



Tacoma Wheelmen's Bicycle Club
PO Box 112078
Tacoma, WA 98411

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September 2006



mail to:

Please note: You can become a member at www.twbc.org. Click on 'Online' under the Join heading.

Become a member of TWBC

Name: _____

Address: _____

City, State: _____

Home Phone: _____

Work Phone (optional): _____

E-mail: _____ @ _____

Check Box: New Member Renew Addr Chg

Individual person membership \$15 _____

Family membership \$20 _____

One-time initiation Fee for new members \$ 5 _____

Total Membership fee. \$ _____

Thanks for becoming a member of TWBC !

Send this form and a check for the total \$ amount to:

TWBC Membership
PO Box 112078
Tacoma, WA 98411

Check box if you do not want your phone # or address in the membership listings.

Also...Check boxes if you are interested in volunteering for:

Leading Bike Rides

Events

Newsletter

Club Meeting Programs

Becoming a club officer

the cog-nitive courier
 since 1888
 tacoma wheelmen's bicycle club newsletter
 po box 112078 tacoma, wa 98411
 253-759-2800

September 2006

Headwaters Century – Seeking Volunteers

The Headwaters Century, the last of TWBC's annual cycling triumvirate, will be held Sunday, September 10, 2006. Though missing the flower-studded glamour of the Daffodil Classic or the notorious "rollers" of PMC, Headwaters provides an unassuming, low-key tour of rural King county roads and the Green River Valley, starting in Enumclaw and rolling through Black Diamond, Ravensdale, Maple Valley, and Hobart.

As for all TWBC-sponsored events, the club's generous volunteers are the life blood of this ride and I am looking for a few more to fill out the roster of volunteer opportunities. If you have signed up already, THANK YOU! If not, I hope you will consider being a sag driver, loading/unloading the trailer, manning a rest stop, or helping with "day of" registration. Please visit twbc.org to volunteer or you may call Gene Smith at 253-272-6747 to sign up. The many benefits of volunteering are listed below:

- **Free event registration** – Ride for free before or after your assignment.
- **Free commemorative drinking glass** – Pilsner-style glass decorated with the distinctive Headwaters logo.
- **Free dessert** – strawberry shortcake available at the finish area.
- **Free pizza** – Thank You party for volunteers after the event at 6 pm at Round Table Pizza on north Pearl St in Tacoma.

So, if you will be in town on September 10, I hope you will spend part of the day with me helping out at the Headwaters. Did I mention one last benefit – sincere appreciation from the event director and all the riders?

BAW Auction

The Bicycle Alliance of Washington Annual Auction and Banquet will be on Saturday, November 4, 2006 at the Seattle Center Exhibition Hall. Again this year TWBC has purchased two tables (20 seats total), and is making those available to TWBC members on a first come first serve basis for \$30 each. (Tickets direct from BAW are \$60 each before October 1 and \$75 each after that date.) The banquet is always a good time and a great celebration of cycling in Washington. Not to mention that the proceeds go directly toward supporting bicycle advocacy, safety, and education. Please come join in the fun! Send your money to Gus Fant, TWBC Treasurer, to ensure your seat at one of the TWBC tables. Hope to see you at the auction.

Speaking of the auction, the BAW is looking for donations of auction items. There are lots of details, so the best way to find out about donating items is to go directly to the BAW website at www.Bicyclealliance.org. The deadline for submitting items is Thursday, October 12, 2006.

The COG Home Page

Club Officers and Volunteers

PRESIDENT: president@twbc.org

Tim Payne, 360-871-4478

VICE-PRESIDENT: vp@tgwbc.org

Vern Hase, 253-759-7246

SECRETARY: secretary@twbc.org

Mary Dahl-Smith, 253-473-7174

TREASURER: treasurer@twbc.org

Gus Fant, 253-564-4710

TOURING CAPTAIN:

ridecaptain@twbc.org

Carla Gramlich, 253-879-0115

Deadline for Ride Calendar,

3rd Thurs of month

NEWSLETTER: newsletter@twbc.org

Editor: Dena Wessels, 253-857-5658

Reporters: Various Members

Deadline for articles, 3rd Friday of month

DIRECTOR OF SPECIAL EVENTS

Joyce Clifford, 253-759-2393

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Peggy Fjetland & Carla Gramlich

JERSEY SALES: jerseys@twbc.org

Peggy Fjetland, 253-841-4458

ANNUAL PICNIC:

Carla Gramlich & Peggy Fjetland

Next Club Meeting:

**Tuesday
September 19,
2006
7:00 pm**

**Food galore!
Door Prizes!
Great Program!**

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

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)



**TWBC Ride Line
253-759-2800
UPDATED WEEKLY!**

Taken from the internet....

