



## SEPTEMBER 2 0 0 3

### Transportation Enhancements

By Chuck Morrison

If you think our modern infrastructure largely ignores the use of human powered mobility, please consider the seriously the following information.

On Thursday July 24, the Appropriation Committee of the U.S. House of Representatives voted to eliminate \$600 million a year from the Federal Transportation Budget that would be used largely for bicycle and pedestrian improvements. This is total elimination, not just a reduction.

Since 1992, less than 2% of Federal highway dollars have been granted to match locally initiated improvements like bike racks on buses, bike lockers at bus stations, crosswalks, pedestrian bridges, bike paths and more. This isn't a "big city only" program. The City of Twisp now has well identified crossings along SR20, while Spokane's Centennial Bridge replacement will safely accommodate non-motorized travel.

These were Transportation Enhancement projects. They were requested, planned and partially financed by local jurisdictions. In other words the improvements may have been years away, or may not have happened at all, without the federal match.

So why should the federal government care? One reason is because the same spending devices were used for motorized improvements from the mid 1950's up till 12 years ago. Our nation did not become auto dependant because cities spent their tax dollars. No, it took cities, counties and states to ask for road

improvements and they receive federal tax assistance.

Ok, so we over built on roads, so? So, we're going to remove spending to enhance the ability of individuals to travel about using their own power? The entire health care community is concerned that our population isn't getting enough physical exercise. Does cutting \$600 million out of a year's federal budget to improve human powered transportation alternatives make sense?

I don't think so!

If you agree, take the time to contact the office of your Congressional Representative before Labor Day. The full House will vote on the Transportation Budget when they return from recess.

Let them know spending on *pedestrian / bicycle improvements through the Transportation Enhancement Program is vital to our future.*

While you are at it call the offices of both your U.S. Senators and let them know ahead of their vote, you want the Transportation Enhancement Program to continue catching up with years of "road only" spending.

Looking at the entire federal budget, \$600 million is a small potatoes expense that will improve our ability to exercise our natural design nearly forever.



### AS THE WHEEL TURNS

Wheels have really been turning for a lot of TWBC members in August.

Ann Seago did another RAGBRAI. Members Diane Koch, Dena Wessels, Jan Brame, and Annissa Spechko participated in the 2003 Danskin Triathlon in Seattle. See the Dena's first installment about the experience.

Eighteen intrepid TWBC members bicycled the California coast for two weeks from San Francisco to San Diego. Well seventeen cycled and our injured touring captain, Carol Davis, drove sag for most of the trip. This was the first use of the club trailer for a trip and it worked great. The group is grateful for Tony Thomas' truck to pull the trailer. Travelers included Greg Torfin, Tom Barocan, Mary Kubiszewski, Jan Brame, Joyce Clifford, Sue Matthews, Sylvia Shiroyama, Holly Evans & Ken Levine, Jan Johnson, Roger & Marilyn Ehret, Toni Matson, Vern Martin, Bill & Sheila Swanson, and of course Roz & Carol Davis. The trip was approximately 650 miles, the weather was great, the hills long and the vistas awesome. However, Big Sur was socked in with very wet fog, so no view but cool for a long climb. There were all kinds of wildlife, from little lizards to elephant seals.

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

I have a follow-up to last month's column. Bill Newman now has a new bike to replace the one that was stolen. He purchased a new bike from Rainier Cycles, along with a hefty bike lock. Be sure you use it Bill! Several people contacted him with bikes they could loan. Thanks to those who offered their assistance.

The *Scott Pierson Gentle Ways Bike Trail* is becoming a reality and I could not be more please that this is happening. The Tacoma and Pierce County councils both adopted resolutions supporting the naming of the trail. There were a number of speakers at both meeting in support of this. Ben, Scott and Beverly's son, spoke quite eloquently of his father and how his vision and persistence influenced our community. It is a great way to honor Scott for his achievements and leadership in bicycle advocacy.

There were two fun bike events this past month. The University Place criterium was very successful. The racers did great and there was a lot of community support. A number of Wheelmen volunteered to help Spoke & Sprocket on this. I was a course marshal at corner #2 so had a chance to talk with some of the residents.

They would like to see it return next year. The other successful event was the TWBC picnic attended by about 25 Wheelmen. Thanks to Vern and Toni for organizing this.

September is the month that the budget is presented at the general membership meeting for scrutiny and then adoption. Please come prepared to ask questions and make suggestions. I'll be rewarding those who stay to the end with power gel. If you fall asleep, I'll leave it in your shirt pocket so you can re-energize later.

