

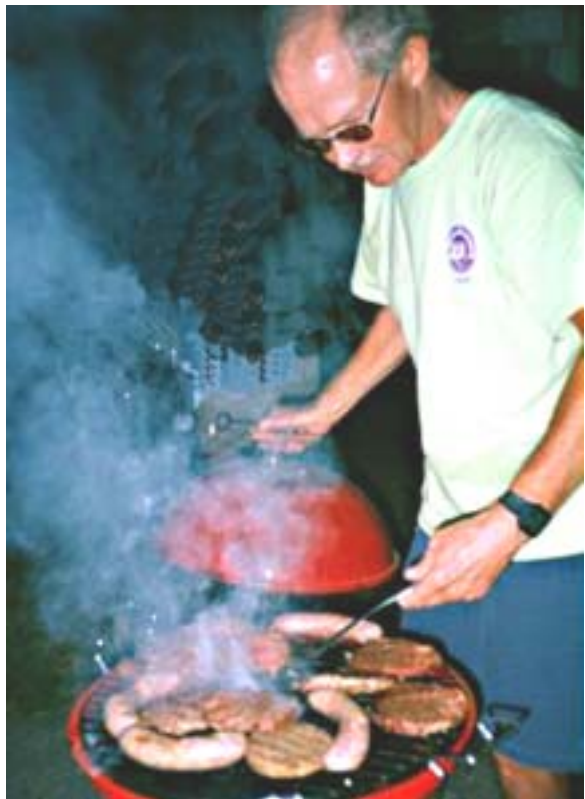
**Bob's BBQ is BS!**

**By Perry White**

Big Success, that is. Wednesday evening, August 28, TWBC member Bob Myrick, hosted a 13 mile ride from the Proctor Starbuck's, around the Point Defiance neighborhood, then ending at Past President, Anne Heller's house. The purpose of this ride and the ride ending at Anne's house was to celebrate Anne's nuptials.

5 riders showed up for Bob's ride... but when Bob's group pulled into Anne's house there were about 10 more riders from Joyce Clifford's earlier ride. Also, President Ralph came from an earlier Headwaters Century meeting in the neighborhood.

Bob BBQ'd burgers, brats, veggie meat. There was everyone's favorite beverage and Bob provided some tasty homemade cobbler for dessert. Oh yah, Anne and David were unexpectedly home to celebrate with us riders.



BBQ Bob prepares his meaty fare.  
 Photo by Steve Brown.

**This month's COG...**

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**Next Club Meeting:  
 Tuesday, October 15  
 Sound Transit  
 presents...**

**About the Meetings....**  
 Meetings are held at the South Park Community Center, 4851 S. Tacoma Way, in Tacoma at 7 PM. The business (old business, new business, reports, etc) part of the meeting comes first... then after a short break of food and socializing...the entertainment.  
*Please attend. All members or interested parties are welcome. No meetings in July, August, and December.*



## club officers and volunteers

### PRESIDENT:

Ralph Wessels, 253-857-5658, president@twbc.org

### VICE-PRESIDENT:

Tim Payne, vp@twbc.org

### SECRETARY:

Reggie Tison, 253-272-4571 secretary@twbc.org

### TREASURER:

Joy Roelofs: 253-847-1843 treasurer@twbc.org

### TOURING CAPTAIN and RIDE LINE Updates

Carol Davis: 253-857-5396 ridecaptain@twbc.org

### NEWSLETTER:

Editor: Richard Patrick, Reporters: various members.  
Email articles to: newsletter@twbc.org  
Printed by Barb at Orca Press in Downtown Tacoma.

### MEMBERSHIP DATABASE and MAILING:

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### DIRECTOR OF COMMUNITY AND GOV'T RELATIONS and BANQUET COMMITTEE

Bob Myrick: 253-473-7456 gac@twbc.org

### DIRECTOR OF SPECIAL EVENTS:

Position is open to volunteers. events@twbc.org

### PAST PRESIDENT:

Anne Heller: 253-761-0709 past-prez@twbc.org

### MEMBERSHIP:

Phyllis Lay: 253-759-1816

### PUBLICITY:

Please contact Ralph Wessels to volunteer.

### Safety and Education:

Dave Tison: 253-761-2398 dtison@bigfoot.com

### EQUIPMENT MANAGER:

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### WEB Master

Dorian Smith: 253-752-9498 webmaster@twbc.org

### DAFFODIL CLASSIC: daffodil@twbc.org

Team Daffodil: Jan Beame, Bob Myrick, Anne Heller, Dave Parker, Ralph Wessels@253-857-5658

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### HEADWATERS CENTURY: headwaters@twbc.org

Linda Higgins, 253-759-5480

### BICYCLE SHOW BOOTH:

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Peggy Fjetland: 253-841-4458, bkebooth@twbc.org

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jerseys@twbc.org

### ANNUAL PICNIC:

Toni Matson and Vern Martin:  
253-212-0781  
amatson1@attbi.com



## the view of the bicycle club... from the president's handlebars



**Ralph Wessels**  
**TWBC**  
**President**

Did you know we lose about 3 minutes of daylight every day at this time of year? With the shorter days and ride distances, the fun factor can correspondingly increase. One of my favorite club rides is the ride to the Steilacoom Apple Squeeze, led by Steve and Phyllis Lay. The distance is right for fall and there are lots of activities, food, and old acquaintances to encounter there. If you haven't ridden to this event before, be sure to do so this year. And don't miss the Halloween ride and potluck either!

