

the cog-nitive courier

tacoma wheelmen's bicycle club newsletter

Ride Line: 253-759-2800

Web: www.twbc.org

since 1888

April 2003 Showers

TWBC's Daffodil Classic Bike Ride is Sunday, April 13 in Orting...



Come on out and support your club- www.twbc.org/daffodil.htm

Photo by Steve "Flash" Brown

Last Call for Daffodil Volunteers by Ralph Wessels

There are still vacant volunteer positions for the Daffodil Classic. In addition to having fun supporting our event, volunteers receive a T-shirt, get to ride for free, and can attend the volunteer pizza party afterwards. Go to the TWBC website to check what positions need to be filled or contact Cynthia Hammer at 752-0801. Volunteer positions for the Peninsula Metric and the Headwaters Century are also on the website.

The next Rides Meeting will be held on Monday, April 7 at 6:30 PM at Jan Brame's house, 1209 N Anderson in Tacoma. Call Jan at 759-6984 if you need directions. There will be pizza and soft drinks.

Annual Children's Safety Fair... Saturday, May 3 by Carla A Gramlich

For several years, Helmets on Wheels have been participating at the Tacoma Children's Safety Fair. We provide bicycle helmets for \$5.00. Included in that price is a custom fit. At this fair we have sold between 800 - 1000 helmets. That is a lot of helmets sold and fitted.

We need volunteers to help fit helmets on Saturday May 3 from 9:45 AM- 3:30 PM at Mt. Tahoma High School in Tacoma. (6229 S. Tyler) We will have two shifts (9:45 - 1:00, and 12:45 - 3:00). We do accept volunteers willing to work the whole day. In exchange for all continued on page 7 col 1

The COG Home Page



**TWBC Ride Line
253-759-2800**

**Next Club Meeting:
Tues, April 15, 2003
Spoke and Sprocket
Presents...**



Hey Riders... Use this handy chart to decypher the ride code listed on the Monthly Ride/Event Calendar on page 5....

RIDE CODE CHART

Pace Code: Average mph on flat surface:

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

Terrain Code examples:

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



Get yourself a new jersey!
Call Peggy... the Jersey Lady at
253-841-4458 or jerseys@twbc.org

Come to the Monthly Meeting!
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, Aug, Dec, and January.

club officers and volunteers

PRESIDENT

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

VICE-PRESIDENT:

Tim Payne, vp@twbc.org, 360-871-4478

SECRETARY:

Sandy Byrd, 253-474-6721, secretary@twbc.org

TREASURER:

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TOURING CAPTAIN and RIDE LINE Updates

Carel Davis, 253-857-5396, ridecaptain@twbc.org

NEWSLETTER:

Editor: Position Open Reporters: various members.
Email articles to: newsletter@twbc.org
Printed by Barb at Ocea Press in Downtown Tacoma.

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Bob Myrick, 253-473-7455, 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:

Position Open... Contact Prez Ralph

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equipment@twbc.org
John Lea, 253-770-5530

WEB Master:

webmaster@twbc.org
Ken and Cindy Stagg, 253-752-0925

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HEADWATERS CENTURY:

headwaters@twbc.org
Linda Higgins, 253-759-5480

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Mike Romaine, 253-507-2330
Peggy Fjetland, 253-841-4458,
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jerseys@twbc.org

ANNUAL PICNIC:

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





Ralph Wessels
TWBC
President

Have you been hibernating this winter and haven't exercised as much as you had planned? If so, come and TWBC on a ride. I am sure that you will find most of the riders feel the same. TWBC has a number of rides of varying distance and speed. The number of ride leaders has continued to increase and there are many new faces on the rides. Quite a few riders have already established goals to challenge themselves this year.

As President, I feel fortunate to have a great Board to work with. This group has a lot of talent and uses it to make TWBC run smoothly. I am very confident of the group's ability to work together, accomplish goals, and address whatever challenges occur. So to the Board, a big THANK YOU for being go great!

There are still a few TWBC positions that are vacant. The Director of Special Events, Publicity, Safety, and Newsletter Editor positions are or will soon be vacant. Please contact me at 857-5658 or any of the Board members if you have interest. Richard Patrick will be ending his hitch as the Newsletter Editor in June. Please read his article in last month's Cog for info on how the newsletter is published.

New Tacoma Narrows Bridge Construction Impacts Cyclists

I have been keeping busy with discussions and correspondence on the new Tacoma Narrows Bridge project.

The construction has created two concerns to TWBC, 1) bicycle detour routes and 2) the design of the permanent facility.