Another administrative item. The TWBC Board has also been working to clarify conflicting past policies and ones that were adopted so long ago that they had been forgotten. For example, does TWBC have a policy to A) protect membership information or B) share membership information with others? Answer: both A and B are correct as both policies had been adopted. (Note: TWBC has not released info for many years) Our goal is to have all TWBC policies on our website so they are clear and available to everyone.

September is my favorite month in which to ride, as the weather is nice and the scenery colorful as fall approaches. Be sure to ride at least one of the spectacular fall event rides. Tour de Lacs, which goes from Spokane to Coeur d' Alene, is an excellent 2-day ride with great food and views of the lake. The Peach of a Century, put on by the Salem Bicycle Club, is an excellent 1-day ride and goes past covered bridges. In the past, TWBC has also ridden with SBC the day before. I hope to ride the Manashtash Metric, as I understand it is memorable also. TWBC's Headwaters Century will be on September 7 starting in Enumclaw. Be sure to either ride it or volunteer to support it. Check with Linda Higgins (759-5480 or Cynthia Hammer 752-0801 to see if there are any volunteer positions left.

Ride safely,

Ralph Wessels

from the veep, cont from p. 4

The fair weather cycling season remains in full swing, so get out there and enjoy. Here's hoping your rides will be "annoyance free."

Reminder:

The regular club meetings will resume Tuesday, September 16, 7:00 pm at the South Park Community Center. There will be food and a, yet to be disclosed, program. Please join us!

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### As The Wheel Turns, cont from p1

There was a criterium in University Place.

A few members biked the Courage Classic which goes over three mountain passes in three days. Peggy Fjetland, Mike Romaine, Debbie & James Hushagen, Tim Payne, Jan Brame, and Robert Deehan raised a minimum of \$400 each to participate. The Courage Classic is a fundraiser for the Mary Bridge Children's Hospital's programs for sexually abused children. The ride is about 180 miles long and goes over Snoqualmie, Blewitt and Stevens Pass. The weather was perfect for the endeavor.

Members Bob Vogel and Koko Waters tied the knot. Congratulations you two!

The Annual Picnic was held at Vassault Park.

Drop me a line by email at [newsletter@twbc.org](mailto:newsletter@twbc.org) to include items for next month.



# The COG Home Page



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

**Next Club Meeting:  
Tues, Sept 16,  
2003**

**New Administration  
Sworn in. See old  
Friends and share  
cycling stories and  
food.**



Hey Riders... Use this handy-dandy 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](mailto: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](mailto:president@twbc.org)

### **VICE-PRESIDENT:**

Tim Payne, [vp@twbc.org](mailto:vp@twbc.org), 360-871-4478

### **SECRETARY:**

Sandy Byrd: 253-474-6721 [secretary@twbc.org](mailto:secretary@twbc.org)

### **TREASURER:**

Joy Roelofsz: 253-847-1843 [treasurer@twbc.org](mailto:treasurer@twbc.org)

### **TOURING CAPTAIN and RIDE LINE Updates**

Carol Davis: 253-857-5396 [ridecaptain@twbc.org](mailto:ridecaptain@twbc.org)

### **NEWSLETTER:**

Editor: Jan Brame Reporters: various members.

Email articles to: [newsletter@twbc.org](mailto:newsletter@twbc.org)

Printed by Barb at Onn Press in Downtown Tacoma.

### **MEMBERSHIP DATABASE and MAILING:**

Anne Heller: 253-761-0700 [databases@twbc.org](mailto:databases@twbc.org)

### **DIRECTOR OF COMMUNITY AND GOV'TMENT RELATIONS and BANQUET COMMITTEE**

Bob Myrick: 253-473-7455 [gac@twbc.org](mailto:gac@twbc.org)

### **DIRECTOR OF SPECIAL EVENTS:**

Steve Burgess [events@twbc.org](mailto:events@twbc.org)

### **PAST PRESIDENT:**

Not needed this year

### **MEMBERSHIP:**

Phyllis Lay: 253-768-1816

### **PUBLICITY:**

Please contact Ralph Wessels to volunteer.