Peggy Fjetland is taking over the reins of the jersey sales from Connie Reitzug. Give Peggy a call if you would like to purchase one. Remember, there are less than 100 shopping days left till Christmas! See sidebar on left.

The TWBC budget was passed at the September club meeting. All three of our events were financially successful, which again allowed us to make donations to Foothills Rails to Trails, Bicycles from Heaven, Helmets on Wheels, Carless Commute, and Pierce County Bicycle Safety Program (Sprocketwoman). We also provided funds from the rides to the Bicycle Alliance of Washington.

Thanks to everyone who assisted in making the ride events successful this year and for allowing TWBC to support bicycle activities and advocacy. Special thanks goes to Linda Higgins and organizational crew of Reggie Tison, Barbara Lee, Laura Swartz, Robert Deehan, Carol Davis, and Dorian Smith, for their outstanding efforts and Jim Couch and Jim Finnell of Spoke and Sprocket, and Steve Yen of Mobile Bicycle Repair for their support of the Headwaters Century.

Ride Safely,

Ralph



Looks like these TWBC riders are headed to the Annual Halloween Ride and Pot Luck Dinner at Steve and Phyllis's house.

This fun event is happening on Oct 27.

See Event Schedule for more details.



**Carol Davis**  
twbc  
touring captain

October wraps up the calendar year for ride logs. There are many great opportunities to log in club miles this month. Be sure to send me your ride logs no matter what your accomplishment is. All miles are worth celebrating!

As the rainy season approaches, if the weather looks threatening, be sure to call the ride leader before heading out.

A couple of Tacoma Wheelmen traditions are held in October. The Steilacoom Apple Squeeze will be on Sunday October 13. Be sure to join us in riding there.

The annual Halloween Ride and pot luck will be on Sunday, Oct. 27. Steve and Phyllis Lay continue to host this ghoulish event. You won't want to miss it!

The Road to La-La Land promises to be a new adventure. La-La Land serves Mayan hot chocolate made with the recipe from the movie, *Chocolat*. No telling what will happen after we all drink it!!!!

This month two riders, Jan Brame and Bob Myrick, have contributed their stories of their experiences on recent rides. Read on!



Gregg Torfin and Prez Ralph Wessels ride side by side in the Tokeland area on the Waves to Wine Tour. Photo by Rich Walter

## **Waves to Wine Tour- August 10-23**

**by Jan Brame**

A hardy group of Tacoma Wheelmen embarked on this year's two-week summer tour planned with her usual panache by Carol Davis. The event was marked by more diversity than ever.

The number of the group varied from day to day starting with 12, increasing to 13, decreasing to 10 and then 8. The method of getting to the first overnight stay also varied.

The start was officially at the Davis residence in Key Center so Carla Gramlich, Ralph Wessels, Jan Brame, Linda Higgins, Carol & Roz Davis started there. Ken and Mary Newcomb started from Steilacoom, Linda and Rich Walter from Puyallup and Greg Torfin was dropped somewhere south of Olympia. Jean Graves joined the group on the evening of the 4<sup>th</sup> day. Linda H and Linda & Rich Walter were along for the first week and they headed home on the train from Eugene. Ken and Mary left the tour in Salem to visit with her sister in Vancouver.

The places we stayed varied as well. It was a mix of motels, campgrounds, tepees and condominiums, quiet and noisy. Some campgrounds were right by the road and some on a lake or stream. One motel had a great free breakfast while another one was pretty puny. Carol could write a book about the variety of bathrooms and the rating of their cleanliness. She also knows the best places to eat along the route.

Ralph generously lent his truck and the group rented a trailer so we did not have to carry all our gear. Even so, we brought pretty minimal cooking

Continued on page 6

**WARNING:** The following procedure may be of no use to you unless you love tinkering with your bike or you have been wondering why your bike is noisy when you're in your lowest gear or your highest gear, or it shifts poorly or.....

There are 2 adjustments on the rear derailleur that have a profound effect on the performance of your shifting and your well being. I'm talking about those 2 little screws marked "L" and "H". The L limits the derailleur travel to your smallest cog and the H sets the stop for your largest cog. If those 2 adjustments are not perfect here's what can happen:

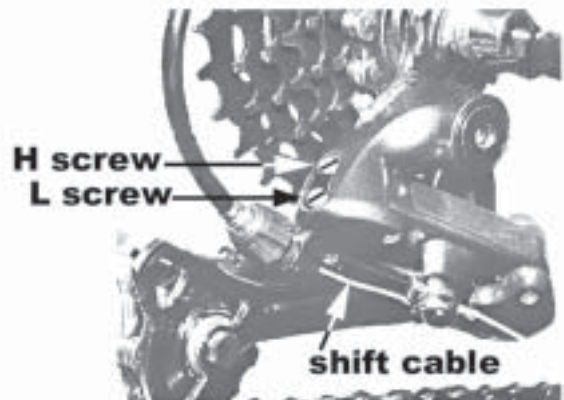
1. You can't shift to your largest or smallest cog.
2. When you shift to your largest cog your chain jumps over it and crunches into your spokes and tears the hell out of your bike and you.
3. You downshift to your smallest cog and all it does is chatter and complain.
4. You downshift to your smallest cog and it jumps over it, jamming the chain between the cog and the rear dropout causing your crank to come to a grinding halt just as you put some beef into your stroke. Very ugly, indeed.
5. No matter what gear you shift to, it's noisy or doesn't like to stay put.