WSDOT and the Tacoma Narrows Contractors (TNC) have installed detour signing to route cyclists onto the Cushman Trail and side roads between the bridge and Olympic Drive. This route adds about 0.8 miles distance over staying on SR16. Signs have been installed banning cyclists between the bridge and Olympic Drive. Additional barriers have been installed on the shoulder of SR16 in preparation for increased construction activity.

This detour route will remain in effect until the 24th Street half interchange is completed in late 2003. At that point, cyclists will be able to use the portion of SR16 between the bridge and 24th Street. Stone Drive beneath the bridge will be closed. The detour route will have to coordinate with construction of the half interchange at 36th St.. The grade of the mainline will also be revised. In order to do this, the lanes on SR16 will be squeezed towards the center first and then squeezed to the outside. Accordingly, there will not be a safe area on SR16 for bicyclists to ride. Bicyclists will need to use the detour route for safe passage.

Tim Payne, Bob Vogel, and I met with WSDOT and TNC to discuss the hazards that remain on the detour route. They now understand what problems exist and

Continued on next column

plan to pave the shoulders of the buttonhook off-ramp just off of the bridge and Stone Drive beneath the bridge. This will provide the needed separation of bicyclists and motor vehicles.

The permanent route will have normal highway shoulders on which to ride. The 24th Street Bridge will have 5-foot bike lanes and sidewalks. The new bridge will have a 10-foot path on the south side and the sidewalk on the existing bridge will remain.

There is one serious design problem at the 36th Street half interchange on the southwest side of SR16. The on-ramp will consist of two general purpose lane and a HOV lane. There is also an off-ramp. Because of the multi-lane ramp, it would be a hazard to cyclists in crossing it, WSDOT decided to route cyclists under the ramps via a tunnel. Unfortunately, they did not do a good job of anticipating the amount of right-of-way needed to build a safe facility that would meet design standards.

The present proposal has a downgrade of 4.6% approaching the tunnel, a 1.8% downgrade in the tunnel, and then a sharp left with a 10-foot inside radius immediately upon exiting the tunnel with a 6.9% upgrade. The tunnel would be 10-feet wide and 10-feet high. There will be a 21-foot wall in front of the tunnel exit going towards the bridge. If cyclists don't hit the wall in front of them, they would lose all momentum before facing a steep grade. Since the exit is in a hole, it would likely collect dirt and debris and have possible drainage problems.

We will be continuing to challenge WSDOT and TNC on improving the design. TNC has informed us that they need to begin ordering materials March 31 so there is not a lot of time to do this. WSDOT claimed they have had to strike a balance between competing needs. That has been as close as they have come to admitting they screwed up on the bike route. We have informed WSDOT and TNC that their

Continued on Page 7, column 1

the vice prez sez



Timothy Payne
TWBC
Vice President

LET'S RIDE!!!

May — Port Townsend Rhody Ride Weekend Campout

The Port Townsend Rhody ride will be Saturday, May 10. The ride starts at 8:00 am at the Haines Place Park-n-Ride in Port Townsend, next to the Safeway store. All route options include exquisite scenery along the rural roads of East Jefferson County with distances of 32, 45, 55 and 62 miles. Most of these courses will grade out as B's or C's, rolling hills with a few longer climbs. I will be on the 62 mile ride. The registration fee is \$15.00 (Families are \$30.00 for two or more family members).

Sunday, May 11, 2003 meet at 8:00 am at the flagpole on the parade grounds at Fort Worden State Park. I will be leading a ride from there to Fort Flagler, a distance of about 40 miles this will be a 2B ride. Most of the ride is gently rolling hills with one longer, more difficult, climb. While there is a little route overlap from the prior day, most of the route will be on different roads with different scenery. The views from Fort Flagler are breath-taking.

May 9, 10 and 11 — I will be taking my fifth wheel trailer to Fort Worden State Park on Friday, May 9. It would be great to have company at Fort Worden. Overnight options include: your choice of camping styles, houses in "Officer's Row," or the hostel located in the park. For details and on-line reservations for camping or lodging go to www.olympus.net/ftworden. If Fort Worden is not appealing, there are lots of options in Port Townsend. You are responsible for making your own overnight arrangements. If you plan to overnight get your lodging arranged soon; Port Townsend is a popular place. Need help convincing your significant other to join you? Downtown Port Townsend offers one of the most eclectic collection of shops, all within walking distance, of any place in the Puget Sound region. If that is not enough, the Rhody Festival Arts & Crafts Fair will be going on in downtown Port Townsend. Hope to see you in Port Townsend

September — The "CHC" or Circumnavigate Hood Canal

Details are coming together for this ride. The dates are Saturday and Sunday, September 13 and 14, 2003. This is a cruise around Hood Canal, about 150 miles. We will be riding counter-clockwise. Yes, there are hills and some major climbs among those hills. We will start in Belfair at 8:00 am on Saturday morning. Saturday night we will overnight at Kitsap Memorial State Park. This detail may change as I am investigating a new Bed and Breakfast that is opening in Port Gamble. The ride will be sag-supported so, unless you want to weigh down your bike, all your gear can be transported in the sag wagon. If you are interested please drop me an e-mail at paynet@msn.com or call (360) 871-4478. Due to the logistics, there will be a limit of fifteen people for this trip.