### **Safety and Education:**

Position Open... Contact Prez Ralph

### **EQUIPMENT MANAGER:**

[equipment@twbc.org](mailto:equipment@twbc.org)  
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### **WEB Master**

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Ken and Cindy Stagg: 253-752-0925

### **DAFFODIL CLASSIC:**

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

### **PENINSULA METRIC:**

Diane Koch [pmc@twbc.org](mailto:pmc@twbc.org)

### **HEADWATERS CENTURY:**

[headwaters@twbc.org](mailto:headwaters@twbc.org)  
Linda Higgins, 253-759-5480

### **BICYCLE SHOW BOOTH:**

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### **JERSEY SALES**

Peggy Fjetland: 253-841-4458  
[jerseys@twbc.org](mailto:jerseys@twbc.org)

### **ANNUAL PICNIC:**

Toni Matson and Vern Martin:  
253-212-0781  
[amatson1@attbi.com](mailto:amatson1@attbi.com)



## the vice prez sez



**Timothy Payne**  
**TWBC**  
**Vice President**

### From the Veep

#### Flats and Other Annoyances

You are 50 miles into a really good ride; you're feeling really good, your stroke is smooth, your average speed is where you want it and then IT happens.....your bike starts to feel kind of unsettled, unstable and unresponsive. You look down and sure enough, your tire is going flat. I am not sure of the statistics, but I am willing to bet that 80% of all flats are on the rear tire (why would it be on the front? It's easier and much cleaner to change). So there you are on the roadside, looking for a good place to change a tire. Your rhythm destroyed, tranquility interrupted, now it's just another ride. Bummer!! (okay, I am a child of the sixties, I admit it!)

This series of events occurred on both of my last two long rides. I am beginning to think that flats are like hills; they are my friends, they build character and stamina. NOT. One of those was on the STP. I am very sad to report that I was

not alone. There were flats in the multiple dozens that I saw as I rode along, including my own just south of Tenino. Sharing information with my fellow cyclists and flat fixers (I talked to about 20 people on this subject), I found that all but one of the flats was caused by a carpet tack. Not a nail, not a staple, not a thumbtack, not a piece of glass, but a blue-black carpet tack. My unscientific survey suggests this phenomena occurred between Renton and Chehalis. Now, I would like to believe it was a fluke, a coincidence, but I am afraid the probability of that is much greater than winning the LOTTO. The only conclusion I can draw is that someone salted the road to "help" us cyclists on our way. I think the mentality of people who practice such misdeeds is akin to those who build and unleash viruses and worms into the internet. These are

vile, dangerous people who thrive on creating misery for others. They know they will not stop the event, so they try to inflict consequences on those who participate. I spend time thinking of ways to catch and punish these miscreants hoping to put an end to that sort of mischief. But I know that there are just too many of them out there, just waiting. Perhaps, we, the cycling community should invest in one of those very large electromagnets used by roofing companies and run it down the road just prior to a large event. Just a thought.

Then there is the unintentional road debris that causes its share of flats. I and about eight other TWBC members just returned from riding the Courage Classic along with about 410 other cyclists. We had near perfect weather and the ride was great. However, the first leg of the ride goes from Snoqualmie to Cle Elum with much of the distance on I-90. The shoulders of I-90 are a veritable trash bin. Are you reading this WSDOT? Particularly prevalent are parts and pieces of tire treads from highway trucking traffic. What I learned on this ride was that a good share of this tire debris carries fine

wire. A wire that easily finds its way through your tire and into your tube. Prior to this I always thought that stuff was quite harmless. Suffice it to say the trash bin took a significant toll on bicycle tires. Flats were many on the first day of the ride, including my own at the tail end of a long, fast descent just west of Easton. I found a nice little piece of wire stuck into the side of the casing, a small piece of tell-tale rubber still attached. I know that if these were flats on auto or truck traffic, something would be done to resolve the trash bin shoulders. The laws on dumping hazardous materials on the roads have been strengthened in the last few months. I doubt, though, that the courts would see the creation of tire debris the same as someone throwing a glass bottle out their window. I also doubt the State Patrol has the resources available to stringently enforce the law on even those who intentionally litter our highways with disagreeable materials. So that leaves us with the option of calling on WSDOT to step up shoulder maintenance activity.

Another cycling annoyance; this one is my fault and completely preventable, but is annoying nevertheless. Chain suck, that action when the chain gets wedged between the small chainwheel and the chainstays resulting in a crank that will no longer turn. Not fun anywhere, but even less fun ascending Stevens Pass. Most cycle mechanics will advise you that this malady is caused by one singular factor, assuming your derailleurs are adjusted correctly, poor chain maintenance. I knew before I left that I should have cleaned and re-lubed the chain, but it was late and I was tired, so the chain got a quick "lick and a promise." I paid for it. Fortunately for me and my cycle, I was able to get the chain dislodged from the jam with no damage to the drive train. The paint on the chainstays took a pretty good beating, however. Lesson learned – don't scrimp on maintaining your chain, it will cost you.