If you are experiencing any of the above symptoms or just want to mess with your bike, here's what ya do.

Shift your chain to the smallest cog. Disconnect your **shift cable** from your rear derailleur. Step directly behind your bike and squat down facing your rear wheel. Try and get yourself in a position where you are directly behind your ride. Not 10 degrees right or left but dead center. Take a good hard look at the path of your chain. Follow the links as they pass over the top of the smallest cog, around the back and down through the derailleur cage. You should see a straight line all the way through the top pulley of the derailleur cage. Look at the next cog up from where the chain is. Does the chain line tend to move closer to that cog in it's path toward the derailleur? If so, the derailleur needs to be moved away from the drive or wheel side until it forms a straight line to the top pulley. If you turn the L screw out (CCW) you should see the derailleur move away from the bike. Now, I don't mean a straight line from your crank but just where the chain contacts the cog and travels behind it to the derailleur pulley. If the chain line moves away from the small cog, toward the dropout, then it's adjusted too far out and the stop screw needs a little tweaking clockwise.

Does any of this make sense? Are you happy with the small cog set up? Swell, lets try the big cog. Turn your crank slowly, by hand, push your derailleur in as far as it will go. Be careful!! If this stop screw is not adjusted right you can push your chain right into your spokes. Do it gently until you can't move it any further or your chain starts to travel over your big cog. Hold it there and continue pedaling. This is kind of awkward with one person so I would suggest you find someone to spin your crank while you move the derailleur and observe. Do the same sleuthing you did with your small cog. Follow the chain line over the cog, through the derailleur. You also need to look at how close the bottom of the derailleur cage comes to your spokes. A derailleur that's worn or just plain cheap will have a tendency to want to enter your spokes. This is especially true with long cage derailleurs. Some of the older generation derailleurs will also move the cage at a slight inward angle depending on the design of the parallelogram.

Now that you have your high and low stops set lets make sure your derailleur spring and pivots are okay. Turn



**someone's derailleur**

your crank and push your derailleur in until you reach the high limit. Slowly release as you turn the crank. When you get to the second to the smallest cog, let it go. Just release it from your grasp. Does it snap right into your small cog or is it sluggish? Do it again. Just push the derailleur up one cog and let it go. Do it again. It should drop into that small cog every time, without hesitation. If your "L" stop is set correctly and it still takes it's time dropping down, lube the pivot points of the derailleur. I usually take the rear wheel off and then put a drop or two of Tri-flow at each pivot and then work the derailleur in and out to get the lube moving.

Attach the derailleur cable and test the shifting. If the cable tension is too tight you can't shift to the small cog. Too loose and you can't shift to the big cog. Just mess with it until it works. How's that for a highly technical procedure....

Eddy (eddyj@galaxy-7.net)



