



the cognitive courier

tacoma wheelmen's bicycle club newsletter

Web: www.twbc.org

Ride Line: 253-759-2800

OCTOBER 2003

Bicycle Alliance of Washington Auction

TWBC has again reserved twenty seats at the BAW auction to be held on November 15 at the Scottish Rite Temple on Capitol Hill in Seattle. Tickets are normally \$40 but TWBC subsidizes half the cost for members. That means it costs you only \$20 for dinner, complimentary beer and wine, and a fun-filled evening at the auction. The rules for getting a ticket are you must be a TWBC member and Joy Roelofs, Treasurer, must receive your \$20. Tickets are on a first-come basis until gone. Reservations with a delayed payment will not be taken. Twelve of the tickets were sold at the September club meeting. The next eight should go fast. Check with Joy at 847-1843 or treasurer@twbc.org for availability. Don't delay!

Also in order to hold an auction, the BAW needs auction items. Excursions, adventures, tours, cabins, bike gear, tickets to events or places, homemade jams, etc. are all popular. Contact the BAW at 206-224-9252 or info@bicyclealliance.org to donate items and support bicycle advocacy.

Headwater Century Ride Success Story

by Linda Higgins

Although gray skies and occasional light showers greeted Headwaters Century riders in the morning on September 7, they were rewarded by comfortable riding temperatures and a few sun breaks as the day went on. Approximately 380 people registered for the ride. Although some of the preregistered people decided not to ride in the first rainfall in weeks, there was a good turnout considering that weather conditions were not optimal.

Riders enjoyed the varied scenery, including farmlands, forests, and charming small towns. As on all
cont. p.10 col 3

Fire scorches the Kettle Valley Rail Trail by Steve Brown

You know you've found an international bicycle destination when you keep seeing German cyclists on holiday. I have only been fortunate enough to find these choice bicycle adventures twice in my life time. Once was the trip down the Oregon coast, which many of you have probably enjoyed over the years. The other time was my first experience doing a five-day mountain bike ride on the Kettle Valley Rail Trail near Kelowna, British Columbia.

In 2000, three members of TWBC, Toni Matson, Carla Gramlich and Steve Brown biked this part of BC. The north end of our journey included Myra Canyon with 18 restored railway trestles and numerous tunnels built in the early 1900s. Our final night on the trail was spent at Chute Lake Resort near Penticton, BC.

Last month the Okanagan Mountain Park wildfire consumed over 50,000 acre of land and over 200 homes in the town of Kelowna, BC. Also destroyed were a majority of the old wooden trestles and the wooden decking on the few metal trestles. Left are the trail and tunnels with no way to easily traverse the void left by these trestles some longer than 400 feet.

Who would have thought such an adventure could be removed from the face of the earth, but it happened. Efforts are already in place to rebuild, but it will take time and millions of dollars.

Now getting back to the Oregon coast or your favorite ride near Mt. Rainier - I suggest you do these rides as soon as possible. Stranger things have happened - fires burn, earthquakes happen and mountains erupt (which is how the RSVP ride got started, but that's another story).

Finally, there is good news to report from BC - the rustic and very old Chute Lake Resort was evacuated as the fire neared, but only a single cabin was destroyed by the fire. The Kettle Valley Railway, this small piece of Paradise is lost, but not forgotten. Only time will tell if it can be rebuilt.

Related web sites: <http://www.planet.eon.net/~dan/kvr.html> and <http://www.chutelakeresort.com/>



Ralph Wessels
TWBC
President

Congratulations to Linda Higgins and her volunteers for putting on a great party, the Headwaters Century, for 380 bicyclists. The riders I talked with thought the ride was great. Thanks to all of you who made it so.

This past month, the highway lobby nearly managed to abscond with the Transportation Enhancement funds. The House Appropriations Committee inserted section 114 that would have eliminated the federal funds for bike lanes and pedestrian improvements. Rep. George Nethercutt from Spokane, who sits on the committee, voted with the majority to cut the funds. If the full House had approved the transportation bill without modification, the money that had helped build the Foothills Trail, made University Place pedestrian and bike friendly, and provided non-motorized improvements throughout the State would have been history.

But we didn't let that happen. Our club and membership joined in a nation-wide, grassroots effort to influence our elected officials. When the amendment to delete section 114 was put to a vote, 100 Republicans voted with Democrats to restore the

funding. From Washington, only Representatives Jennfier Dunn and Doc Hastings voted against the amendment. Apparently, even Rep. Nethercutt had become enlightened through his constituency as he voted to restore the funds. (Read the nice letter of strong support we received from Rep. Adam Smith that is elsewhere in the Cog.)

