Mig, tall guy, very long crank arms, and a spinner. Lance Armstrong, short legs, long crank and a spinner. What's that tell ya? What that says to me is "if it feels right, do it".

I have researched knee problems as they pertain to cycling. There are 3 things I've read in many different articles by doctors, coaches and trainers. If your knees hurt when you ride, make sure your saddle is high enough, spin more and use a shorter crank. Your knee moves in a smaller circle with a shorter crank, so that makes sense.

So, should you care about the size of your crank? I don't know. You tell me.



(By the way, I made a mistake in last month's article. If your brake pads are too close to the rim you should loosen the centering screw, not tighten it. I've stayed awake nights just waiting to make that correction...)

Eddy (eddyj@galaxy-7.net)

bent bikes...from page 2

but don't suffer as much going uphill as their heavier predecessors. Riders also have concerns about the learning curve for riding a recumbent. The high performance recumbents do take getting used to but are no different getting used to than your first high performance upright bicycle.

Recumbent design classes are known by these acronyms:

ASS (Above Seat Steering) ... Tall handlebars with the grips typically located just in front of the rider's shoulders.

LWB (Long Wheel Base) ... Front wheel is located in front of the bottom bracket. LWBs have straight, efficient chain runs. The downsides of the LWB design include poor weight distribution (too little on the front wheel), and general unwieldiness due to the greater overall length.

CLWB (Compact Long Wheel Base) ... is a variation which uses small (20") wheels front and rear, with the rear tucked somewhat under the seat to reduce the wheelbase.

SWB (Short Wheel Base) ... Front wheel is behind the bottom bracket. SWBs are more maneuverable and generally more compact. The downsides of the SWB design relate to interference between the front wheel and the drive chain. SWBs generally have to run the chain over an idler pulley or two, which causes a significant loss in pedaling efficiency.

USS (Under Seat Steering) ... Handlebars are located below the seat, so the rider's arms hang down at their sides. Very comfortable position that makes for easier mounting and dismounting. USSs use an indirect steering linkage with a tie rod connecting the handlebars to the fork crown.

Bent your wallet? Good recumbents are now available starting at approx \$650, like the BikeE or Linear Mach III. High performance recumbents like the Vision or Rans go for around \$2,000. Top end... like the Gold Rush Replica or Lightning R-84 sell for \$3,000 to \$9,500.



LOVE-HATE RELATIONSHIP By Roz Davis

I have taken on a lot of challenges in my life and riding a recumbent bicycle is proving to be one of the most comprehensive I can remember. If you are young and strong you need not read this article. Most of the land speed records have been set on bents. There are health benefits that can be had by choosing to ride a recumbent. Choosing which recumbent to purchase is a research project that would rival any upright bike search. When all is said and done, finding a measurable amount of success and the enjoyment of riding is what I am looking for.



I have come across one of the great truisms of mankind. If you are young and/or still very strong, it does not matter what you ride. You'll be up with the group, if not out in front. The largest challenge that I have been working with in my first two years of riding a 'bent is to finish a club ride on the same day as the rest of the group, or at least remember to ask, "where's lunch".

There is a new set of muscles that need to be developed, and it takes a while. I figure I am on the four-year plan (and I do thousands bent climbs like an upright-if you are told that, then they are lying!) The bent must have a rigid frame. All of the boom bikes are out. There are few in this category. I called most of the manufacturers and they all said their bikes were good climbers but they did not compare to a Lightning-P-38.

To sum it all up, I'll be out there if my knees hold out. It was worth it all when last summer I was barreling down the Rockies at 50mph and a tour bus pulls over to let me pass. It could have just been all the hooting I was doing, but it makes for a good story.

The Mac and 'Bent Connection By Don Izenman

I am a Macintosh computer user and a recumbent bicycle rider. Yes, there really *is* a connection.

When you go to one of the big chain computer or electronics stores and ask for some information about a Mac, the answer is usually something along the lines of "There's a guy in the back stocking shelves who's our Mac expert. I'll go get him." Turns out it's a kid who actually did a term paper on an iMac once. You're better off going to a specialty store.

It's not all that different with recumbents. Once I decided which model I wanted, I found one in a local shop that's part of a larger chain. The answer I got was "We've got a guy who works here who rode one of them once or twice. He's off today." Turns out it's better to go to a shop that specializes in recumbents.

One such place is Angle Lake Cyclery on highway 99 near the airport. That's where I went and that's where I bought my bike.