Bicyclist killed in Hwy. 10 crash

Daily Tribune staff August 9, 2006

A man on a cross country bicycle trip died from injuries after the bicycle he was riding was involved in a crash with a vehicle Tuesday morning east of Blenker on Highway 10.

Robert Irving Burton Jr., 55, of University Place, Wash., was eastbound on Highway 10 when he was involved in the crash with a vehicle driven by Steven Havey, 43, of Appleton, who also was headed east, according to the Wood County Sheriff's Department.

Burton was taken to Saint Joseph's Hospital in Marshfield, where he was pronounced dead, said Wood County Undersheriff Dave Joosten

The crash happened around 11:30 a.m., east of Blueberry Road in the town of Milladore.

Accident reconstruction experts were called to the scene to investigate the crash.

The cyclist was wearing a helmet and there was no alcohol involved, the sheriff's department reported.



The bike of a man cycling cross country lies in the ditch along Highway 10 just east of Blenker. He was hit by a car while riding and killed Tuesday.
Dan Young/for the Daily Tribune



In Memory of

Bob Burton

hit and killed by a car in central Wisconsin on August 8, 2006, while traveling with his wife Anita, across the US on his bicycle.

"What I always wanted to do was ride my bicycle across the country."

Editor's Note: There are some instances in life where we as individuals, come upon a circumstance, that makes us stop & reflect upon our own lives, where we are going, what we are doing, what type of a person we are. Hopefully, we are moving positively toward what we would like to have achieved or accomplished in our lifetime.

Risks Are All Around Us

Submitted by TWBC Member Bob Myrick

Your personal risk of dying seems to be 100 percent. I have become very concerned about dying by bicycle and safety due to being involved in three serious bicycle versus car accidents since 1990. My friend, John Ernest Berry III, was severely injured 20 years ago and is still suffering the effects of his accident. More recently, we lost Susie Stephens to a pedestrian versus bus accident. She was the first Director of the Bicycle Alliance of Washington(BAW). Less than a year ago, we lost Sue Gygax due to an inattentive driver on a very quiet road near Entiat, WA. The driver's fine for inattentive driving was less than \$300. Sue was married to Wayne Martin who started the famous Death Ride(Tour of the California Alps) in Markleeville, CA. I went on trips with Wayne and Sue for 13 years.

Many of you know I recently set up the Bicycle Safety Foundation at the Greater Tacoma Community Foundation (www.gtcf.org) in the name of Sue and Susie. An annual payment is made to the BAW to promote their bicycle safety efforts. In early August, we lost Bob Burton in Wisconsin as he and his wife were cycling across the USA. Again, an inattentive driver was responsible. He said he didn't see anything as he drove along the road. Bob retired from the City of Tacoma less than a year ago. He and his wife, Nita, sold their home in University Place and planned to travel to Europe and many other places before settling down again.

Bob's death got me to thinking again about the risk of dying by bicycle and whether I should confine myself to my rocker and the trails. I just happened to see a National Geographic article on this subject in the August, 2006 edition and I would like to share it with you. The risk of dying in a bicycle accident is 1 in 4919 or about 1 in 5000 according to 2003 data from the National Safety Council. To put this in perspective, I have listed the risk of dying by other means as follows:

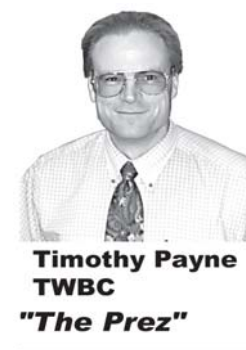
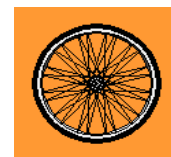
- Heart Disease (1000 in 5000)
- Pedestrian Accident (8 in 5000)
- Cancer (700 in 5000)
- Drowning (5 in 5000)
- Stroke (200 in 5000)
- Motorcycle Accident (5 in 5000)
- Motor Vehicle (60 in 5000)
- Fire or Smoke (4.4 in 5000)
- Suicide (42 in 5000)
- Bicycling Accident (1 in 5000)
- Falling (23 in 5000)
- Air/space Accident (1 in 5000)
- Firearm Assault (16 in 5000)
- Accidental Firearm (1 in 5000)