Post Script

Over the past month I have had the pleasure of leading two rides for TWBC. As I have thought about it afterward, it amazes me that every ride can be so different. In late February I led a hearty group over a rather difficult course from Gig Harbor to Belfair. The all-guy group let those male hormones flow and it turned into a "training ride." At one point one of our riders remarked this should have been classified as a "4D" ride. We returned to Gig Harbor tired, but high on those exertion-released endorphins. Then there was the ride from Sumner to Black Diamond in mid-March. The weather forecast was not good but thirteen hearty souls showed up anyhow. We were rewarded with fabulous early spring weather, great food at the Black Diamond Bakery, and camaraderie over the course of the ride. One of our troupe even got very familiar with the road around Lake Morton (it's a long story) but we recovered him eventually to finish the ride. Every ride is different and has something to offer those who choose to participate. Check the ride line via phone or on the web, select a ride that looks appealing, lube your chain, pump up your tires, grab your helmet and LET 'S RIDE.

COMING ATTRACTIONS

The April 15 (get your taxes done early so you can join us) meeting will feature a perennial favorite of TWBC, a visit from our good friends at Spoke and Sprocket. These folks are real bicyclists and a wealth of information. Not to mention that they have afforded great support to club events and to many of our individual members. The program will be interesting and informative. In the words of the Men's Warehouse guy "I guarantee it."

The May 20 meeting will feature a presentation by members Rich Elgin and Susie Paxhia.

They own a business called **Postural Alignment Therapy** that is centered on posture and body muscle health.

Continued on Page 7, column 2



twbc monthly event schedule

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

| Day | Date | Time | Dist- ance | Ride Code | Leader | Call me at | Ride or Activity |
|-------------|-------------|--------------------|---------------|--------------|--------------------------------------|----------------------|--|
| Tues | 4/1 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Weds | 4/2 | 6:00 PM | 20 to 30 | 2B | Joyce Clifford & Peg Winsewski | 759-2393 475-3625 | Wednesday Knight Riders- ..Meet at Proctor Starbucks: N26th and N Proctor, Tacoma. Your bike must have lights. |
| Sat | 4/5 | 10 AM | 20 | 2B | Jlm DeYoung | 253-912-0757 | Ride around Olympia. Meet at I-5 exit 109 Park n Ride. |
| Sun | 4/6 | 9:30 AM | 45 | 2B | Louie Boitano | 253-922-1168 | Ride to Orting. Maybe Lunch? Meet at Freighthouse Square, Door #3. |
| Sun | 4/6 | ?? | ?? | ?? | Bob Vogel | 253-756-9984 | XC Ski with Bob. Call before this date and make suggestions where to go. |
| Mon | 4/7 | 6:30 PM | 0.0 | 0A | Ralph Wessels | 253-759-6984 | Special Events Meeting at Jan Brame's house |
| Tues | 4/8 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Tues | 4/8 | 6:30 PM | 00 | 00 | Ralph Wessels | 253-879-7455 | Board Meeting at Kim Ahn Restaurant |
| Weds | 4/9 | 6:00 PM | 20 to 30 | 2B | Joyce Clifford & Peg Winsewski | 759-2393 475-3625 | Wednesday Knight Riders- ..Meet at Proctor Starbucks: N26th and N Proctor, Tacoma. Your bike must have lights. |
| Friday | 4/11 | 2:00 PM | 20 | 2B | Carla Gramlich | 253-879-0115 | Friday Afternoon ride in Orting. Meet at Bell Tower in DT Orting city park. |
| Sat | 4/12 | 8:30 AM | 40 or so | 2B | Carol Davis | 253-857-5396 | Ride to Manchester for Brunch. Meet at Gig Harbor Park n Ride |
| sun | 4/13 | 7-11 | | 2B 2C | TWBC | www.twb- c.org | TWBC's Daffodil Classic in Orting see page 1 of this newsletter |
| Tues | 4/15 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Tues | 4/15 | Call | Call | Call | Call Ride Line | 253-759-2800 | TWBC Club meeting of 2003. See pg 2 for location, time, etc. |
| Weds | 4/16 | 6:00 PM | 20 to 30 | 2B | Joyce Clifford & Peg Winsewski | 759-2393 475-3625 | Wednesday Knight Riders- ..Meet at Proctor Starbucks: N26th and N Proctor, Tacoma. Your bike must have lights. |
| Sat | 4/19 | 8:00 AM | 60 | 2B | Steve & Phyllis Lay | 253-759-1816 | Spanaway Senior Center Pancake Ride. \$3 pancake feed. Meet at Starbucks in Proctor, N 26th @ Proctor in Tacoma |
| Sat | 4/19 | 9:00 AM | 30-35 | 2B | Louie Boitano | 253-922-1168 | Ride to Eatonville. Meet at McDonalds at 112th @ Pacific HY. |