The lessons from this are fourfold.

First. Many voices speaking together will be heard. In Washington, the Bicycle Alliance of Washington is our statewide bicycle advocacy organization. TWBC has worked with them on many issues. Join BAW and help them help us. You can contact BAW at www.bicyclealliance.org or 206-224-9252.

Second. Keep your membership and particularly your email current with the TWBC database manager, Anne Heller. Send updates to her at database@twbc.org or call her at 761-0709. This allows TWBC to send action alerts when needed as well as other bicycling items of interest.

Third. Be alert both politically and to what is happening in your community. Does your elected and public officials know the importance of creating livable communities? Do planned road improvements include facilities for pedestrians and bicyclists? Be sure to politely express the importance of these to both your elected and public officials and ask questions about projects in the planning stage. And thank them when they do good things.

Fourth. The support of non-motorized transportation tends to be an individual thing rather than being driven by political party affiliation. Many Republicans and Democrats strongly support bicycle and pedestrian improvements. However, there are obviously others who would cut the funds in a heart-beat.

Ride safely,

Ralph Wessels

September 9, 2003

Ralph Wessels
President
Tacoma Wheelmen's Bicycle Club
PO Box 112078
Tacoma, Washington 98411

Dear Ralph,

Thank you for taking the time to contact me regarding transportation enhancements. Please allow me a moment to share my thoughts with you on this matter.

The transportation enhancements program was created as a dedicated set-aside for projects that allow communities to increase bicycle and pedestrian access, and to develop scenic and historic preservation assets. The program has increased federal spending on these types of projects from \$6.6 million in 1990 to \$330 million in 2001, leveraging millions in local match and private investment. Congress established the transportation enhancements program to guarantee constituents that adequate funding would be targeted to small-scale, community-initiated, locally selected transportation projects.

The transportation enhancements program was threatened this year and not initially included in the FY 2004 Transportation and Treasury Appropriations bill. However, an amendment was offered on the House floor to fully restore dedicated funding to the transportation enhancements program and was agreed to by a vote of 327-90. I supported this amendment and support the transportation enhancements program.

cont. p10, col. 1

The COG Home Page



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

**Next Club Meeting:
Tues, October
21, 2003**

**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

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:

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

TOURING CAPTAIN and RIDE LINE Updates

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

NEWSLETTER:

Editor: Jan Brame Reporters: various members.

Email articles to: newsletter@twbc.org

Printed by Barb at Onn Press in Downtown Tacoma.

MEMBERSHIP DATABASE and MAILING:

Anne Heller: 253-761-0700 database@twbc.org

DIRECTOR OF COMMUNITY AND GOV'TMENT RELATIONS and BANQUET COMMITTEE

Bob Myrick: 253-473-7455 gac@twbc.org

DIRECTOR OF SPECIAL EVENTS:

Steve Burgess 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

John Len: 253-770-5530

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Linda Higgins, 253-759-5480

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Mike Romaine: 253-537-2330
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JERSEY SALES

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jerseys@twbc.org

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



the vice prez sez



Timothy Payne
TWBC
Vice President

Approaching Crisis

I ran across an article paper the other day that has been published in the American Journal of Public Health, September 2003. It is titled "Safe Walking and Cycling to Improve Public Health: Lessons from The Netherlands and Germany" by two PhD's Pucher and Dijkstra. A few quotes from the paper will give you some insight, I hope

"The United States is gripped by a worsening epidemic of obesity... Estimates of obesity based on clinical measurements of weight and height are considerably higher [than data from nationwide surveys], indicating that in 2001, 31% of the adult population was obese and 64% was overweight. Many studies suggest that the lack of physical exercise is one important reason for the alarming trend toward obesity. Similarly, the US Surgeon General specifically recommends more walking and cycling for practical, daily travel as an ideal approach to raising physical activity levels."

"There are two problems with proposals to increase walking and cycling: their current danger and inconvenience in most American cities." As documented in this article, walking and cycling in the USA are much more dangerous than car travel, both on a per trip and per mile basis. "Moreover, the lack of proper pedestrian and bicycling facilities makes walking and cycling not only unsafe but also inconvenient, slow, unpleasant, and infeasible in most places."