At first blush, bicycling still looks fairly safe. Of course not everyone is riding a bike or motorcycle or getting out on the water. So, it seems we have to adjust the bicycle numbers to reflect the percentage of the population who may be out on bikes. Let's say 2 percent of our population might be riding bicycles. Then, the rate of dying by bicycle rises to 50 in 5000 for us cyclists. Surely, this is not an acceptable number, but it is about the same as the motor vehicle accident rate or the suicide rate. It is far below the heart disease, cancer, and stroke rates. It is well known that physical activity and healthy eating greatly lower the risk of these diseases. Experts at the Fred Hutchinson Cancer Research Center say that nearly 80 percent of the 1.4 million cases of cancer that will strike individuals around the world this year may be preventable through life style choices such as exercise, a good diet and not smoking. Other studies show that cyclists as a group and aerobic exercisers seem to live about two extra years even after considering our tragic losses due to accidents.

After carefully reviewing these numbers and other articles I have reviewed over the years, I plan to keep on cycling for my health, the health of the environment, my recreation and my alternative transportation. I will continue to work on creating a safer cycling and pedestrian environment. It has become a 20 year effort. Please consider becoming more active in these efforts and reducing your chances of heart disease, cancer and stroke. Take care and wear your helmet.

TIRE BUZZ

By President
Tim Payne



Very shortly after the deadline for the August issue of the "Cognitive Courier," like 2 hours after, I returned home from TWBC's summer trip. I think every summer trip is always the "best trip I have ever been on," and this one was certainly not an exception. The weather was not too bad, except for the three nearly solid days of rain. Although once we got dried out those were all but forgotten. This year's summer trip was an island hopping adventure up the Inside Passage. Some of us started with a one day ride from Port Orchard to Port Angeles (and two of our folks rode back to Tacoma the next day). After that we sort of lapsed into the lap of luxury with our maximum day just over 60 miles. With ferry schedules even that can be a fairly long day.

The first "official" day was to ride up the Lochside Regional Trail from Victoria to Schwartz Bay. If you are ever looking for a fun, scenic and easy day trip, put this one on your list of must dos. A very nice trail. It is not all hard surfaced, but where it is gravel, it is very fine and very well packed; not at all bad even on 700x23 tires. I will avoid giving you a turn by turn description of the entire ride so we are going to skip some miles and nights here to speed this along a bit. If you are ever in the Nanaimo area a trip to the Crow and Gate Pub on the road to Yellow Point is a worthwhile side trip. Well off the beaten path, and in a farm setting, this is a delightful spot for lunch or dinner. It is as close to a traditional countryside English Pub as one can get in North America.

One of my biggest disappointments had to be the Parkway Trail through Nanaimo. Billed as the "pride of the community" it was one of the least thought out, poorly marked bike trails, I have ever experienced. If you want more detail, please contact me separately, but next time I am in Nanaimo, I will plan specifically to avoid this trail.

A word here about ferries: on this trip we made 14 ferry crossings. In every case we found the employees of Black Ball or BC Ferries to be very accommodating and the ferries to have facilities adequate to meet our needs. To be honest I was a little worried prior to the trip about all the ferry crossings, delays, breakdowns, no place for bikes, run ins with rude employees, etc. As it turned out the ferries were one of the highlights of the trip, at least for me.

The roads we traveled were not always as accommodating, but for the most part not too bad. North of Campbell River there are sections of the Island Highway (BC-19) that have no paved shoulder. Fortunately, traffic was not real heavy and the majority of trucks were logging trucks, What? You may be asking, logging trucks? Okay? Yup, the logging truck drivers on Vancouver Island are real pros. They watched for us and we watched out for them. No one reported any close calls with these guys. I would ride these roads again, without hesitation.

There were several highlights of this trip for me. Perhaps, the greatest highlight was that I made it. I was not in the best of shape before leaving on this adventure. So I was concerned about how well my body would hold up, it did fine. The climbs on the main highways were not bad and not overly long. There were some short nasties on some of the side roads and on the islands, none of which are flat, by the way. I climbed them all.

Best lunch of the trip – you will have to go see Cindy in the tiny community of Kelsey Bay. She has a lunch box set up in a small travel trailer that is about as close to the end of the earth as you can get. Actually, being partway along Johnstone Strait she gets some boat traffic as Kelsey Bay is one of the few points to tuck in on the trip north from Campbell River. I had this halibut burger that was simply to die for. Go visit Cindy and have a look at her guest book. If you look at July 2006 you will find my footprints there.