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 |
|--------|------|----------------|----------|-----------|--------------------------------|-------------------|--|
| Sat | 4/19 | 9 AM | 50 | 2c | Terry DeWhitt | 206-271-8451 | Meet at Kent Russell Road Ball Park. Ride to Flaming Geyser Park, Black Diamond & Ravensville. |
| Sun | 4/20 | 9:00 AM | 51 | 2X | Ralph Wessels | 253-879-7455 | Ralph's Birthday Ride. Meet at Purdy Park n Ride. Happy Birthday to Ralph |
| Sun | 4/20 | 9 AM | 60 | 2B | Terry DeWhit | 206-271-8451 | Ride around Lk Washington to MerryMoore Park. Meet at Gene Coulon Park in Renton. |
| Tues | 4/22 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Tues | 4/22 | 5:45 PM | 15 | 2D | Dan Austed | 360-479-3711 | Silverdale Cyclery Hill Climbing for the next 6 weeks. Call Dan for exact start location. |
| Weds | 4/23 | 6:00 PM | 20 to 30 | 2B | Joyce Clifford & Peg Winsewski | 759-2393 475-3625 | Wednesday Knight Riders- ..Meet at Proctor Starbucks: N26th and N Proctor, Tacoma. Your bike must have lights. |
| Friday | 4/25 | 2:00 PM | 20 | 2B | Carla Gramlich | 253-879-0115 | Friday Afternoon ride. Meet at Proctor Starbucks. N 26th @ Proctor in N Tacoma. |
| Sat | 4/26 | 9 AM | 60 | 2C | Tim Payne | 360-871-4478 | Mason County. Meet in Shelton, Kneeland Park. Ride to Mason Lake- Union. |
| Sat | 4/26 | 8 AM | 80 | 2B | Carla Gramlich | 253-879-0115 | Renton for Lunch. Ride with Carla and Bunny . Meet at UPS Field House, N 11th St. @ N Union for this juant. |
| Sun | 4/27 | 10 AM | 52 | 3B | Wayne Vanderpool | 253-219-7140 | Meet at Roy Park n Ride to Ride around South Pierce County. Limited Facilities. |
| Sun | 4/27 | 9:30 AM | 20 | 2B | Anne Seago | 253-761-0709 | Ride around Pt Defiance 5 mile Drive. Meet at Skyline Park n Ride [about the 7000 block of West 6th Ave, Tacoma] |
| Tues | 4/29 | 5:45 PM | 15 | 2D | Dan Austed | 360-479-3711 | Silverdale Cyclery Hill Climbing for the next 6 weeks. Call Dan for exact start location. |
| Tues | 4/29 | Call | Call | Call | Call Ride Line | 253-759-2800 | Tuesday Morning Ride. Call Ride Line for details |
| Weds | 4/30 | 6:00 PM | 20 to 30 | 2B | Joyce Clifford & Peg Winsewski | 759-2393 475-3625 | Wednesday Knight Riders- ..Meet at Proctor Starbucks: N26th and N Proctor, Tacoma. Your bike must have lights. |
| Thurs | 5/1 | 6:30 PM | 12 | 1B | Carla Gramlich | 253-879-0115 | Thursday Family Night Ride. Meet at Federal Way BPA Trailhead. Call for details. |
| Fri | 5/2 | 10 AM | 50 | 2B | Carla Gramlich | 253-879-0115 | Ride to Orting for Lunch. Meet at Proctor Starbu 's. N 26th and N Proctor in N Tacoma. |
| Sat | 5/3 | 8:00 AM | 53 | 2C | Carol and Roz Davis | 253-857-5396 | Ride to Point NO Point to Kingston. Meet at Purdy Park n Ride |
| Sun | 5/4 | 8:00 AM | 50 | 2B | Carla Gramlich | 253-879-0115 | Ride to Sunbreak Cafe in Auburn for el gordo sized sandwiches. Meet at Proctor Starbucks , N 26th @ Proctor |
| Sun | 5/4 | 9:00 AM | 40 | 2C | Mike Madden | 253-564-2718 | Ride to Tacoma Art Museum Grand Opening. Meet at Starbucks at 40th & Bridgeport. \$5 admission. |

Bridge Construction, cont'd

other proposal to ban bicycles from SR 16 permanently is not acceptable.