The statistics researched and summarized in this article are downright disheartening. Pedestrians are 23 times more likely to be killed, per kilometer traveled than car occupants in the US. Cyclists don't fair much better at 12 times the death rate per kilometer traveled. Compared to the "lessons learned" countries in the article, American pedestrians are three times more likely to be killed than German pedestrians and over six times more likely than Dutch pedestrians. Cyclists in America are more than twice as likely to be killed as our German counterparts and more than three times as likely to die as cyclists in The Netherlands. Injury rates are much higher: an American cyclist is eight times more likely to be injured in the US than in Germany and about 30 times more at risk for injury than a Dutch cyclist.

The article goes on to describe measures that have been used in Germany and The Netherlands to make walking and cycling far more popular and much safer than in US cities. After finishing the article I wondered if I should ever get on my bike again, or enjoy a stroll up the road. Then I started to get angry. Why should this be? Why should we in the US depend so heavily on the auto that we are willing to risk the lives of people who choose a different mode? To top it all off it is double jeopardy, not only are we at risk as pedestrians and cyclists, we are at risk because we are at epidemic proportions of being overweight! To add insult to injury, we have elected officials trying to undo funding, both state and federal, that supports enhancements of

non-motorized uses. Have we, as a nation, gone mad?

As I have cycled many of our state and county roads over the past year I see things that simply do not make sense. Disappearing shoulders, botched chip seal jobs, road debris, construction detours that are dead ends or just too dangerous to use, rumble strips that force you into drain grates, the list goes on and on. Then I see plans for new trail systems. On the surface they appear to be great improvements. But when you get into the details of the design, there are significant disappointments. All consideration for safety and convenience is given to the auto by the people who design, operate and maintain our roads. Minimal consideration is given to non-motorized modes.

I have decided for myself that this simply cannot continue to be our way of life. It leads our country to nowhere but weakness and ruin. For myself, I must act. I cannot standby and watch without trying to make a difference. I am going to become a regular in reviewing and commenting on six year road plans and road projects. I will become a PITA to road maintenance people. I will stand up for my health by trying to protect my ability to use our roads for walking and cycling. I will spend more time with the Bicycle Alliance. I will try to recruit others to join me. I will endeavor to pursue the objective of improving the safety and conditions for walkers and cyclists as if my life depended on it. Which by the above statistics, it probably does!

My hope is that you will join me. We are approaching a time of renewed highway construction in Washington State. The nickel increase in the gas tax will be put to use in every corner of the state to improve the highway system. We can either standby and watch as our ability to use those facilities is further decimated, or we can try to protect where we are and maybe see some improvement. The time is now, please join me.



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	10/04	7:30 AM	50K & 100K		Ellensburg X Country Ski	509-962-8040	Manastash Metric Century & 1/2 Century. Ellensburg Start. www.elltel.net/Xcski/ ; See Ride Notes
Sun	10/05	7:30 AM	50	2 B	Carla Gramlich	253-879-0115	Yakima Canyon w/ lunch in Selah. Ellensburg Start.
Sun	10/05	7:30 or 9 AM	14, 25, 36, 64	All	Cascade Bicycle Club	888-334-2453	Kitsap Color Classic. Kingston or Edmunds Start. www.cascade.org ; See Ride Notes.
Tues	10/07	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Tues	10/07	6 PM	20 - 30		Peg W & Joyce C	475-3625 & 759-2393	Tuesday Knight Riders. Meet at Starbuck's N 26th & Proctor.
Sat	10/11	9:30 AM	50 +	2 A	Jim DeYoung	253-912-0757	Lacy-Rainier-Yelm w/ lunch in Yelm. 99% paved trail. Start: Exit 109 P & R off I-5, TURN LEFT 1/8 mile.
Sat	10/11	7:30 AM	50 +	2 B	Phillip Lux	253-473-4867	Parkland-Rainier. Start: Parkland P & R
Sun	10/12	9 AM	70 - 80	3 C	Bob Vogel	253-756-9984	Chehalis Western Trail, Vail cut-off, Johnson Creek, Tenino, Millersylvania. Start: Thurston County, call for meeting place.
Sun	10/12	10 AM	30 - 35	2 B	Steve & Phyllis Lay	253-759-1816	Steilacoom Apple Squeeze. Start: Westgate McDonald's, N 21st & Pearl.
Tues	10/14	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Tues	10/07	6 PM	20 - 30		Peg W & Joyce C	475-3625 & 759-2393	Tuesday Knight Riders. Meet at Starbuck's N 26th & Proctor.
Sat	10/18	7:30 AM	50 +	2 B	Phillip Lux	253-473-4867	Parkland-Rainier. Start: Parkland P & R
Sat	10/18	8 AM	xxx	2 B	Steve & Phyllis Lay	253-759-1816	Pancake Breakfast @ Spanaway Senior Center. Start: N 26th & Pearl Starbuck's.
Sat	10/18	8 AM	85	2 B	Carla Gramlich	253-879-0115	Renton for Lunch (bring \$\$\$). Start: UPS Field House, N 11th & Union.
Sun	10/19	10 AM	60 +	2 B	Bob Myrick	253-473-7455	Tenino for Lunch & Johnson Creek Road. Start: McDonald's, 112th & Pacific.
Tues	10/21	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Tues	10/21	6 PM	20 - 30		Peg W & Joyce C	475-3625 & 759-2393	Tuesday Knight Riders. Meet at Starbuck's N 26th & Proctor.
Sat	10/25	7:30 AM	50 +	2 B	Phillip Lux	253-473-4867	Parkland-Rainier. Start: Parkland P & R
Sat	10/25	9:30 AM	40	2 B	Carla Gramlich	253-879-0115	Snoqualmie Valley Trail w/ Lunch in Duvall. Start: Snoqualmie Falls near restroom. Mt Bike, Hybrid or sturdy touring bike.
Sat	10/25	10 AM	35	2 B	Linda Higgins	253-759-5480	Ride to Steilacoom w/ Lunch @ Bair Drug. Start: Westgate Starbuck's, N 26th & Pearl.