Best dinner of the trip – The restaurant at the Gorge Harbor Marina and Campground, Cortes Island. The weather was not favorable, but the seafood fettuccini was outstanding. This is a very small restaurant at the very edge of civilization. Somehow this location has

TIRE BUZZ continued on p.4

TIRE BUZZ continued from p. 3

managed to land a chef with some creative skill and imagination. The meal more than made up for the lousy weather. I would return to this spot again, just to eat at the restaurant.

Non-biking activity highlight – This is a toss-up and I am still trying to decide which was more enjoyable. Several of us enjoyed a whale watching trip out of Telegraph Cove. The boat captain and naturalist were fabulous. We saw a wide variety of marine mammals including Orcas, Humpback whales and Dahl’s Porpoise. The weather was okay, but the scenery was spectacular. The water in this part of the world is very clear for cold water. You can see nearly 30 feet down. The other highlight was our visit to Alert Bay. This small town is located on Cormorant Island. It is the traditional “capitol” of the Kwakiutl culture, and a portion of that culture remains, battered, hanging on, but intact. We were able to visit native artisans on their home turf. I have long held a fondness for Northwest native art, so this opportunity was a real thrill for me.

Back to cycling – in these days where gas is over \$3.00 per gallon with no sign of dropping, Vancouver Island has a good deal to offer to adventuresome cyclists from our area. We met several people along our trek who were in various parts of their own journeys. One person, from Maryland, a retired exec from IBM, met up and traveled with us for a couple of days before we parted ways. He was on a single person, fully loaded tour of the island and the BC mainland. Then there was the Austrian fella on his way south from Inuvik (that is almost to the Arctic Circle). We could barely communicate when we met at the edge of that service station in Woss, but I know he had just finished repairing a flat and was getting ready to depart again. He inquired as to the vertical profile going south and then invited me to lift his bicycle to see why. If it weighed less than 125 pounds, I would be very surprised. That is what I call, “fully-loaded.”

The TWBC Summer trip is always full of wonderful surprises and a different group of people every time. I have no idea where we are bound for in 2007, but you can bet it will be memorable, adventuresome and just plain fun. Keep an eagle eye out for the announcement late winter/early spring and come join in the fun.

TOURING CAPTAIN REPORT continued from p. 5

For any rider coming out on a ride, please be prepared for the ride. Arrive and have your bike and person ready to go at the published start time. If you have only done 12 mile, code 1A, coffee ride, you may not want to jump into a 100 mile code 3, without working up to it. Also, if you need to cut short the ride, get I announce at the start of my rides that if riders get in front of the Ride Leader, they are on their own. This allows me to make sure that the riders in the back are staying on route. Sometimes, a large group will form into two or more groups. The faster group stays together and the other groups go at their own pace and stick together. So if a group gets lost, they are all lost together.

I hoped this has been helpful. I have put a couple of ride leaders on noticed that if they lead a code 2 and lose people, again, I will start to bump their rides up to a code 3. Mistakes do happen, so try to help your ride leader and fellow cyclists out. I will try not to hold a grudge and lose; let’s say the person that corrected my spelling, on any of my rides. Happy cycling!

Annual Picnic Report

By Peggy Fjetland and Carla Gramlich

We had a nice turnout for the TWBC Annual Picnic. About 40 people feasted on ribs/chicken and other fixin’s, followed by some wonderful apple pie. Several people participated in the flat tire fixing contest. Chuck Morrison was the winner, but we don’t think his tire had a puncture. Kris Symer was the slowest rider, and the winner, for the Slowest Bicycle Race, which is harder than you think. Robert Deehan, was just too fast for this event. A wonderful park and evening made for a perfect event. Thanks to Mary and Corkey for leading a ride to the picnic. And also to other members that helped setup and put out the food. Now, we are looking for new coordinators because these two are exhausted.

Editor’s Content: September School

All right Club members, September begins with schools in session, so let us begin. Here is a quirk of a subject to learn that may prove to be valuable. Every had a vehicle come a little too close to you that made you want to remember the license number so you could report the driver? Did you ever remember all the number?

Here is the current NATO phonetic alphabet, which might help in remembering if that last letter was a “T” or a “K”. It is used for spelling things over voice links. Other names for this alphabet might be the ‘police,’ ‘military’ or ‘Alpha Bravo... Yankee Zulu,’ phonetic, radio, spelling or telephone alphabet. With all the digital communication occurring today, these types of alphabets are falling out of favor. Even the Navy no longer teaches Morse Code to their radio operators.