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# twbc monthly event schedule

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

Day	Date	Time	Distance	Ride Code	Leader	Contact at	Ride or Activity
Mon	9/1	9 AM	50	2 B	Ralph Wessels	253-857-5658	Olympic Meander. Dupont Starbucks Start.
Tues	9/2	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Sat	9/6	9:30 AM	50	2 A	Carla Gramlich	253-879-0115	Burke-Gilman Trail w/ lunch @ Redmond Town Center. Gasworks Park Start.
<b>Sun</b>	<b>9/7</b>	<b>7 AM</b>	<b>45, 65 &amp; 100</b>	<b>All</b>	<b>TWBC</b>	<b>253-759-5480</b>	<b>TWBC's Headwater's Century. Enumclaw High School Start.</b>
Tues	9/9	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Sat	9/13	9:30 AM	25	2 B	Jim DeYoung	253-912-0757	Lacy-Boston Harbor-Olympia. Exit 109 P & R in Lacy Start.
Sat	9/13	10 AM	58	2 X	Sandy Byrd	253-474-6721	Interurban to Gene Coulon Park w/ lunch @ Ivars or Kidd Valley. Sumner Souder Station Start.
Sat To Sun	9/13-9/14	8 AM	150	All	Tim Payne	360-871-4478	Circumnavigate Hood Canal; paynet@msn.com ; See Ride Notes.
Sat To Mon	9/13-9/15		100-140	All	Amer. Lung Association	800-732-9330	Trek Tri-Island; www.alaw.org See Ride Notes.
Sun	9/14	8:30 AM	100K Brevet		Seattle International Randonneurs	Web Site	SIR 100K Climbfest. Issaquah P & R Start. www.seattlerandonneur.org
Tues	9/16	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Sat To Sun	9/20-9/21	6:30 or 7:30 AM	40-120	All	Self	509-455-7657	Tour des Lacs. Spokane Red Lion River Inn Start. www.roundandround.com ; See Ride Notes.
Sat To Mon	9/20-9/22		100-140	All	American Lung Association	800-732-9339	Trek Tri-Island; www.alaw.org ; See Ride Notes.
Sun	9/21	8 AM	50	2 B	Carla Gramlich	253-879-0115	John Wayne Trail to Tunnel & return. See Ride Notes for details & starts.
Tues	9/23	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.





# twbc monthly event schedule

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

Day	Date	Time	Distance	Ride Code	Leader	Contact at	Ride or Activity
Sat	9/27	10 AM	30	2 B	Bob Myrick	253-473-7455	Roy for Lunch. McDonald's @ 112th & Pacific Start.
Sun	9/28		62 & 100	All	Salem Bicycle Club		Peach of a Century; Salem Start. <a href="http://www.salembicycleclub.org">www.salembicycleclub.org</a> ; See Ride Notes.
Tues	9/30	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Sat	10/4	7:30 AM	50K & 100K		Ellensburg Cross Country Ski	509-962-8040	Manastash Metric Century & 1/2 Century. Ellensburg Start. <a href="http://www.ellte.net/Xcski">www.ellte.net/Xcski</a> ; See Ride Notes
Sun	10/5	7:30 AM	50	2 B	Carla Gramlich	253-879-0115	Yakima Canyon w/ lunch in Selah. Ellensburg Start.
Sun	10/5	7:30 or 9 AM	14, 25, 36, 64	All	Cascade Bicycle Club	888-334-2453	Kitsap Color Classic. Kingston or Edmunds Start. <a href="http://www.cascade.org">www.cascade.org</a> ; See Ride Notes.

### September's Major Ride Notes: September:

**Trek Tri-Island:** 21<sup>st</sup> Annual fundraising tour of Friday Harbor, San Juan Island & Victoria, BC.

Occurs throughout Sept (13-15, 20-22); Day 1-55 miles, day 2- 45 miles, day 3-0 to 40 miles.

### Headwaters Century: TWBC 3<sup>rd</sup> Major Year Ride

starting at the Enumclaw High School w/ routes in King County.

**Tour des Lacs:** 13<sup>th</sup> Annual 2 day cycling from Spokane to Coeur d'Alene & back through Eastern WA &

Northern ID, w/ boat cruise available. "Six routes, 6 lakes, 1 river, 10 towns, & 12 food stops..."

Overnight luggage is sagged to your accommodations. Day 1: 40 miles, 40 + boat cruise + 38 miles,

84 miles + boat cruise, or 122 miles w/ 7000 feet of elevation change. Day 2: 40 or 78 miles. Raises

\$\$ for firefighters along routes. Approx. 800 riders.