I described to the salesman the kind of riding I do (a bit of commuting, a bit of cruising, the occasional long tour) and he suggested the Rans Rocket. Rans is a company in Kansas (www.rans.com) that specializes in ultra light aircraft and recumbent bicycles. They make models in four styles and price ranges. Within each category, they make a long and a short wheelbase model. Some of the models mix a large rear wheel with a smaller front wheel (their Classic design) while the Rocket has a pair of twenty-inch wheels.

I've ridden the Vision (which is made in Seattle) and a number of years ago, test-rode a Ryan and a Counterpoint Presto. The Counterpoint, because of the company's unwillingness to compromise at all on the quality of its components, was priced way beyond my ability to pay. The Rans Rocket is, design-wise, a descendant of that bike, with its above-the-seat steering and its choice of tire size, but it comes in a more economical package.

The two big issues surrounding recumbents are wheelbase (short or long) and steering (above or below the seat). Short wheelbase bikes are more responsive in their handling, while long wheelbase models have a softer, more comfortable ride, analogous to

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the touring captain's ride report



Carol Davis
twbc
touring captain

Waves, Rivers, & Wine: August 10-24

A SAG supported trip is planned, leaving from home, riding to the coast. We will ride down the coast as far as Florence, head East to McKenzie Bridge, make a loop back through the Oregon Wine Country. The trip ends in Portland where we will catch the train home. Rest days are planned for the 5th and 10th days. One-week options are possible for either week since we will be near Eugene in the middle. Call or e-mail Carol and Roz: 253-857-5396; bicycleguy@aol.com

The Four Sisters Joint Bicycle Ride is Saturday, May 25.

This is a combined clubs ride on the Olympic Peninsula with members of West Sound Cycling, Tacoma Wheelman, Capital Bicycle and Seattle Bicycle Clubs. This

varied loop ride on the Hood Canal is often missed by cyclists and contains views of the snow-covered Olympics, several simmering lakes and canal waters and the beautiful, tranquil Skokomish Valley. The gray, green Skokomish River winds through tended pastures in this quiet valley lined on either side by hills with tall-forested trees. The river empties out into the heel of Hood Canal where many species of waterfowl play. Views of the majestic Olympics are spectacular as we ride along the canal. At the beginning and end of our routes, we pass through thousands of acres of tall-forested trees on quiet country roads. LUNCH will be at the Alderbrook Inn along Hood Canal. There are numerous stores along the way, but it is advised to carry plenty of water and an energy bar or two. For those who would like to socialize after the ride, dinner will be at the Legends Restaurant at the Little Creek Casino in Shelton.

Biking The Bayou

By Jan Brame

Eight women and 7 bicycles set off for New Orleans the first week in April. Carol Davis had planned her annual spring break adventure that was to include 350 miles of cycling in 7 days on the bayou county back roads of Louisiana. Along with Carol were Jan Brame and Joyce Clifford on a tandem, Cynthia Hammer, Sue Mathews, Debbie Hushagen, Jill Priest and Lindee Kimball. At the airport in New Orleans the bikes were loaded into a U-Haul and taken by 3 of the group to Lafayette. The rest took a Greyhound and the ride started the next morning, working our way back to New Orleans.

The group stayed at a variety of bed and breakfasts, hotels and one night we stayed at the grand plantation of Nottaway. Each bike was loaded with panniers with all our necessities for the week. One of the appealing ideas of this trip was the fact that the terrain is flat. However, the headwinds were relentless enough to make up for all the hills we were missing, not to mention the added weight of the panniers.

The real highlight of the trip was the food. The group worked their way through fried alligator, crawfish, catfish, jambalaya, shrimp Creoles, hush puppies, crab cakes, frog legs, po-boys, pralines and even fried pickles. It was all quite wonderful, even the pickles.

Amazingly the weather was quite nice. Although thunderstorms had been predicted on more than one day, none actually were in the same time or same place that we were. The temperature and the humidity were very nice, ranging from overcast and cloudy to very sunny but not too hot or humid. It must have been the wind that helped. We did manage to go through an inordinate amount of sunscreen for early April and still had a good share of sunburn.