For more info or to express concerns about WSDOT projects, contact: Dennis Engel, Project Engineer, 253-534-4644, EngelD@wsdot.wa.gov
Bill Elliot, Civil Design Review Mgr., 253-534-4645, ElliotB@wsdot.wa.gov
TJ Nedrow, Regional Bike/Ped Coordinator, 360-357-2728, NedrowT@wsdot.wa.gov
Paula Reeves, Bike/Ped Program Mgr., 360-705-7258, ReevesP@wsdot.wa.gov

Safety Fair, cont'd

your hard work we will treat you to donuts, coffee and lunch. You also receive lots of smiles and thank yous from a bunch of kids.

If you have never fitted helmets before or it has been a few years since you have, training will be provided on the evening of Weds. April 30 at the Roundtable Pizza, Olympia Room, N.26th and Pearl St. Pizza at 6:30 PM and training will start at 7:00 PM.

The Children's Safety Fair is one of the largest events to help promote bicycle safety... and I know that it is the time of year to get outside and bicycle but I am hoping that you can schedule some time to come down and help out your community. Call Carla at 253-879-0115 to volunteer.

Criterion comes to UP Volunteers Needed

The Spoke and Sprocket Cycling Club is putting on a USCF sanctioned Bicycle race in University Place on Saturday August 2nd. They need volunteers to be course marshals and/or help with registration.

There will be a pizza feed after the race for all volunteers. To volunteer contact Robert Deehan at (253) 272-9682 or by e-mail at deehare@earthlink.net.
Editor's Note: Robert promised to provide more info in upcoming issues of the COG.

VP Tim, cont'd

Their website www.4alignment.com offers more detail. The presentation will offer a "hands-on" demonstration. So get your poorly aligned, sore muscles to the meeting and see what Rich and Susie can do to whip you into top form.

If that is not enough, member Terri Dewitt, aka, "The Quiet One," will be taking us across America on a bicycle, her bicycle, via video tape and talk.

Terri is taking classes these days so we are working around her class schedule to get her presentation onto the program docket. I will be trying to schedule her for a twin bill in May or as the "Headliner" for the June meeting. By the way, if you see a ride led by Terri on the rideline, go ride with her, you will not be disappointed.

Clip and Save Coupon

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4alignment.com
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Soma Neuromuscular Integration
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Rich Elgin, LMP # MA12161
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Tacoma, WA 98408
\$10.00 OFF
FIRST SESSION

Want to Start Commuting? By Steve Gann of Velocity Cycles

Riding to work can be a great way to get in training miles and stay fit during the Winter. Before you take your first ride in to work, it's a good idea to plan a few things out ahead of time. Start by asking yourself these questions.

Will there be daylight to and from work?

You may need a rechargeable night light for visibility. A 10 watt handle bar light with a NiCad battery should be sufficient. You also need to be as visible to drivers as possible so the more lights and reflectors the better. Placing reflectors on areas in motion such as wheels, shoes, and pedals is the most effective way to be seen.

What's the safest way to go?

Your probably not going to ride the same roads as you would drive due to traffic concerns. Start driving different ways home and pay attention to the amount of traffic and space on the road. Are there bike paths? Wide shoulders? Street lights? Pierce Co. Library offers a great bicycle guide map that categorizes roads based on there traffic levels and safety for cyclist. www.piercecountywa.org/bikemap

Pre-ride

Take a test ride on your day off to see how long it takes to complete the ride. Pay attention to how you feel when you finish. Try to arrive with your lungs intact. You don't want to set a pace that will require a 20 minute cool down.

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Government Affairs Report



Bob Myrick
TWBC Director of
Community and
Government
Affairs

Greetings from down under in Auckland, New Zealand at the McDonald's Internet Cafe. I understand from my email that life goes on in Tacoma.

It seems there are bike access problems since the Narrow's Bridge construction started along SR16. People think the shoulders are too narrow. Down here, people would ride on those shoulders narrow as they are.