### CHC or Circumnavigate Hood

**Canal:** Belfair Start @ 8 AM. Sag supported.

Overnight @ Kitsap Memorial State Park. Limited spaces.

**100K Climbfest:** Check out randonneuring @ [www.seattleranonneur.org/info/SIR\\_rando\\_intro.html](http://www.seattleranonneur.org/info/SIR_rando_intro.html) and find out what a 'brevet' is.

**09/21:** John Wayne Trail. Start @ UPS Field House @ 8 AM to carpool to North Bend. Regroup @ North Bend Starbucks @ 9 AM. Bring lights & lunch. Mtn or hybrid bike.

**Peach of a Century:** Start @ Chemeketa Community College in Salem. Peach pie @ end of ride. Approx. 500 riders.

**October:**  
**Manastash Metric Century/1/2 Century:** 15<sup>th</sup> Annual ride through scenic Central WA & along the Yakima River. Starts @ City of Ellensburg Public Safety

Bldg (2<sup>nd</sup> & Pearl). Supports Ellensburg X Country Ski Club, NW Weather & Avalanche Center (NWAC), & Cascades Conservation Partnership.

**Kitsap Color Classic:** 10<sup>th</sup> Annual bike ride of 3 main loops through the Kitsap Peninsula. Start either @ Edmonds Masonic Lodge (Dayton, between 5<sup>th</sup> & 6<sup>th</sup>) @ 7:30 AM, or Kingston Classic Cycles (Hwy 104) @ 9 AM. Three loops of 14 (Indianola), 25 (Hansville), & 36 (Poulsbo/Pt. Gamble) miles w/ expansion to 33, 43, 55 & 64 miles. Course opens @ 9 AM.



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

Hello Everyone. Ralph, Steve and I had a great dinner on July 7 at the Guadalajara Taqueria in the Stadium neighborhood at 1st and Tacoma Avenue. Our next meeting will be on Tuesday, October 7 at 7pm at this same location. We still need more advocates for the various communities that we serve. I will be in the Eastern Sierras in September hiking and biking with my friends Wayne and Sue. Check out their website at waynesue.com. They put on some great economical trips locally and thruout the world.

Here in Tacoma, things continue to happen. With regard to trails, by now the County Council and City Council should have approved resolutions to name the SR16 Trail after our friend Scott Pierson who died on his bike two years ago. Scott was the City Planner who continually promoted bicycling for recreation, health and transportation. He discovered the WSDOT had promised a trail in 1974 as mitigation for SR16, but somehow it never got fully built. Ralph and Tim Payne are continuing to work with WSDOT on the detour route across the Narrows Bridge. The current issue is the proposed four foot



wide shoulder coming off the bridge towards Tacoma. Standards call for a five foot width, but there doesn't seem to be space available to provide five feet. The original detour called for all cyclists to use the northerly sidewalk on the bridge and use North 10th Street for a detour. Pierce County Parks continues to work on extending the Cushman Powerline Trail beyond Gig Harbor to Purdy. We hope the Scott Pierson Trail will eventually connect better with the Cushman Trail. Some of you may have noticed the US House of Representatives has dropped proposals for TEA 3, the third round of federal enhancements programs for providing improvements for pedestrians and cyclists. They did say that individual States could still use monies for non-motorized projects if they decided it was a wise use of federal highway monies. Hopefully, the Senate will still push for TEA 3, but I am not hopeful since the Bushites control Congress now.

The Yelm to Lacey Trail, named the Chehalis-Western, is now complete so you can ride from Yelm to Lacey on a paved trail financed by federal enhancements monies. The trail is about 12 miles long, maybe 15 miles. You can park at Yelm City Park and the trail is just across the street. Food is available in Rainier just before the trail turns north. Out in Wilkeson, the Foothills Trail Coalition is rebuilding a bridge so that the locals can use the single track trail running up to Carbonado from Johns Road. As soon as the County gets it's act together and purchases the

right of way down to Lower Burnett, we can travel along single track along Gale Creek. Then, we can travel up to Buckley along the single track or down to South Prairie and Orting. Pierce County's proposed Critical Areas Ordinance may adversely affect us as it calls for trails to be located 150 feet from streams unless there is no reasonable alternative. We think trails should be the highest and best use along streams. Closer to Tacoma, the Milton Trail may be constructed next year. We are still requesting information from Sound Transit about building a trail thru the UW campus along rail right of way. It could meet up with the proposed City Water Ditch Trail.