# 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
Tues	10/1	Call	Call	Call	Call Ride Line	253-759-2800	<b>Tuesday Morning Ride.</b> Call Ride Line for details
Weds	10/2	5:30 PM	20 to 30	2	Joyce Clifford or Peg Winsewski	253-759-2392	<b>Wednesday's Special...</b> Meet at Proctor Starbucks: N26th and N Proctor, Tacoma.
Sat	10/5	9AM	100	2C	Roz and Carol Davis	253-857-5396	Meet at Purdy Park n Ride. Ride the <b>South Kitsap Roller Coaster.</b> Rain will cancel.
Sat	10/5	8AM	100	???	yourself or the group you are in	253-759-2800	Manastash Century in Ellensburg
Sun	10/7	8AM	100	???	yourself or the group you are in	253-759-2800	Kitsap Color Century in Bremerton
Tues	10/8	Call	Call	Call	Call Ride Line	253-759-2800	<b>Tuesday Morning Ride.</b> Call Ride Line for details
Weds	10/9	5:30 PM	20 to 30	2	Joyce Clifford or Peg Winsewski	253-759-2392	Wednesday's Special...Meet at Proctor Starbucks: N26th and N Proctor, Tacoma.
Sat	10/12	10 AM	15	2B	Anne Heller	253-761-0709	Meet at Proctor Starbucks, N26th and Proctor. Ride to <b>Freighthouse Sq via Pt Defiance.</b> Pace adjusted to suite riders.
Sun	10/13	9 AM	30 to 35	2B	Steve and Phyllis Lay	253-759-1816	Meet at McDonalds at N 21st and Pearl Ride to Steilacoom for the <b>Annual Apple Squeeze Festival.</b>
Tues	10/15	Call	Call	Call	Call Ride Line	253-759-2800	<b>Tuesday Morning Ride.</b> Call Ride Line for details
Weds	10/16	5:30 PM	20 to 30	2	Joyce Clifford or Peg Winsewski	253-759-2392	<b>Wednesday's Special...</b> Meet at Proctor Starbucks: N26th and N Proctor, Tacoma.
Sat	10/19	9 AM	50	2C	Roz and Carol Davis	253-857-5396	Meet at Foot Ferry in DT Port Orchard. <b>Ride to LA LA Land,</b> Port Orchard. Rain could shorten or cancel the ride.
Sat	10/19	8:00 AM	35-40	2B	Steve and Phyllis Lay	253-759-1816	Meet at Starbucks in Proctor, N26th @ Proctor. Ride to <b>Spanaway Senior Center</b> for their inexpensive and tasty breakfast.
Sun	10/20	10:00 AM	40	2B	Linda Higgins	253-759-5480	Ride to <b>Steilacoom Bair Drug for Brunch.</b> Meet at Westgate Starbucks at N26th @ N Pearl, Tacoma.
Tues	10/22	Call	Call	Call	Call Ride Line	253-759-2800	<b>Tuesday Morning Ride.</b> Call Ride Line for details
Weds	10/23	5:30 PM	20 to 30	2	Joyce Clifford or Peg Winsewski	253-759-2392	<b>Wednesday's Special...</b> Meet at Proctor Starbucks: N26th and N Proctor, Tacoma.
Sat	10/26	9:00	25	2A	TWBC Pres Ralph Wessels	253-857-5658	Riders meet at Freighthouse Square, Door #3. <b>Ride to Sumner Bakery.</b>
<b>Sun</b>	<b>10/27</b>	<b>12 pm 3 pm</b>	<b>maybe 30?</b>	<b>2B</b>	<b>Steve and Phyllis Lay</b>	<b>253-759-1816</b>	<b>Annual Halloween Costume Ride and Potluck meal.</b> Meet at 1320 N Cedar at noon for the ride., costume is optional. Ride ends at 3 pm to start the potluck meal. Bring some food to share. This annual event is always good times.
Tues	10/29	Call	Call	Call	Call Ride Line	253-759-2800	<b>Tuesday Morning Ride.</b> Call Ride Line for details
Weds	10/30	5:30 PM	20 to 30	2	Joyce Clifford or Peg Winsewski	253-759-2392	<b>Wednesday's Special...</b> Meet at Proctor Starbucks: N26th and N Proctor, Tacoma.

equipment and usually ate at restaurants (decadent, according to some who tour more sparsely). Mornings began with water heated on a propane camp stove for Roz's patented stand up coffee and instant oatmeal, combined with cold cereal, granola, milk and bananas. This was enough to get us down the road a piece to find a place for a second breakfast. As is typical, this bunch really rides to eat!



Famous author, Jan Brame, and riding companions- Linda Walter, Linda Higgins, and Carol Davis ride to find wineries in the Grayland area. Photo by Rich Walter

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The route was incredibly beautiful. From Key Center we headed through Allyn, Shelton and McCleary to our overnight stop at the Red Lion Inn in Aberdeen. From there we went south on Highway 105 through Bay City and Grayland, then onto Highway 101 through Raymond. Our second night was at a KOA campground in Bay Center that was very nice. The weather held at overcast and cool - very pleasant for touring. The next day took us into Oregon over the Astoria Bridge. If you have not cycled it, that bridge is a real challenge with a lot of traffic. It is very long with tons of road debris and a steep climb at the end. But we made it up over and through Seaside to a campground a couple miles past town. The group ordered pizza and salad from a place in Seaside. The 4<sup>th</sup> day continued along the coast going through Canon Beach and Tillamook to the condominiums at Netarts where a break was planned for a rest day. This day just about cooked us to a crisp. The weather climbed into the high 90's, which is pretty unusual for the coast. News crews were at the top of one steep climb and filmed an interview with Carol, Carla and Jan that was shown on the Portland news that night.

Rest days are very important on long trips and there was quite a bit of diversity in how people spend their downtime. Beach walks, reading, Jacuzzi soaks, long, lazy conversations and playing tourist back in Tillamook are some of the ways people spent their day. Good food and good company in a beautiful place really recharged our batteries.

The next two days we rolled along the coast with each vista and viewpoint seeming more beautiful than the last (the climbs to see them notwithstanding). We camped overnight in Boiler Bay along the highway and then camped the next night about 4 miles south of Florence right by a lake. It is amazing how we all started out about the same time in the morning but each individual's riding pace and the stopping times combine to somehow leave you riding alone for a great deal of time. There are no timetables set up so each person can ride their own pace, stop to look at the views, eat, rest and still meet up with the others at some point.

The route left the coast at Florence and headed inland for the rest of the trip. We stayed overnight at a motel in Junction City and then through Eugene and onto McKenzie Bridge. I had been tapped for truck driving duty for the route into McKenzie Bridge. Carol's sister, Tina Lenihan, had been on this trip with us and was cycling about half the time so she had been doing a lot of the sag driving. This was pretty nice since most of us did not want to drive if we didn't have to and Tina gets a rest day off the seat whenever she wished. It is pretty flat along the McKenzie River, just a beautiful ride and I wished I were cycling every mile that I drove. McKenzie Bridge is in the foothills of the Oregon Cascades. We stayed at the Log Cabin Inn Resort in teepees down by the river. That is camping without having to pitch tents. The river made a lovely sound all night. We had another rest day here and it was a very nice spot to do so.