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
Sun	10/26	Noon or 3 PM	xxx	1 or 2	Steve & Phyllis Lay	253-759-1816	Halloween Ride & Potluck. Start: 1320 N Cedar, Tacoma. Ride @ Noon, Potluck @ 3. Costumes for fun but not required.
Tues	10/28	Call	Call	Call	Call	Ride Line	Tuesday AM Ride. Call Ride Line for details.
Tues	10/21	6 PM	20 - 30		Peg W & Joyce C	475-3625 & 759-2393	Tuesday Knight Riders. Meet at Starbuck's N 26th & Proctor.
Sat	11/01	9:30 AM	25	2A	Ralph Wessels	253-857-5658	Ride to Sumner Bakery (rain cancels). Start: Freighthouse Square
Sun	11/02	9:30 AM	40	2 B	Roz & Carol Davis	253-857-5396	Allyn-Grapeview Loop (rain cancels). Start: Espresso Stand @ HWY 302 & 118th (park in gravel).

October's Major Ride Notes:

Manastash Metric Century/1/2 Century: 15th Annual ride through scenic Central WA along the Yakima River. Starts @ City of Ellensburg Public Safety Bldg (2nd & Pearl). Supports Ellensburg X Country Ski Club, NW Weather & Avalance Center (NWAC), & Cascades Conservation Partnership.

Kitsap Color Classic: 10th Annual ride of 3 main loops through the Kitsap Peninsula. Start either @ Edmonds Masonic Lodge (Dayton, between 5th & 6th) @ 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.

The following week is our annual trek to the Steilacoom Apple Squeeze. The festival features all kinds of treats made with apples as well as arts and crafts and music. It seems to grow every year!

Steve and Phyllis Lay continue to host the Halloween ride and pot-luck. Wear a costume if you like or not and come prepared to spook the North End. The potluck afterwards is a great social occasion.

The Knight Riders, led by Peg W. and Joyce C. will resume this month moving to Tuesday nights. Be sure to have lights and reflectors on your bikes and clothing. The third Tuesday night will be a ride to the club meeting.

Whatever your riding level, be sure to keep track of those miles and send them in at the end of the month!!

Ohop Valley Bakery is closed

The famous bakery in Eatonville visited by bicyclist and skiers on their way to Mt. Rainier has closed. We discovered this on a ride up to Packwood a few weeks ago. Fortunately there are some other places to eat in Eatonville. As a bakery substitute we found great food and dessert at a small restaurant called *Between the Bread*.

Halloween Ride

It's time to haunt 1320 N. Cedar. The TWBC Halloween ride and potluck will be Sunday October 26th at Steve and Phyllis Lay's home. The ride starts at 12 noon. Wear a costume if you wish – we always get a good reaction from drivers! Be sure you can ride safely in your costume.

The potluck starts at 3:00 p.m. at Steve and Phyllis's house. Come for part or all of the fun.