The countryside was very lush and green. We traveled through many miles of sugarcane fields. The roads along the bayous were beautiful and the live oak trees with all the moss dripping from them were magnificent. Although much of our route lay along the Mississippi River, we did not actually see much of it. The long green hill that parallels our path is the high levee that blocks the view almost totally as we cycled along. We toured the plantation home of the current governor, Oaklawn Manor. It was spectacular, both in the mansion, its furnishings and the grounds.

continued on next column

The people are wonderful. The cars and trucks give us wide berth as they pass. Wherever we stop the very polite and friendly locals meet us. Once when we stopped for ice cream another customer was upset that she hadn't known we were coming or they would have put off the crawfish boil until we got there! At a corner where we paused to inspect a brake, everyone who turned stopped to ask if we needed help.

The only real regret is we did not spend enough time actually in New Orleans. We arrived on Saturday early in the afternoon and wandered the French Quarter, including Bourbon Street. We had dinner at a wonderful restaurant there and walked through the crowds on Canal Street back to the hotel. Early the next morning we went back for a fabulous breakfast of crepes at the renowned "Petunia's". Our path to the airport was through the Garden district that was full of wonderful Victorian houses and then onto a paved path on top of the levee. It was here we saw the only cyclists (other than neighborhood kids) on the whole trip.

So back at the airport we perform the reverse of a week ago and dismantle and pack the bikes. Our travel so far had been without a hitch, but alas our flight from New Orleans was delayed long enough to miss our connecting flight in Denver. So it was a weary bunch that deplaned in SeaTac extremely late Sunday night. It is back to the reality of a Monday morning and hoping Carol comes up with a great summer trip.



Above, Dena Wessells tries out the rollers at April's TWBC Club meeting.



Pictured above, Ralph Wessells gets the hang of riding the rollers while Ray Fjetland spots. Below, Peggy Fjetland got the hang of roller riding within 10 seconds. Estelle is in the background while Ray spots Peggy.



membership report reported by Phyllis Lay

TWBC Welcomes these new members:

Diane Perron, Tim Payne, John E Wollenweber, and Joan Rodriguez.

Welcome back to these renewed members:

Scott Jones, Duane Githens, D.C., Richard and Linda Walter, Janice Sack-Ory, Richard Ory, Larry Flatness, Stephen Mayer, Sharon Lovinger, Terry Coldiron, Enid Larson; Dave, Margaret, and Will Marquez; Tom and Lisa Enlow; Peg Winczewski, and Noel Hagens.

member declarations



For Sale...Bike Friday Pocket Llama Touring Bike. 2 years old, ridden 4 times. Has Shimano Rapid-Fire shifting, H-Bars, and softride suspension, shocks front and rear, color is Merlot. Call Joy at 253-847-1843 or email joelofsz@email.msn.com

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

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.

Mac and Bent Connection...cont'd

the sports car and the big luxury sedan in the automotive world. My salesman was sure I'd prefer the short wheelbase model, and suggested the addition of a shock absorber on the front wheel, to "take the edges off the bumps."

The Rans only has above-the-seat steering. Some brands are only below, while the Vision gives you a choice. I've ridden both types, and while I did get used to under-the-seat steering after awhile, I've found that I prefer it above-the-seat, where I can see the shift levers and my watch, and where I can more easily scratch my nose. There are those who feel exactly the opposite. I suspect it's all about what you get used to.

Cutting to the chase, here's what I like about my recumbent: the heels of my hands don't hurt, since they no longer support my weight, leaning over the bars; my butt doesn't hurt, at all, ever, period; my neck doesn't ache after long rides, because I'm looking straight ahead, not bending over and leaning up; little kids point at me and say "Cool bike" as I ride by; women are similarly impressed, or so I tell myself.

There is a learning curve. The first time you ride a recumbent, it simply feels odd, clumsy, and unstable. If you go only by first impressions, you probably won't buy one. On the other hand, in the nearly three years that I've owned my Rocket, I've yet to jump back on my road bike. And you should see it with a fully loaded BOB trailer. It's the RV of the bicycle world.

I love my red Rocket. When it's fully loaded, it my BOB Rocket. When my riding partner stands up on his pedals because his rear end is hurting, I just chuckle and joke about him buying "one of those bikes designed to make you uncomfortable." I'll never go back.