Again, the gang split up with some going to a hot springs up the road, some back into Eugene for a little shopping and others just lazing around. The place had a very nice restaurant that we took good advantage of. Rain the next day made the ascent of the summit and the subsequent downhill chilly.



Are they "ridin' along, singing a song, side by side"?...probably so. Riders, Carla Gramlich, Jan Brame, and Linda Walter cruising to the next winery on the Waves to Wine trip. Photo by Rich Walter.

This was where traveling with a truck and trailer comes in handy. With the weather forecast calling for more of the same, the group decided not to camp around Detroit Lake but to pack everyone up and high tail it into Salem and a nice comfy (read dry) motel. The next day Carla led some of us on a killer ride to Silver Falls and then into camp at the Salem Campground. I think the only way to tent closer to traffic would be to camp in the median of I-5. This campground was nestled in between I-5 and Highway 22 so the trucks sang a symphony of jake-brakes all night long.

The next day was a perfect example of how different the same ride can be. The goal was the Flying M Ranch outside of Yamhill. The wineries proved to be far enough off the route to be daunting and we actually only visited one. Ralph rode to visit his roots in Forest Grove, Carla and Greg decided to do the whole route, including a planned two-mile stretch of gravel road. This ranch was so far off the beaten path that some of us climbed in the truck in Yamhill (the day was HOT) and then picked Greg up when he broke a spoke. The gravel turned out to be at least 5 miles long, and the guys went out to retrieve Ralph after dumping the ladies and the trailer at the campground. Carla "The Magnificent" was the only one to actually ride the whole mileage that day. The thing most us had in common was ordering the "special" for dinner at the lodge.

The way the tour ends was also diverse. As previously mentioned, the two Lindas and Rich took the Amtrak home from Eugene and the Newcombs biked to Vancouver. Carla took the MAX from Hillsboro into Portland to spend the night; Roz and Greg took the MAX and transferred to Amtrak for

the trip to Tacoma. The truck dropped Jean at her twin sister's home in Beaverton. Tina, Carol and Jan rode with Ralph in the big Dodge home to Tacoma.

In summary, the mileage turned out to be somewhere around 700 miles (depending on each individual's ride), the weather overall was great, the scenery was outstanding, the camaraderie and companionship was heartwarming and the cost was very affordable. If you calculate the number of flat tires and divide by the number of cumulative miles it averages out to be approximately 1 flat every 375 miles. Not too bad! Jan and Ralph had zero flats for the entire trip! So although all the components were diverse the outcome was unanimous- Outstanding!



Hey... It's Carol Davis, the organizer of the Waves to Wine trip. It looks like Carol got a new color co-ordinated outfit just for this trip. Lookin' good!. Photo by Rich Walter.



**More Ride Report on Page 9.**

## Government Affairs Report



**Bob Myrick**  
TWBC Director of  
Community and  
Government  
Affairs

Hello Everyone. I don't have much to report this month as I have been traveling by mountain bike around the State. I will be walking across England in October so the next Official Government

Affairs Committee meeting will be on Tuesday, November 5, at 7pm. We will meet at the Guadalajara Taqueria in the Stadium neighborhood at 1st and Tacoma Avenue.

I have received several calls again this month regarding the railroad tracks in Steilacoom at the old ABITIBI Corporation Paper Plant. You may recall in December 1999 we proclaimed victory over the tracks. ABITIBI paved a wider shoulder and laid asphalt as close as possible to the tracks. The \$9500 project was assisted by a \$2500 grant from the Tacoma Wheelmen's Bicycle Club thanks to the efforts of Ralph Wessels. I have decided to sponsor a work party on Saturday, November 2, at 10am to concentrate on building a trail down Chamber's Creek road and working on the tracks if necessary. We will meet a South 64th and Chamber's Creek road. Bring your blackberry shears, gloves and litter bags. The trail is sitting next to the retaining wall and below the roadway. There are excellent views of Chamber's Creek along the trail. In the mean time, I will call Dave Gebert, Steilacoom's city engineer and see if they can fill in the tracks and take other measures.

Chuck Morrison attended a Smart Growth meeting on September 21 to lobby for help on the Puyallup Levy trail. It seems the County has a \$700,000 grant to engineer, design

and build a trail, but Fife, Milton and Puyallup are now the primary governments in the area. The City of Fife has been reluctant to pursue the project so we need Fife residents to lobby for the trail. You should ask the City to take over the grant or work with the County in getting a project accomplished. This proposal ties in with the DOT's SR 167 highway project since we are asking the State to develop an alternative bicycle route and system thru the area between Tacoma and Puyallup.

Anne Heller has continued to represent us at the Tacoma Mobility Task Force Meetings. Anne, Steve Brown and others have represented us at the North End Neighborhood Council meetings on North 30th Street. Good things are happening. The groups are now lobbying the City to continue putting in bike lanes and extending the marked system.

The City of University Place has restriped Cirque Drive from a four lane speedway to a three lane street with bike lanes. They are working away on a roundabout as well. Speeds have already been reduced from about 51mph to 42mph. Work has also been completed on 40th Street to add bike lanes and traffic calm the street. The improvements on 64th Street where it runs from Grandview to Chamber's Creek Drive have also been completed and dedicated.