The State legislators are trying to repeal the tax money that flows to a paths and trails fund. They are also trying to eliminate the Commute Trip Reduction Program and other innovative programs to reduce congestion. I hope you can get involved. In Tacoma, I here the BN Railroad will abandon their spur track across Pacific Avenue so that Sound Transit can more effectively run the Light Link trolley. The rail right of way might make a good path thru the University of Washington campus and down to the Esplanade on the Thea Foss Waterway. It could also connect to South Tacoma Way and the future Water Ditch Trail. Anyway, there's alot going on so I hope you can get involved in non-motorized issues in your local community. I hope to have a Governmental Affairs meeting on my return on the first Tuesday in April at the Mexican restaurant in the Stadium District. Be there at 7pm if the first

Tuesday is after April Fool's Day. Otherwise, we will meet the next day.

Down here, life goes on. I leave on March 16 to ride the country north of Auckland for about two weeks and then head home. Down here, the hills are STEEP and the roads are ROUGH, like riding on gravel that is glued together with road oil. Ed Littleton and I agree that you need big tires on these roads to cushion the ride and that you need some low gears to get up the hills. The people and scenery are just outstanding. The Motorcamps are really suited for travellers like us. I hope you all are training for the Daffodil. I hope to see you there.

Commuting from page 7

Prepare the night before

Get things in order the day before your first commute. Pack your lunch, set your clothes out, check your bike, charge the lights, and maybe even bring your work clothes to work with you the day before.

Remember to layer your riding clothes. You could be faced with as much as a 20 degree difference in temperature from the ride in to the ride home.

Ride Safe and I'll see ya on the road!

(Excerpt from Velocity Cycle online newsletter)



New Members

Allan Raichart

Renewed Members

Sondra Johnston, Chris & Shawn Goodman, and Bill Swanson

Eddy Talks Tech from page 9

Most derailleur pulleys use a polished bushing that is "permanently" lubricated. Higher end pulleys use a tiny sealed cartridge bearing which has less friction and longer wear than a bushing. Derailleur pulleys spin at a very high RPM, especially in the bigger gears so a cartridge bearing reduces friction and drag considerably over a bushing type pulley and it keeps the crud out.

Freewheel and cassette bodies have spring loaded pawls in them that engage under load so you can put the driving force to your wheel. Most inexpensive units use 2 pawls and the standard is 3. More high end and exotic hubs use 4 and more pawls. Like bearings, the more pawls the better the load is distributed. Some manufactures also claim that more pawls decreases the time between freewheeling and engagement giving you greater "power transmission." You've probably noticed that some bikes make a more pronounced "clickety, clickety" noise when they coast. Those are the ones that have the greater number of pawls or....they need lubrication in a bad way.

Eddy (eddyj@galaxy-7.net)



1989 Tour Easy Recumbent with 66 inch wheel base, Indexed Shifting, 26-46-56 Chain Ring, 13-32 7 Speed Cogs, Sealed Bearings, Full Zipper Fairing, Fenders, Avocet CycleComputer, and Rack.

Call long time TWBC Member, John Joyce @ 253.535.6476

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Specialized Hot Rock Girls Mtn Bike
24" wheel, 21speed, grip shift,
purple \$ 1 5 0 . 0 0

Schwinn Caliente Road Bike 12
speed, 24" wheel, black....\$75.00

Mike or Debbie Romaine: 253-537-2330 or 253-381-3508



When you get as old as I am you tend to think of the past as the “good ole’ days.” When I think of bicycles of the past, my past that is, and compare them to today’s “technological wonders” the good ole’ days take a back seat to the present.

The declassification of exotic war machine elements since the fall of the “Evil Empire” has spawned a new generation of designs in bicycle building materials.

Titanium, carbon fiber and scandium are just a few of the exotic hybrids used in bicycle construction. As you’ve probably gleaned from passed articles from this writer, the thought of owning a high tech bicycle frame does not keep me up at night. I really have no need for carbon fiber handlebars, seat posts or cranks either. The area of high tech that I appreciate is in bearing design.

Actually, like everything on this earth, there is really nothing new about what today’s manufacturers use as a conveyance for the rotating surfaces of bicycle components. The “techno” industry is big bucks and has infiltrated every aspect and product in the modern world. So, when the focus on bearing loads and bearing surfaces became part of the technological incursion, I was pleased. That’s not to say that I agree with every idea or design that has taken shape but I do see the trend as good, believe it or not.

In days gone by every bearing on a bicycle was a ball bearing, that is to say, round. From front to back, headset to freewheel, there were ball bearings. It was as if there was little or no thought given to the load the bearing was supporting or it’s relationship to the type of forces exerted upon it. This was most evident in the headset. That’s the part that connects your fork to the steerer tube of your frame. The point where a ball bearing actually makes contact with the race is very diminutive, especially if the ball size is small to begin with, like a 3/32 found in headsets. The balls on a headset are sandwiched between 2 races on the top and bottom of the steerer tube and rotate in a horizontal plane. The force exerted on the bearing is from a vertical direction or perpendicular to the bearing race. The balls in a bearing are harder than the race. They have to be to stay round. So while you merrily ride along the south end of Beach Drive near Alki in Seattle all those cracks and ruts and holes in the pavement are turning your fork into an impact hammer. With every bone jarring thud the ball bearings are getting pounded into the headset races and making nice little dimples for the balls to rest in. A loose headset or narrow rims with narrow, high pressure tires will exaggerate the hammer affect.