Red Rans Rocket



twbc monthly event schedule

call the ride line for the latest additions and corrections...253-759-2800

| Day | Date | Time | Distance | Ride Code | Leader | Call me at | Ride or Activity Page 1 |
|----------|------|---------------------|-----------------|-------------|--|--------------------------|---|
| Friday | 5/3 | 9am-noon | 30-40 | 3B | Various | 253-759-2800 | Faaast Friday Decide to Ride. Call Rideline for start location and other details |
| Sat | 5/4 | 630 to 8:30 AM | 18 to 100 miles | varies | Vancouver WA Bike Club | 360-834-6737 | Ride Around Clark County. Beautiful and Challenging Rides thru scenic Clark County, WA countryside. Maple bars at rest stops. |
| Sat | 5/4 | 9:00 AM | 60 | 2B | Carol and Roz Davis | 253-857-5396 | Ride to Tahuya. Meet at Port Orchard boat launch-across from City Hall. Bring a lunch |
| Sat | 5/4 | Noon to 6 pm | varies | varies | Noel Hagens and TWBC friends and supporters | 253-752-0856 | Ride from home or stop by after a bike ride. Queen Anne Thriftway, 2420 N Proctor St to support Aids Ride fund raising. Take a ride on a stationary bike to help raise funds. |
| Sun | 5/5 | 10:00 AM | 45 | 3B | Robert Deehan | 253-272-9682 | Robert's Birthday ride to Bonney Lake. Bring \$ for lunch. Meet at UPS Field House, N 11th and N Union, Tacoma, parking lot. |
| Sun | 5/5 | 9:30 | 75 | 3 B-C | Tony Thomas Dianne Koch | 253-709-6806 564-3271 | RAMROD Training. Parking lot just West of Freighthouse Square [across D Street]. Destination TBD. Rain will Cancel. |
| Sun | 5/5 | 7:30 to 10 AM | 35 or 50 | Challenging | Stanwood-Camano Kiwanas | 360-629-6415 | Camano Climb Ride. Take I-5 N to Exit 212, Hiway 532 W for 11 miles to Camano Island. Start at Senior Center. www.stanwoodvelosport.com |
| Tues | 5/7 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Tues | 5/7 | 7:00 PM | -- | -- | REI stores in Redmond, Lynwood and Federal Way | 888-873-1938 | Essestial Roadside MTB Repair demo. It's FREE! Call for details |
| Friday | 5/10 | 9am-noon | 30-40 | 3B | Various | 253-759-2800 | Faaast Friday Decide to Ride. Call Rideline for start location and other details |
| Sat | 5/11 | 9 AM | 60 | 2C | Howie Kaplan | 253-460-3319 | Peninsula Metric pre-ride. Take Hiway 16 west, to Willochet Dr exit, Go R at stoplight onto Kimbal. Go approx 1/2 mile, GH Medical Center is on the left. |
| Sat | 5/11 | Register 8 to 10 AM | 62 31 | ?? | Port Townsend Rhody Tour | 360-385-7567 | Hiway 20 to Pt Townsend, go L at second light onto Haines Place, go Straight ahead to Park n Ride lot. www.ptguide.com/rhodytour/index.htm |
| Sat | 5/11 | 7 to 11 AM Register | 25 to 100 | ?? | Skagit Spring Classic Ride | 360-652-0653 | Go N on I-5 to exit 231. R at light, then go L onto Josh Wilson Rd. Go 3.7 miles to Bayview Elementry School. www.skagitbicycleclub.org |
| Sun | 5/12 | 7:30 AM | 101 miles | 3C | Ralph Wessells | 253-857-5658 | Peninsula Metric Century pre-ride-101 miles. Take Hiway 16 west, to Willochet Dr exit, Go R at stoplight onto Kimbal. Go approx 1/4 mile to Park N Ride on Right. |
| Tues | 5/14 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details. |
| Weds | 5/15 | 6 -7:30 PM | 0 | 0 | Ralph at Jan Brame's house | 253-857-5658 | Special Events Team meeting. Pizza is promised to make an appearance. |
| Thursday | 5/16 | 6:30 to 8:00 pm | 00 | 0A | Ralph Wessells | 253-857-5658 | Rides Meeting at Swasey Library, 7001 6th Ave, just E of Skyline Park n Ride. |