Remember – turn your clocks back one hour Sunday morning and your 2003 ride logs are finished as of October 31st!



Bob Myrick
TWBC Director of
Community and
Government
Affairs

Hello Everyone. There was no committee meeting this month, but things still happened. Our next meeting will be on Tuesday, October 7 at 7pm at our usual location, the Guadalajara Taqueria in the Stadium Neighborhood at 1st and Tacoma Avenue. My hiking and biking trip in the Eastern Sierras with my friends Wayne and Sue(waynesue.com) was great. There were about 20 people on the trip, about 12 from Olympia. The Olympians were very strong and able to ride up the steepest mountain climbs in America without triples. They went up Sonora Pass, Tioga Pass, Westgard Pass, and the Whitney Portal Road among others. I concentrated on hiking so that I could climb Mt. Whitney on the last day of the trip. My training worked as I didn't get sick until the last 500 feet of the tallest mountain in the 48 States. The weather was great. The best restaurant was the Mobil Station in Lee Vining. It's a gourmet restaurant with a deli format, very unusual.

Here in Tacoma, the five-mile trail along SR16 will be named after our dear friend, Scott Pierson. The Washington State Transportation Commission approved the naming in mid-

September. Scott worked for the City for 23 years. He helped develop the city's first non-motorized plan and worked for years to get State officials to fulfill commitments to build the trail along SR16 that was promised in 1974. A section from Sprague Avenue to Snake Lake will be named "Scott's Way" because he worked with State staff to locate the trail thru this area. Scott died on his bike in 2001 coming home from the grocery store. John Ladenburg has appointed Karen Goon to be Pierce County special assistant for transportation. She was the interim director of public works and utilities. John recently appointed Brian Ziegler to be the new director of public works and utilities. A little birdie told me that Brian rides a bike, maybe even to work and he carries a backpack instead of a briefcase. I hope he can help us finish our trail projects in Pierce County. Tim Payne and Ralph Wessels continue to follow the Narrows Bridge Project. They have identified a nice way to blend the new 24th Street bridge with the trail using a temporary haul road. Further review by the State showed that the four-foot shoulder problem I reported on last month didn't exist. We will have a full width shoulder coming up to Jackson during construction.

I reported last month that the Federales (Bushites) had dropped proposals for a third round of TEA(federal enhancement programs). When the full House of Representatives came back to work, the first thing they did was restore the third round of TEA. Over 100 Republicans voted in favor of restoring enhancements thanks to thousands and thousands of emails and phone calls.

In Sumner, Fryar Avenue is being converted to a one-lane

road across the Stuck River. A bike trail will be provided in the vacated lane. This work is almost complete. The work is part of Sumner's Trail Plan. I was also told there is a lighted tunnel under the railroad tracks on the Lakeland Hills Parkway Trail. I have never seen it, but I will check it out. In University Place, the Town Center Project idea was approved and the City is looking for a developer to build a new shopping center with 3 or 4 floors of housing on top. Parking will be in a two level garage beneath the six-acre project. In Tacoma, the Mobility Task Force wants help in promoting the wearing of helmets. We offered to help as much as we can. I have sent two people on scholarship to the Footprints and Bike Tracks Conference in Olympia. The Foothills Coalition wants our help to put on a bike event next year along the Carbon River Corridor. I plan to work with them to organize an event where you can ride 25 miles to the Park Entrance, pig out on lunch and then coast back home. How about a multi-sport event where hikers, bikers, runners and horsemen could come together up there for a meal before resuming their various hobbies? I would appreciate any ideas you may have about putting on an event. I hope to see you on October 7 at 7pm.



Membership Report

New Member: Harriet Hewitt

Renewing Members: Douglas Shipman, Jim Andruess, Dave Parker, Carla Gramlich, Steve Brown, Sue Batali & Fred Knox, Robert Breezer, Helen and Stan Engle, Richard Brannon, Barbara

NewBike Shop in Black Diamond

There is a new bike shop in Black Diamond, appropriately called the Black Diamond Bike and Backcountry, owned by Peter Fisher. BD B&B provided the mechanical support (thanks Matt!) at the Flaming Geyser rest stop for the Headwaters Century. The shop is located next to the liquor store on SR 169 just north of the Black Diamond - Ravensdale Road. It is a nice shop and has a lot to offer. Stop in and check it out. TWBC members receive a 10% discount on items.