Every time I had to replace a headset I would quietly raise my eyes to the heavens and beseech the Gods for a better design. Enter Stronglite. I don’t know when or exactly who decided to use roller bearings in a headset but Stronglite was the first one I had seen. I danced with jubilation. Stronglite uses roller bearings. A roller bearing is cylindrical in shape, not round. It has a much greater surface contact with the race and can function in a horizontal plane with a vertical load. You can hammer it all you like and it won’t pit the races, in normal use of course.

I have a Stronglite on my regular ride and in 7 years of use I have done absolutely nothing to it, besides a little grease. It is so easy to adjust and so velvety smooth even after years of all weather service, well lets just say that I’m pleased.

If you need a new headset I would highly recommend one that uses roller bearings. Some manufacturers use a combination of balls and rollers and some still use balls. Stick to the rollers, it will be the last one you ever need.

Bottom brackets have changed a bit since days of yore and I would say that a sealed cartridge is a definite improvement. That’s not to say that they are better than loose balls and cones in performance but they are way easier to install and are care free until they fail. Shimano came out with a splined bottom bracket spindle that only a Shimano crank will fit on. I figured they were just trying to make you buy their components and that’s why they did it (silly me). Well, according to Shimano they were improving the bottom bracket by using a larger diameter spindle. The standard tapered square spindle wouldn’t work with a larger spindle diameter so they came up with their latest form of crank attachment, the “pipe spindle.” Shimano claims that their larger spindle flexes less and is lighter weight (hollow models). What they forgot to mention is that they have to use smaller bearings to make room for the bigger spindle. Smaller bearings means they will wear quicker and create more friction. Even though the bearings in a crank turn slowly they are subjected to an appreciable load especially when riding out of the saddle. Shimano addressed the wear problem in their Dura Ace group by using needle bearings instead of balls. The Dura Ace cartridge will last longer than the other pipe spindle models but still have more friction losses than a standard tapered spindle with bigger ball bearings.

Ooooh... I hate to do this... but can’t on page 8, col 3 [editor]

continued next column

Bicycle Alliance Report

from Barbara Culp

State legislators are in the midst of intense debate over whether to raise taxes for a new 10-year State Transportation budget. The key issue is whether most of those new taxes will be spent on transportation choices and on road safety and maintenance, or on widening highways. Major transportation investments are crossroads decisions that shape our lives for decades largely determining the quality of the air you breathe, how much time you spend stuck in traffic (or breezing by on a bus, train, carpool or bicycle) and whether Washington has more bikeable and walkable communities or more auto-dependent sprawl.

Your state legislators need to hear from you **as soon as possible** that funding for bicycle and walking facilities **must** be included in the transportation package.

Please ask your legislators to **support routine accommodation** of transportation choices (like biking, walking, and transit) and to **prioritize safety and maintenance** because we should fix dangerous roadways before we build more.

It's helpful to include a project in your community that you use for riding or walking and be sure to include your name and address.

Don't know who your state legislators are or in which district you reside? Go to <http://dfind.leg.wa.gov/dfinder.cfm>.

Thanks for taking swift action!



We would like you to come out and ride with us... but you have to wear a helmet!

Bicycle and Pedestrian Advisory Committee Report

by Steve Brown

In March I attended the Bicycle and Pedestrian Advisory (BPAC) Committee meeting in Bothell. The meeting was at a community center right on the Burke-Gilman bicycle trail. Many people rode to the meeting.

Paula Reeves the State Bicycle and Pedestrian Coordinator facilitates the BPAC. The committee meets three times per year in different cities across Washington.

The committee has a Washington State Department of Transportation (WSDOT) member for each of the six regions in the state. Further, a citizen counterpart sits on the committee from each region. David McCulloch is our citizen representative for the Olympic Region. This region includes most of Pierce, Thurston, Clallam, Grays Harbor, Jefferson, Kitsap and Mason counties.

The committee discussed topics from statewide issues like rumble strips to regional issues like the new Narrows Bridge. The agenda started with a public comment period during which TWBC President Ralph Wessels spoke about the effect the start of the construction of the new Narrows is already having on cyclists. Also discussed were traffic safety, state touring routes, bicycle signage and possible closing of HWY 167 to bicyclists.