If you have a mountain bike with thorn proof tires, it is now possible to ride most of the Foothills Trail from Buckley to Orting. Your feet might get a little wet in a couple of spots. Once the rain starts, it will be more difficult to ride the route. The single-track trail starting at the end of the asphalt upstream from Orting is in excellent shape out to a place we call the "Dairy Crossing", which is about a mile from South Prairie. Try it. You will like it.



## That's Bunk! From the COG Editor's Cubicle



**R. "Perry White"  
Patrick**  
COG Editor

I'm hunkered in my bunker...Not much going on in the Editors Cubicle or out there on the streets for this rider.

The Ole Ramrod bike is getting dusty... and there are a lot of clothes hanging on it. It is kinda like the Stair Stepper exercise machine I bought from the TV info-mercial or the Nordic Track... they just sit there and collect dust and articles of clothing. Now that I haven't ridden for a coupla months... my butt has shrunk, my pants fit better, and I have more time at home. However, I need more rest, I get stressed easier, and feel fat a lot of the time. What's a guy/gal to do? I know... I know, you've got the answer, and you know whom you are.

No exciting or flaming letters to the editor this month. However, I very much appreciate the ride report articles sent in to the COG by Jan Brame, Bob Myrick, and the Dan Quale report by our new club Vice President, Tim Paine. Articles or comments are welcome by the COG from all members... and I wish more of you would send publishable items to me for your newsletter.





## Retired Person's Mountain Bike Trip By Bob Myrick

You may recall that in the Spring I advertised a proposed ride thru the mountains that seemed kind of challenging. Well, I also put it on Wayne and Sue's website (waynesue.com). One sort of retired person signed up to go with me, Beverly Wagner, from Ballard. I had met Beverly in Death Valley this past spring and she seemed well qualified to go since she had been all over South America and Europe for extended periods of time.

On Monday, September 9, I rode out of Tacoma confident of my conditioning and my equipment. I almost got to Black Diamond when my front rim blew apart. A friend had suggested I should carry a cell phone, just in case, you know. I looked at my phone book and tried my old friend, Kent Wienker. He happened to be home and brought me out a good wheel to use. Kent took me to the Bakery. It was closed on Mondays. So off we went to Enumclaw and I bought Kent dinner at Cathy's Place. Then Kent dumped me off at Palmer-Kanasket State Park and I requested the hiker-biker site. It didn't exist, but I only had to pay \$8 instead of \$16. The next day I headed out for North Bend after a light breakfast. Stopped in Ravensdale for more coffee and a roll. Stopped in Hobart for orange juice. Highway 18 was just as thrilling on Tiger Mountain as it had been when Steve and Phyllis took me over it two year's ago (very scary). I met Beverly, my riding companion for the rest of this trip, at George's Bakery and we had lunch. Then, we headed up the trail to Rattlesnake Lake and took the John Wayne trail up to the two-mile long Snoqualmie tunnel. It was early so we went thru the tunnel and camped at a very nice site with stream water and concrete toilet. It was free,



Check out the arrows... that's Naches Pass

but we had to cook dinner and a light breakfast. We had a big breakfast at the Turtle place near Lake Easton and then proceeded down the trail to Thorp. We were hungry again so we left the trail to go into downtown Thorp. I thought it was closer to go by road to the Ellensburg KOA (\$20) so that's what we did. Food was just across the freeway.

The next day the ride really started as we went over Colockum Pass, an old wagon road that is 5400 feet high. Ellensburg is 1700 feet. Do the math. The Pass is so gnarly that local mountain bikers don't even consider this to be a rideable area. The Pass had excellent views of Eastern Washington, but you had to stop to look or you would lose control of your bike. Beverly didn't want to do any "technical riding", but the Pass was plenty technical and she learned about down hill riding and bouncing thru the rock garden. We wound up in Wenatchee at 700 feet and paid \$8 for a site at the Confluence State Park. Food was just up the hill a ways.

Thursday, we negotiated the Wenatchee paved trail system and headed up the Badger Mountain road, about 5500 feet high from a 700 foot start. Then, we rolled up and down until we came to the smooth gravel down hill into the Waterville area. We stayed at the re-stored Waterville Hotel (\$50) and food was about two blocks away. After a Continental breakfast, we headed down the road to find the Moses Coulee. But first, we happened to stop at a little General Store in Douglas and had an excellent roll and coffee. You can also camp at the store and actually take showers.

The Moses Coulee seemed like a really hard day even though it's a 2000-foot drop back to Wenatchee. The road is 80 miles long. It was hot and the wind was kind of against us part of the way. We passed thru the three Devil's area. I think that is a name for three really sharp drops on the gravel part of the road. The rim rock and palisades thru this area were really quite beau-

As Paul Harvey says: "Standby for the rest of the story"... go to page 10

## Retired Person's Mtn Bike Trip...cont'd

tiful. We arrived back at the Confluence State Park and made the mistake of going to the Royal Fork and eating way too much.