I found some very favorable comments about the shop on the web such as, "Go to see the owner of the new shop in town "Black Diamond Bike & Backcountry." If you ask nicely he will let you park in his lot, and if he has some time he is the best guide of the trails out there. I have been out there twice now, and he has ridden with us both times. I wish more shop owners were like him. If I didn't already have a trail ready machine I would certainly buy my bike from him." and "I'm not to good with directions. Just get a map and go to Black Diamond. When you get there, go to the only bike shop in town and ask the owner how to get there. Then buy something there because he's a really nice guy".



Getting There: Bicyclist stymied by unchanging traffic lights

By **KERY MURAKAMI**
SEATTLE POST-INTELLIGENCER REPORTER

Question: A.J. has just started to bike to places in Seattle.

"But I have noticed a disturbing situation when biking," A.J. says.

"Upon reaching many traffic light intersections with my bike, I cannot get the light to change for me unless there is a car behind or in front of me because these so-called metal loops in the road cannot detect my bike. I have tried to place my bike wheel directly over the loop with no success.

"Therefore, the light never changes. The only way around it is to leave the roadway and go on the sidewalk where you are not supposed to ride. It shouldn't be necessary at every stoplight to get off your bike, run over and push the crosswalk button and then wait."

A.J. wants to know how to follow the rules of the road if the light never changes for bicyclists. And how can the metal loop be more cyclist friendly? "One cannot wait for 10 cycles of light changes until a car arrives," he says.

Answer: "Seattle has lots of people who use the street system to bike," said Seattle Transportation spokeswoman Liz Rankin.

"The detection we have at traffic signals is designed to be sensitive enough to detect bikes. Occasionally we receive calls about a detector which fails to detect a bike. We have to adjust, or fine-tune detectors in those cases. Some very lightweight bikes contain less metal and are more difficult to detect."

Rankin says these cases are special challenges: "We normally can work with them to reach an understanding of how they need to place their bike over the detector in order to be detected."

Any cyclist who has trouble being detected at a particular location should call 206-386-1206, the Traffic Maintenance Office or 206-684-7623 for assistance.

Reprint from Seattle PI

Danskin Triathlon Bike Questions - By Dena Wessels

Things you might think about for the next installment of Danskin Triathlon Experience: Bike

How do you find your bike among 4,200 other bikes? What do you wear to swim, bike & run consecutively? Can you change clothes between each section? How do you get wet feet into bike shoes? Can you forgo wearing socks? What do you eat and/or drink, before, during and after the Event? How do you train for such a short, but intense ride? Or do you? Can you ride the course ahead of time? Is it a flat, fast course? Will I have to watch out for cars on the course? What tools do you take with you for a short ride? Do you have to know how to change a tire? How do you maneuver among so many other cyclists? Do you still have to say, "On your left?" Can you use any type of bike? Do you have to have clipless pedals? Can you bring your bike on the

the Picture Page



**Kettle Valley Pictures
Courtesy Steve Brown**

**Chute
Lake
Resort**





I have a great Motor Home that can haul 4-5 bicycles, I bought it for my Mom to live in but she can't open the doors so I need to sell it. It is a Sportscoach III loaded/lots of extras, but needs a new Ax gas tank replaced. Has cherry/mahogany hard wood cabinets and is in incredible shape. The mechanic that took care of it call the engine practically new and the tires are new. I loved driving this coach across the coast, 1500 miles from Arizona to Washington with no complaints. A must to see and priced to fix up and enjoy at \$17,999/ The blue book is 22,000. Call me at 253-631-4083.Teri DeWitt.

Letter, cont from p2, col 3

I will continue to monitor the Transportation and Treasury Appropriations bill as it continues through the legislative process and work with my colleagues to ensure that the transportation enhancements program is included and fully funded.

Thank you again for taking the time to reach me regarding the transportation enhancements program. Please do not hesitate to contact me with any further questions that you may have about this program or any other issue for that matter.

Adam Smith
Member of Congress

Danskin, cont from p 8 col 3

day of the Event? Do you need to lock your bike in Seattle? Is there mechanical help available? Do I have to bring a tire pump? Can you be disqualified? After you ride the bike, can you go home now?

Eddy cont from p. 11

tension by turning the barrel clockwise.

Now let's check out the headset, a much neglected part of the bicycle. Stand beside your bike or straddle the top tube. Put the front brake on and rock your ride back and forth. Your fork should flex a bit but the bearings in your headset (where your stem and bars connect to the steerer tube) should be solid. Remove your front wheel (if you have quick release, remember no tools). Raise the front end off the ground and gently move your handlebars from side to side. They should just sort of float. The best way to do it is to take your bars off but that's much more involved and you need those pesky tools.