There are several concerns on roads thruout our area. In Tacoma, COSTCO is financing road reconstruction along Steele Street thru Lincoln Heights. We don't know if it is being built to accomodate bikes. The Murray Morgan Bridge(11th Street Bridge) is still in danger of being removed by WSDOT. Several people bike across it every day. A non-profit group has been formed to save the bridge. They meet at Johnny's Dock Restaurant on a weekly basis. Contact Clare Petrich if you want to save the bridge. You may have noticed that Sound Transit and the City were about to eliminate Bay Street, the road we use to ride from Puyallup River Road to downtown. Fortunately, the local business people were able to persuade the City and Sound Transit to provide a tunnel under the new railroad tracks. The Roy area railroad track crossings are owned by the City of Tacoma and cyclists continue to fall while crossing these tracks. In Sumner, there is active construction north of  
**cont p8 col 1**



**New Members:**

Linda Boatman, Holly Evans & Ken Levine, Jan W. Johnson, Roger & Marilyn Ehret, Stacy Buhler, Lisa Hill.

**Renewing Members:**

B. Menanteaux & L. Ricigliano, Janet Stanley, Linda Kimbell, John Davis & family, Mike Springer, Linda Shiraiwa, Jan Brame, Fletcher Kistler, Susan Coley, Milton Loflin, Edward Josberger, Tim Barocan, Bob & Lois Baxter, Bob & Koko Vogel.

**Gov't Affairs cont. from page 7 col 3**

town that may affect our route to Auburn and beyond. Let us hope that Sumner is properly considering the needs of cyclists because I don't have time to be everywhere. We need a Sumner person to push for the trail along the river, to push for street repairs by the Cannery Furniture store and to monitor road construction.

A few other matters have come to my attention. The University Place Town Center project continues to move forward. Someday, you could live downtown and get on a shuttle bus to carry you to the Sounder train at South 56th and whisk you off to work in Seattle. You could easily live there without need for a car. In Chicago, Mayor Daley rides his bike to work sometimes. Chicago has employed a Homeless People's agency to clean the streets. As you all know, littered streets continue to be a major problem in Tacoma. I will try to have a few scholarships available for the Footprints and Bike Tracks

**Bike Tech cont. from p11**

Gregg Lemond beat Laurent Fignon by 8 seconds in a time trial in the Tour de France. There are those that say he won it because he used aero bars and an aerodynamic helmet and Fignon didn't. All that gear including a rear disk wheel, a flat back position and skinny, skinny tires with 160 psig in them. Imagine all that suffering for 8 lousy seconds. How much do you think you'll gain by going aero?

The best aerodynamic advantage in the world is still the pace line. Suck somebody else's wheel and you'll notice the difference for sure, even if you're on a 40 pound Huffy.

Eddy (eddyJ@galaxy-7.net)



1996 Specialized Stump Jumper w/Rock Shox, Shimano Deore LX components, street and off road tires, Cateye computer, toe clips, excellent condition not ridden in two years. Can send picture. 253-925-0606 \$150 OBO  
cathylee@harbornet.com

**Triathlon cont from p 10**

the pack the water was still choppy. My time estimate was 45 minutes to one hour. I just wanted to finish the swim. At Expo, Edwards had told a story. She always swims with the last swimmer, bikes with the last cyclist, and walks with the last person to finish. One year a woman crawled out of the water, headed for her bike, opened the picnic basket there, sat down and started munching on a piece of chocolate cake. She had achieved her purpose: she survived the swim.

I was determined to survive the swim, not use a noodle, and take as much time as needed to reach the safety of dry land. I tried different strokes, and settled into the one that seemed to work best for me then: the breaststroke, where I could keep my mouth mostly in air, (glub, swallow water), and I could see where the next kayak was. I was also able to see the colors of the next waves that overtook me, and get out of their way. It is not unusually for people to swim over other people in these events. At least five cap colors went past me. By sheer determination I did swim past four kayaks in a row. My mirrored goggles only fogged up a couple of times, but I could see with the sun in my eyes. Then we hit the home stretch after the third buoy. The organizing committee had tried to clear most of the green millfoil from the course. But still, if you're not swimming the crawl, the butt and legs tend to naturally drop out of horizontal. Think warm chocolate sauce dropping down an ice cream scoop. Now I'm not saying that all of the horror movies that involve water scenes came to my mind, but stuff lightly touching your feet and legs can drive you forward at a faster clip, believe me. Others I talked to afterwards told me that they could see 'things' moving when they looked down in the water. That concrete ramp looked great. Walking on dry land was a thrill. I had accomplished the first portion of the Danskin in 35 minutes. But it wasn't chocolate cake awaiting me at my trusty Rodriguez for the next stage: it was a Power Bar and Gatorade; Color Blue; Cold.