On Saturday, we got up, as usual, about 6:30am, when it was bright enough to see and pack. Breakfast was at a good diner downtown and then, we headed up (really up) the road to Mission Ridge. Then, we turned onto the Beehive Reservoir Road and it was a real gravel road for quite a while. At the top of the Devil's Gulch trail, the road turns into a rough jeep track that is barely passable, but not too bad on a mountain bike. I talked to some down hillers who were about to ride down Devil's Gulch. A down hiller is a young, unseasoned type who usually runs a carpool up to the top and has another car waiting at the bottom. These guys were kind of impressed by our act. We topped out at about 6000 feet on the top of Table Mountain. The cruise down to Haney Meadows at 5500 feet was delightful. We decided to come out at Liberty and then rode up the highway to Mineral Springs on the Blewett Pass road. The campground was closed, but free, and the toilets were open, no showers here. We walked across the street and had an excellent meal at the Mineral Springs Resort.

On Sunday, Beverly didn't want to just coast down to Ellensburg on the highway, so we rode up Blue Creek about 2000 feet and down Jack Creek to the Teanaway River road. Then, we rolled up and down the highway to Ellensburg. We were headed for the KOA, but decided to stop at Godfathers and do the buffet again. Well, Stephan, the German student shows up, tells us about riding across the USA, and invites us to his home of one week to camp in the yard (free, you know). His landlord, a local librarian, is on an Internet site offering hot showers and the yard to bicyclists. We took our showers and set up the tents in the yard and then,

the librarian shows up. Everything was cool, just as Stephan had said. It turns out that Stephan spent a year in Edinburgh, Scotland so he was able to tell me where to eat and how to get from the airport to downtown when I go there this month to walk across England with Wayne, Sue, and Tom Barocan.

On Monday, we broke camp and headed up and over Manastash Ridge on the old wagon road. Ellensburg Pass was quite beautiful with many large Pine trees everywhere. Down near Wenas, we decided not to follow the oil mat road, but headed more directly to Clifffel and Whistling Jacks over a really old wagon road that goes over Cleman Mountain. Well, even though a local DNR (Department of Natural Resources) guy named Steven had coached me, I still managed to get us kind of lost and we went really high on the mountain, about 5000 feet. Then, we learned to downhill on three-inch marbles for about three miles. What a wonderful learning opportunity that was. I only fell down twice. We actually came out on Highway 410 and rode up to Whistling Jacks for dinner. Dinner took awhile and it got really dark. We camped for free just upstream from the restaurant and down on the river (toilets, but no showers).

On Tuesday, we headed up the highway and found the Little Naches River road, which led up to about 4800 feet on Naches Pass. We arrived near Greenwater a little early. So fortified with Starbucks Coffee and Huckleberry Ice Cream, we headed down Highway 410 for Enumclaw. When I pointed out the quieter, Weyerhaeuser Haul Road to Beverly, she said let's do that. So, we had a nice gravel road ride about 15 miles down to Enumclaw. We ended the day at Cathy's Restaurant just like the first day of my trip and found an un-official camp spot at the Enumclaw Fair Grounds (nice spot behind some blackberries and trees, even had running water and a flush toilet on the football field).

On Wednesday, we had breakfast at Charlie's, next to the fairgrounds. Beverly went north headed to Ballard and I headed to Buckley for the Foothills Trail. I rode some nice single track downstream from South Prairie and then rode the pavement to Orting and had some more coffee and a breakfast muffin. All in all, this turned out to be a nice trip. I would do it again, but I might take a spare tire for the wilderness. We rode over 500 miles and I think Beverly can now try some "technical terrain". I was really, really glad that I changed the gearing on my old mountain bike. I put a 22 tooth on the front and a 32 tooth on the back. This gearing is about as low as you can get and I used it on every major climb. The weather was great and just by luck, the moon kept getting brighter and brighter. I learned that biker's midnight is at 8pm when it gets dark and you really can sleep for ten hours.



## member declarations

For sale: Trek 1200 road bike 26 inch, \$600

For sale: Fuji saratoga touring bike 26 inch with racks and bags \$700

Phone number is (253) 520 - 6453 or E-mail mercurybobcat @ hotmail.com John Hansen.

Editor's Note: Act now on John's bikes... as this is the last time this add will run.

## The Dan Quayle of TWBC

By Timothy Paine, TWBC Vice President

Well, not really, but I am the vice president and half the time I cannot spell potato (or is that potatoe?). I am a relative newcomer to the club, so many of you probably have no idea of who I am, where I came from or what I do. Assuming that you care, you might read on. My name is Tim Payne, I am married with two children a dog and two cats. I own three bicycles for my use and another six for members of the family. By profession, I am a transit planner. I work for Pierce Transit as the manager in charge of planning of all agency operations. I graduated from the University of Washington in 1977 with my heart set on being a traffic engineer. How I got to transit is a boring story to be reserved for telling over a beer.

I consider myself a "born again" bicyclist. As a child and continuing into high school and college, I biked extensively. Then came career, kids and, of course, cars. Ten years ago my daughter, age eight, wanted a new bicycle for Christmas. I bought a mountain bike for each of us. I began riding on a fairly casual basis. Five miles was a long way. Slowly, I rediscovered how much fun riding a bicycle could be. As my muscles would take it, I began riding further and further. Finally, two years ago, the dam broke and I began riding extensively and converted from off-road riding to road riding. Last year I logged a bit over 2,000 miles, this year I am well on pace to break 3,000 miles. In this process I also discovered the fun of organized rides. My first ever was the Daffodil Classic last year. I began to discover that bicycle clubs had organized rides all the time. A great way to find people who also wanted to ride. I had so much fun on these rides that I decided I needed to be a part of an organization dedicated to cycling. What else was there to do but join TWBC?