The state Secretary of Transportation Doug MacDonald gave a presentation on state bicycle issues. Peter Lagerway, the Seattle Bicycle Coordinator provided an insightful overview into years of trial & error. He highlighted how important bridge design is. A bad bridge can cause a life time of problems. He also talked about changing 4 lane roads into 3 lanes with a center lane and bicycle lanes on each side.

As the meeting was ending Doug MacDonald was interested in going on a bike ride on the Burke Gilman trail.

Even though it was raining many people couldn't miss the opportunity to ride bicycles with Washington State head transportation guy.

Perry White Bunk from page 13, cont'd

Well-spaced and equipped rest stops, lots of support, and a large turnout [from Portland, OR]. I've ridden the 100-mile loop in preparation for RAM-ROD... and it is quite challenging. The 100 km and 100 mile loops share the same finish where the last 6 miles include a "heart attack hill" of sorts with great scenery! One more thing: The first rest stop at 20 miles has had fresh maple bars. Me and Steve Brown [both donut artistes] were amazed. It's a two-hour drive from Tacoma... so it's worth attending. Email me and I'll tell where the brewpub is in Vancouver.

That's about it for me. Back into the bunker. Over n Out.



The DEADLINE for newsletter submissions is the third Friday of the month at 11:59:59 PM. Picture files must be at least 250 dots per inch... and articles are preferred saved

as a MS Word or RTF file....thanks, the Editor



Susie Stevens Memorial Ride

By Steve Brown [and other sources]

On Friday, March 21, Eight riders led by Carla Gramlich toured the University of Puget Sound, where Susie Stevens went to college, and other sights in Tacoma including a park dedicated to Scott Pierson. The rain never stopped, but we had fun anyway.

16 people met at Engine House #9 for dinner and drink. Carla was able to get a Proclamation from the City of Tacoma to Susie signed by the mayor. Susie's sister joined us for dinner and I think we even talked her in to riding the Daffodil Classic.

Here's some history about Susie from the Bicycle Alliance's website, www.bicyclealliance.org.

"The Bicycle Alliance of Washington and the Thunderhead Alliance mourn the tragic death of Susie Stephens, former managing director of the Thunderhead Alliance and former executive director of the Bicycle Alliance of Washington. At 8:30 am on March 21st, 2002 Susie Stephens was crossing a downtown street while on a business trip to St. Louis, Missouri, where she was consulting for conference on innovative approaches to transportation, when she was struck and killed by a bus." [end of article]



Carla presents Susie's sister with the Proclamation from the City of Tacoma after the Memorial Ride at the Engine House # 9 Pizza House. Photo by Steve Brown

Because of the Y2K scare (remember that?), a software fix that was supposed to alleviate problems will cause problems at the end of 2003. This bug will affect Cateye Astralle bicycle computers. The problematic computers will show the bicycle rider that they actually rode further and faster than they really did. At the end of the TWBC rides when every rider is comparing their mileage... there will be arguments over how many miles to show on their ride mileage sheet.

Eddy Johnson, who has been faceless for years, will reveal himself at a TWBC club meeting in the year 2003.

Tanya Harding moves to Spanaway with her mother and takes up bicycling to keep in shape for her upcoming movie. VP Tim leads a ride to Centralia with Tanya as a rider. Tim and Tanya hoot it up over some pints of Terminator Stout at the new McMinnimin's Olympic Hotel and Brewery in DT Centralia.

A special drink that makes your skin glow bright green in the dark becomes popular with nighttime joggers and bicyclists.

Deep-sea marine biologists will discover a miraculous baldness cure from a plentiful under-sea plant. This new drug will become a common over the counter drug by years end.

Now back to April's issue... I've had a couple of questions from people interested in the COG newsletter editor job. Two people have asked, "Do I have to use Adobe PageMaker and/or Adobe Photoshop?". The answer is, NO. Lots of newsletters are created using Microsoft's Publisher software. Microsoft Word [the word processing software] will create a nice presentable document, also. When it gets right down to it... the old method of physically 'cutting and pasting' onto a paste up board will work just fine, too.

In this months newsletter is the entry blank for the Vancouver [WA] Bike Club's Ride Around Clark County ride. Here are my comments: Great Ride! Pat and I have ridden the 100 km loop a few times and even in the rain... it's a great ride.

Sorry again...going backwards to page 10, col 3



This month there are extra pages in the newsletter to make up for the missing pages from previous issues. Last month's Bunk column was to be continued on page 13. Some of you might be wondering, as Paul Harvey says, "Stay tuned for the rest of the story".... Well

here is the rest of the article:

Next column



Tacoma Wheelmen's Bicycle Club
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April, 2003



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