# *the Picture Page*



**California Dream Girls, Mary, Jan Sheila & Joyce**



**TWBC at Leavenworth for Courage Classic**



**3,742 bikes racked & ready at the Danskin Triathlon**



Danskin Triathlon Experience: Swim  
By Dena Wessels

"I'm a gonna die." That was my thought as I stood on the concrete boat ramp leading down into the water @ Genesse Park, the 7 a.m. Swim site of the Danskin 2003 Sprint Triathlon in Seattle on August 17. Not the prep and plant, or the roast, toast and scatter kind of die. But the kind where you fall flat on you face, that certain sinking feeling that you'll be a "DNF" (Do Not Finish) participant. As I looked out over the waves of women that were already swimming the course, I tried to remember what the heck I was doing there. At the Expo the previous day, Ironman Triathlete and Danskin spokesperson Sally Edwards had lectured to us first timers that when the butterflies were doing loop de loops in our stomachs prior to us submerging, we should be thinking of why we chose to do the event in the first place. Only my butterflies felt like that big Boeing plane that ran out of gas and splashed down into Lake Washington a few months ago. Did I mention that Genesse Park is on Lake Washington?

Why was I here? Back in February, I had seen a flyer for the Danskin in the Pearl St. YMCA. I'm a TWBC solid 2A bicyclist, and I have run in races a few years back. O.K., so the gray haired grandma I had set my sights on keeping up with in my first road race, did beat me across the finish line, but that was in the past. So my ex-Navy Seal Scuba diving instructor barely passed me in the swim test, though I did the required two different strokes for the six lengths of the pool. I got myself from Point A to Point B, the purpose of the test. Here I had a full six months to prepare for this little task of a ½ mile swim, 12-mile bike ride and 3.1 mile run. The Y was putting on monthly training sessions, with experts. There was the camaraderie of the other women I'd be training with. Some TWBC members had also entered: Jan Brame, Dianne Koch, and Annessa Spechko. It seemed like it would be fun. You know, like doing the STP for the first time. With enough

practice and effort on my part, I'd earn that T-shirt!

Luckily the YMCA is a place where one can access all kinds of assistance. I started with weight training, spin classes and swim lessons. As I learned, the legs weren't the real muscles used in swimming; it was the upper torso that provided the power so my biking leg muscles weren't going to do anything for me here. The women's only weight training class (Women On Weights, or 'WOW') strengthened my arms and shoulders, usually not the strongest area on a cyclist. I was even able to drop a few pounds (somewhere on my body, according to the scale). I'll save telling about the spin classes for the bike section. But the swim lessons would prove highly valuable for someone who had gone down for the third time in Atlantic Ocean waters as a three year old, before my mother yanked me out of the surf. I definitely had to get use to having my face in the water and moving more efficiently from Point A to Point B.

On this Sunday we actually had to go from Point A to Point B to Point C. The course was a triangular one, 150 meters to the first six-foot neon orange CPU buoy, 400 meters to the next buoy, then 250 meters to security of dry land. Seattle is the largest women's only triathlon in the world. There were approximately 4200 women participating, with the swim sectioned off into 42 waves of 100 to 150 women per wave, each leaving at three-minute intervals. Jan was in wave 5, Dianne in wave 7, me in wave 10 and Annessa in wave 23. Every wave was designated by one of six swim cap colors. Lining the course were 35 people in various kayaks (one had a small dog along for the ride), 35 life guards on surf boards (the majority of which were male and appeared to be under the age of 20), and 35 'swim angels,' mostly women in wet suits, w/ swim noodles (think six foot long pieces of Styrofoam spaghetti, about six inches in diameter, that you could place under your arms to help you float). Did I mention that in this event we could hang onto the kayaks?

Hour long swim lessons occupied my life two to three times a week for that six month period. We started with basic drills, and practiced various strokes to move us in the water.

Any stroke was legal, and I practiced all of them, even the dog paddle. My instructor had to figure out how to teach an exercise-induced asthmatic. The more I swam, the harder it was to exhale fully and then inhale. I have conquered this somewhat when cycling, having just reached normal lung function as of this year. My breathing still sounds like a freight train, but in the water, the main thing was sucking in air rather than water. Having wet hair part of the day seemed to be a natural part of my week. My Y group even hooked up with the Masters Swim Program in Federal Way, were we were treated to several open water early morning swims in Steel Lake. There's a difference between swimming in a pool and a lake, so we practiced. And practiced.