| Day | Date | Time | Distance | Ride Code | Leader | Call me at | Ride or Activity Page 2 |
|----------|-----------|-----------------------|------------------|-------------|--------------------------------|--------------------------------|--|
| Friday | 5/17 | 9am-noon | 30-40 | 3B | Various | 253-759-2800 | Faaast Friday Decide to Ride. Call Rideline for start location and other details |
| Saturday | 5/18 | 9:00 AM | 39+ 15= 54 | 2A + 2C | Jan Brame Birthday Ride | 253-759-6984 | Ride Around Lk Washington- 54 miles. Meet at Gene Coulon Park. I-5 N to I-405 N to exit 5. Go L under freeway on NE Park Dr. Go R on Lk Wash Blvd N. You are there. |
| Sun | 5/19 | 7am- | 45 | 2A+ | Ralph Wessells | 253-857-5658 | Bicycle Alliance Legislature commute to Seattle. Meet at Freighthouse Sqare Door #3. Call Ralph for more details. |
| Sun | 5/19 | Register 6:30-9:30 am | 26 thru 100 | ?? | Tri City Bicycle Club | 509-315-0594 | Inland Empire Century. Howard Amon Park in Richland, WA. Find the river, there's the park. |
| Sun | 5/19 | 10 AM | 30 | 2B | Linda Higgins Birthday Ride | 253-857-5658 | Meet at Westgate Starbuck's, N 26th and Pearl for a ride to Steilacoom. |
| Sun | 5/19 | 9 AM | 75 | 2C | Carla Gramlich STP training | 253-752-4038 | Meet Starbucks at N 26th @ N Proctor. Ride to Southworth Ferry, lunch in W Seattle, back to Tacoma on Interurban Trail. |
| Sun | 5/19 | Register 7am-Noon | 20 thru 124 | ?? | Capitol [Olympia] Bike Club | 360-723-8020 | Two County Double Metric Century. Start at Millersylvania St Park. See form in your newsletter. |
| Tues | 5/21 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details. |
| Tues | 5/21 | Call | Call | Call | Call Ride Line | 253-759-2800 | TWBC Monthly Meeting. Food, fellowship, and interesting entertainment |
| Friday | 5/24 | 9am-noon | 30-40 | 3B | Various | 253-759-2800 | Faaast Friday Decide to Ride. Call Rideline for start location and other details |
| Sat | 5/25 | 9 10 11 am | 66 51 30 | 3 2 1 | Carol Davis | 253-857-5396 | Four Sisters 4 club ride. Meet in Shelton. See details in "The Ride Report". |
| Sat-Mon | 5/25-5/27 | ?? | ?? | ?? | Northwest Tandem Rally | 208-336-9102 | Boise, ID. www.ntwr.org for details |
| Sun | 5/26 | 9:00 AM | 60 | 2A | Louie Boitano | 253-922-1168 | Meet at Sumner Library for a flat bike ride to Southcenter for lunch. |
| Sun | 5/26 | 9:30 AM | 77+ | 3 B-D | Tony Thomas Dianne Koch | 253-709-6806 or 564-3271 | RAMROD training. Meet at Parking lot just West of Freighthouse Sq [across D Street]. Destination TBD. Rain will Cancel. |
| Mon | 5/27 | 9:00 AM | 60 | 2C | Howie Kaplan | 253-460-3319 | PMC Hinterlands ride. Meet at Hiway 16 and Munnex Rd Park n Ride lot to ride to Trophy Lake. Bring lots of snacks. |
| Tues | 5/28 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details. |
| Friday | 5/31 | 9am-noon | 30-40 | 3B | Various | 253-759-2800 | Faaast Friday Decide to Ride. Call Rideline for start location and other details |
| Sat | June 1 | 1:00 PM | 15 | 1A | Carla Gramlich | 253-752-4038 | National Trails Day. Explore the Foothills Trail. Meet at Orting City Park Bell Tower |
| Sun | June 2 | Register 7-11 am | 35, 60, 100 | __C | TWBC's Peninsula Metric Ride | www.twbc.org 759-2800 | Take Hiway 16 west, to Willochet Dr exit, Go R at stoplight onto Kimbal. Go approx 1/2 mile, GH Medical Center is on the left. |

RIDE CODE CHART
helmets are required on all rides!

1. Easy, frequent stops & regroup, 9-12 mph
 2. Moderate, occasional stops, 12-15 mph
 3. Steady, limited stops, maps, 13-16 mph
 4. Fast pace, very limited stops, 16+ mph
- * Speeds are average on the flat surfaces

- A-Mostly flat, like Inter-Urban Trail
- B-Gently rolling, one or two steep hills
- C-Many rolling steeper hills (Kitsap Peninsula)
- D-Difficult terrain, longer steeper hills (Vashon)