When I worked in bike shops what I've just described is the procedure I would use to inspect a bike that was in for a tune up or one of those "fix everything that's wrong" kinds of jobs. If there's a problem about to become a break down you should be able to identify it using those simple steps. It doesn't take long and you don't even have to get dirty. One thing I would like to mention that will keep your drive train in good health and your shifting crisp is to change your chain often, every 1000-1300 miles. New tires, new chain. You'll be glad you did and your bike will thank you too.

Eddy (lavaverde@msn.com)



Stolen Bike

Luois Boitano reports his red Trek 930 was stolen the week of September 15th. The serial number is 34862858. Be on the look out and report any sighting to the Tacoma Police Department.

Headwater cont from p.1

TWBC rides, the food was great! Riders celebrated with strawberry shortcake at the end of the ride. The 65-mile course was the most popular, and an impressive number of people rode the 100-mile course this year. Several riders expressed appreciation for the well-marked courses. I heard many other compliments as people returned from the ride. TWBC members can definitely be proud of our event rides!

New at the Headwaters this year was mechanical support at both rest stops. In addition to Velocity Cycle's support at Ravensdale Park, Black Diamond Bike Shop mechanics were at Flaming Geyser State Park. We were able to enlist them on the pre-ride over Labor Day weekend. As always, Jim Couch and Jim Finnel from Spoke and Sprocket were at the start point at Enumclaw High School.

Planning a ride is a collaborative process, and I would like to thank the Headwaters organizational team for their support and hard work! Ralph Wessels is a remarkable "multi-tasker," as he took charge of advertising, food pickup the day before the ride, and food and equipment transport the day of the ride. I was also grateful for his technical skill in fine tuning the sag driver schedule, making sure course maps were accurate, and helping my technologically challenged brain make sense of it all! Cynthia Hammer recruited great volunteers, Dena Wessels and Joy Roelofsz handled registration, Ken and Cindy Stagg managed the website, Barbara Lee and Laura Swartz made sure the food was outstanding, and Bob Myrick skillfully marked the courses. Thanks also to all the volunteers who handled registration, dessert preparation and serving, sag support, and rest stop staffing during the Headwaters. As you can see, the efforts of a lot of people go into putting on a ride. It's a lot of fun, and we would like encourage anyone who would like to get involved in ride planning and production to join us next year!



When I look at what this column is called, Eddy Talks Tech, it just doesn't sit well with me. I've never thought of myself as a technical type and I hope what I write is not technical but useful. Maybe I should call it "Eddy's BS" or "Practical stuff to keep you and your bike happy for many miles of comfortable, hassle free riding." At any rate, I'm here to provide a down to earth, realistic approach to bicycle maintenance, riding comfort and component choices. That's the way I see it. So with that said, I'm going back to basics with a bare bones approach.

There have been numerous occasions where I've written about stuff to do to your bike that requires tools and/or devices that many of us don't have. I'm sure the majority of bicyclers do not have a complete shop at home for taking care of their bike(s). Here is some maintenance you can do without tools. Not a one. Not even a hammer....yikes!

It's sad to wave goodbye to the fabulous summer we've had but now is a good time to asses your ride for winter worthiness. The first thing I look at are the tires. I usually get new ones every spring (I love getting new tires). Come late September I take another look at them. My main concern is with open sores from punctures. They say that you get more flats in the winter because it's wet and you can't see the glass or any other tire munching debris as well as on dry roads. I'm sure we have all experienced punctures in the same spot on a tire. Once the gouge is made, it's like a vacuum cleaner for debris. That little shard of

glass or tiny bit of wire or itsy bitsy, microscopic piece of whatever always finds a home in the same spot the old tenants lived. I hate fixing flats in the rain. If I find more than 3 good gouges, I get new rubber. If you're really cheap or just want to get every ounce of use out of your tires you can patch the holes with Shoe Goo.

Always keep your tire pressure close to maximum. I check mine every Sunday night before the workweek starts. Low tire pressure can cause pinch flats and sidewall wear and it slows you down. For wet, unpaved or just plain lousy roads or trails dropping the tire pressure about 10% of max will make the bike handle better. There are those who say the front should be about 10 pounds less than the rear for better handling but I can neither prove nor disprove that theory. I keep 'em both the same.