Continued on next column

I started showing up for meetings and someone nominated me for vice president. Just to prove how much like Dan Quayle I can be, I accepted. The rest is history. Just what does the vice president do, anyhow? Being a new member, I am just learning the answer to that question myself. Obviously, when President Ralph is missing, I preside over club meetings and board meetings. I also get to be a member of the board. That is fun, we get to spend money! Another job I have and one that is important to get people out to meetings is to arrange programs for the meetings. There is an article in this newsletter about our club programs. In addition, I fully subscribe to President Ralph's goal to increase club membership. I frequently engage people in conversation about how much fun it is to be a member of TWBC. I am still learning the ropes in all of this, so if you have some insight, I would be happy to hear from you.

## Programs! Get Your Programs!

For most club meetings there is a program that, I hope, will be of interest to club members. The September meeting had a great presentation by Dale Clark of Angle Lake Cyclery. Dale brought a couple recumbents along and shared a small, but very interesting, part of his extensive knowledge of the "bent" bike. If you missed it, but are interested in finding out more about recumbents, Dale would enjoy talking to you at his shop (206) 878-7457, [www.anglelake.com](http://www.anglelake.com). Thanks again, Dale for sharing your time with us.

Looking ahead to October — we will have a visit from Sound Transit where they will unveil their plan for accommodating and encouraging non-motorized travel, that would include bicycles. I know, I know, these things can often be a bit dry. But this is an area where we need to pay attention. Sound Transit could have a major influence on our ability to travel regionally with our bicycles in the future. Besides, they promised

me they would be interesting.

I am working on other programs that include a ridealong across the USA with someone who has actually done it, the Femme Fatale Does Louisiana, Travels with Carol and Roz, Roadside Repairs, A Junior Cycling Team, and Sight-Impaired Stokers. If you have great ideas for programs, I would like to hear them, so, please, just drop me an e-mail through the TWBC website.

One last word about programs. If you have ever done something like this, you know how much work it is. Let's show our appreciation for people willing to share their time with us by attending club meetings.

Editor's note: A picture of VP Tim needs to be taken and is forthcoming... as I can not find one in my 12.5 Gigabytes of COG files.

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## Bicycle Alliance of Washington Auction

by Ralph Wessels

The BAW will be holding its annual auction on November 16, 2002, starting at 6:30 PM (to be confirmed), at the Scottish Rite Temple in Seattle. The auction includes dinner, refreshments (including beer and wine until they are gone), and a real fun time. As in previous years, TWBC has reserved two tables and will provide a 50% subsidy for TWBC members, so the cost per person is \$20 instead of \$40. If you would like to go, contact Ralph Wessels at 857-5658. The first 20 people to pay their \$20 to TWBC get to attend. Also, if you have something you would like to donate for the auction, such as an item, service, adventure, tour, condo or cabin, etc, let Ralph know and he can coordinate with BAW or contact BAW directly at (206) 224-9252.



This year a group of seven TWBC riders banded together to train for RAMROD, The Ride Around Mt Rainier in One Day. The riders were: John Vipond, Debbie Romaine, Diane Koch, Tony Thomas, Mike Madden, Steve Ludewese, and your COG editor, Richard Patrick. It was unfortunate that John Vipond had to drop out of training to have shoulder surgery. Most of the riders rode together- off and on- for about 10 weekends. These pictures are some of "the ones that turned out" when I had my digital camera with me.



Here, Debbie Romaine, Diane Koch, and Steve Ludewese ride side by side near Alder Lake- on Hiway 161. The group started in Eatonville and rode up and back to Mt Rainier's Paradise Inn. Tony and Richard were somewhere along the route.

Later, at Longmier, John Vipond showed up with some cyclist rest stop food. John later met us at Paradise with the rest of the goodies.

On the way back... we stopped at the world famous Copper Creek Inn at Ashford for some black-berry pie, icecream and coffee.

I remember that I battled being overdressed in the hot sun and a headwind between Elbe and Eatonville.

We all made it to Paradise... even John in his restored Mercedes convertible. The temp was about 40 degrees and at least 6 feet of snow on the ground.

L to R: Steve L, Diane K, Richard P, Debbie R, and Tony Thomas.

John took the picture just as the camera's batteries went dead.





I struggled up to this point to rest and photograph these unknown riders... as they cruise up from the Nisqually River Bridge towards Paradise. The elevation here is about 4000 ft. The weather was cool, misty, but no rain.

**At the finish line:**

Diane Koch, Debbie Romaine, and Mike Madden [behind Debbie on the R].

Mike is riding his borrowed bike from Spoke n Sprocket... as his bike broke down at the beginning of the ride- - read his story in September's COG newsletter.

Below, L, just as she finished- she is met by her family, daughter Cassidy and husband, Mike. Cassidy is quite the tandem stoker and Mike plans to train for and ride Ramrod next year.

Below, R, John Vipond was at the end of the ride to cheer us across the finish line. Here he celebrates Debbie's finish with a hug and a favorite cycling beverage.





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