But, like the STP, there is no substitute for simply being in "The Wave". The red caps surged into the water toward Buoy 1, as we blue caps trudged down the ramp to waist high water. Edwards gave each wave a small pep talk and rally. Our mantra: "I am the best swimmer and I can swim well!" We said that several times out loud, psyching us up for the task ahead. On the last mantra I added, "I wish!" under my breath, but it made the gals around me laugh. Then some swim angels raised their noodles like starting gates and we were splashing off. Did I mention the first swimmer in the Elite (1<sup>st</sup>) group swam the course in nine minutes?

During the first few minutes of an event, there is a time where you have to get comfortable and get into your rhythm. Maybe my rhythm was somewhere in the 9/8 beat of Middle Eastern music instead of the 4/4 beat of Western music. I never got my rhythm. I purposely stayed in the back of the pack while they surged ahead and followed my plan of action: swim from kayak to kayak, hang onto each for 10 to 15 breaths, thank them and swim on. I swam for the first one, reached up to hang on and sounded like a freight train fighting it's way up the Continental Divide. It was sweet that every kayaker would ask me if I was all right. One lady that started out when I did was already with a swim angel and was using a noodle, and she kept it and the angel for a good 2/3rds of the course. Even at the back of





What is the significance of being "aero?" How do aerodynamics affect a typical TWBC member? Should aero dynamics be a factor in purchasing a bike or any other components or accessories one should require?

I think I can help answer that question with another question. Do you wear a skin suit when you're pedaling? I'm going to assume most of us don't, so you can forget about aerodynamics. Maybe forget is too strong a term. Let's just say that it is not as important as the world of cycling would have you believe.

The way one glides through the air definitely has an affect on how fast you go and how much energy you need to get there. It's turbulence that creates drag so the less stuff "sticking out" the less drag there is and the faster one can move for the same amount of energy. Lance Armstrong helped design the time trial helmet he used at the Tour de France because he had the bucks to pay for wind tunnel testing and he's a techno freak. The previous design showed turbulence between the back of the neck and the bottom of the helmet in the wind tunnel so Gyro made some changes. How much of an affect those changes made on the outcome of his efforts in the Tour is hard to say. If you or I wore that helmet,

well, let me just say the only affect it would have on me is that my head would sweat much more than it does with a conventional helmet. Discomfort would be the result for me since time trial helmets are not made to feel good.

That's really what this is all leading up to. Comfort is much more important for riding than aerodynamics.

I remember when aero brake levers first came out. No more cable sticking out the top of the lever, now it was hidden under the bar tape. I think it looks a little neater but just how much time have we saved by using them instead of the old style? In order to gain the benefits of "aero" equipment one has to travel at speeds in excess of 23-26 mph depending on the equipment. To gain an advantage with aero wheels one must ride in excess of 30 mph. That's not easy and not typical of anyone who doesn't race. I'm sure there are many times that any one of us have gone that fast on the flats under our own power. It's fun to push yourself and go flat out when the urge strikes but I dare say that is not the normal pace for the majority of bicyclers. All that stuff touted as aerodynamic is totally worthless unless you race and you can even narrow that down to time trialing.

Since I can remember I've used the standard drop bar on a road bike. Drop bars were made for racing so why not look at something made for riding? I put on a Priest bar. It looks like 2 upside down "U"s joined by a little piece of straight bar in the center. Just enough for a stem to clamp to.

The ends drop about 6 degrees below the horizontal plane and when you install them they sit about 10 degrees lower than the stem at the shifter end. I used bar end shifters. I had read about these bars in various publications and people just raved about their comfort, style and utility. I tried 2 different stem lengths and many different heights and angles. Maybe I'm the odd man out but I just couldn't come to grips with these bars. I used them for 2 weeks and they were not my cup of tea. I'm back on the drops and very happy to have them, thank you.

The drop bars I now have are a product of trial and error. I've had many styles of drop bars. Shallow, medium and deep drop, ergonomic with cable grooves, some that flared out at the drop, some that curved back at the top, track bars and narrow bars.

Get what's comfortable. Try different stems too and ALWAYS keep your bars as close to your saddle height as possible, even higher but not lower. It can be rather pricey to try this stuff unless you take really good care when you install them. I've been able to return bars and stems I didn't use as long as I didn't scratch them and I returned them in the condition I bought them. A lot of shops have used stems and bars and new ones that people wanted changed when they bought their bike.

The whole idea of trying different styles of equipment is to get as comfortable as you can on your bike so you enjoy it more and feel good after a long distance ride.





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