Now spin your wheels. Are they true? Do they stay the same distance from your brake pads through the entire rotation? Gently squeeze your spokes. Are they of equal tension? That's kind of a trick question. I should say relatively even. The rear spokes on the drive side of the wheel will be tighter than the non-drive side. What you're looking for are spokes that are obviously not tight. Usually if you have too loose a spoke your wheel will not be true depending on who or what put it together in the first place. Hand built wheels are less prone to go out of true with just one or two loose spokes. Machine built wheels are less robust and usually over tensioned so they're more easily thrown out of whack.

If you've noticed that it takes more lever pull for your brakes to grab they may need some tweaking. The pads should be about 2mm from the rim depending on how true your wheel is. I keep my front pads at about 3mm from the rim because when I pedal out of the saddle the wheel naturally flexes and will rub

the brake pads if they're too close. Use the little adjusting barrel where the brake cable enters the arm to fine-tune your brakes. Turn it counter clockwise to take up slack. If it's turned out all the way you have to adjust the cable using tools and I promised no tool usage for these procedures.

Turn your crank so it's at the 12 o'clock position. Grab both crank arms as close to the pedal as you can and try to move the crank back and forth. You're checking for bearing play so it shouldn't budge. If there's the slightest amount of movement or a little "tick" noise than it needs attention. The first thing to do is make sure the crank arms are tight on the bottom bracket but you need a tool for that so I'll skip that for now. Knock your chain off your crank and spin if very slowly by the arm, not the pedal. Does it feel smooth and free as you turn it? There should be no rough spots or ticking or grabbing or binding. Like I said, turn it very slowly and use the Schwartz to feel the travel of every ball in the bottom bracket.

Do the same for your pedals. Yank on them from side to side checking for bearing play and than turn them slowly. I rarely dismantle pedals unless they're old or collectable. Today's clipless pedals are usually sealed fairly well and taking them apart can do more harm than good.

Take a look at your chain rings (the sprockets on the crank). They should have sort of rounded teeth with a nice curved valley in between. If they look more like spikes or daggers it's time for new ones.

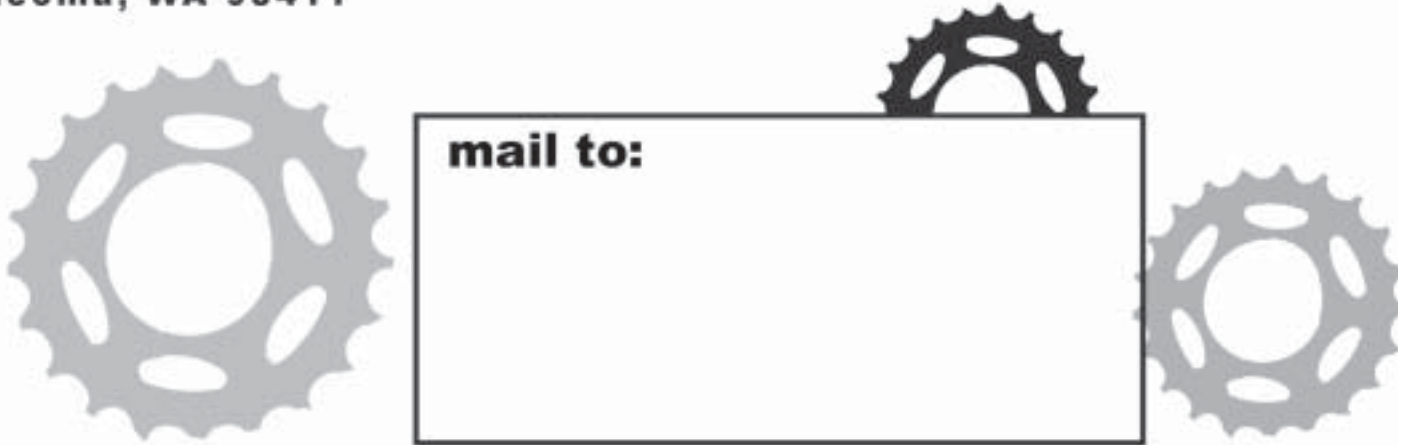
How's your shifting? If your derailleur chatters on up shifts (easier gears) you may need a little more cable tension. Turn the adjusting barrel in the cable housing at the derailleur counter clockwise (toward your wheel) a half turn at a time. If your derailleur hesitates on down shifts do the opposite, lessen the cable
cont p 10 col 2



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