This particular alphabet is approved by the International Civil Aviation Organization, the FAA, and the International Telecommunication Union. Other languages which have similar spelling alphabets include French, German, Dutch, Spanish, Portuguese, Italian, Romansh, Danish, Norwegian, Swedish, Finnish, Czech, Slovak, Polish, Hungarian, Croatian, Serbo-Croat, Slovenian, Greek, Romanian, Turkish, Hebrew, Russian, Ukrainian, Swahili, Kwanyama, Ndonga, Afrikans, Chinese and Esperanto. Of course you have to be able to say the words (in that particular language) in order to be able to remember them!

Of course different organizations may have different words or spellings. Various countries have different words or spellings, based upon the language spoken. Years ago in the US, instead of “Alpha,” what was used was “Alfa.” “Viktor” was used instead of “Victor.”

Compare the following foreign words with the current English usage:

Italian: Alfa, Charly, FoxTrot, Juliet Romio.

French: Anatole, Bernard, C’ecile, Denise, ‘Emile.

German: Anton, Berta, Caesar, Dora, Emil, Friedrich, Gustav, Heinrich.

Older English: Alfa, Coca, Metro (or Michael), Nectar, Siera, Whisky, Extra.



Then there are the phonetics for the digits (from amateur radio):

zero, one, two, tree, fower, fife, six, seven, eight, niner.

So here is the current NATO phonetic alphabet. Have fun!

A	Alpha	I	India	Q	Quebec
B	Bravo	J	Juliet	R	Romeo
C	Charlie	K	Kilo	S	Sierra
D	Delta	L	Lima	T	Tango
E	Echo	M	Mike	U	Uniform
F	Foxtrot	N	November	V	Victor
G	Golf	O	Oscar	W	Whiskey
H	Hotel	P	Papa	X	Xray
		Y	Yankee	Z	Zulu

(Personally, I like “Michangelo” for the letter “M”).

BRIDGESPANS

Second Quarter Edition - July 2006

This is part of a newsletter of the Tacoma Narrows Bridge Project in Gig Harbor, Washington. The suspension bridge project began four years ago. To keep the community along State Route 16 up to date on the \$849 million project - construction of a parallel bridge, 3.4 miles of road improvements, and upgrades to the 1950 bridge - the state Department of Transportation compiles this quarterly summary. While the parallel bridge opens in summer 2007, renovations to the 1950 continue in 2008. By early 2008 all project work will be complete: the new bridge will carry eastbound traffic; the '50 bridge will take drivers west to the peninsula.

This is it: final phase of construction

Since June, two cargo ships have delivered 31 of 46 new bridge deck sections to Puget Sound. The *Swan* sailed into the Narrows in late June with its cargo. Then the *Teal* arrived in Commencement Bay where it will remain until the first 16 deck sections on the *Swan* have been lifted and assembled. In the fall, the *Swan* will journey back to South Korea to pick up the last load while the *Teal* relocates to the Narrows. Recently, Tacoma Narrows Constructors lifted the middle deck section first.

Building a suspended roadway

The entire deck-lifting process, begun in August, is expected to take six months. A total of 46 deck sections make up the 5,400-foot long roadway. The total sixteen deck sections that sat stacked atop the *Swan* in the Narrows, average 120-by-78 feet and weigh 450 tons. Each block is lifted, one at a time, using "gantry cranes" that straddle the cables. The cranes are specialized lifting hoists. Crews, actually, will use two types of gantry cranes: as the ramp will be located east of the toll plaza on the side spans, the gantries' lifting mechanisms are winches located on the caissons. In mid-span, the gantry cranes lift the sections using strand jacks located on the gantries' main girders. Once lifted into place, each section is attached to vertical suspender cables first, and then connected to the main cables.

As the middle and first deck was lifted, its weight and that of the gantry cranes caused the cables to deflect 12 feet. A dramatic 12-foot sag reshaped the main cables at the center span into "V." The cables will remain "V-shaped" until

the side span sections - that will act as counterweights - have been installed. The 45 remaining blocks will be lifted in an order that, to the casual observer, may appear almost random; this not the case. Rather, the non-linear order of lifting sections is designed to maintain equal stresses on the bridge's two towers. The precise lifting sequence, ultimately, will pull the towers back to a plumb, vertical position. You can read more about the new bridge and deck assembly at www.tacomanarrowsbridge.com.

A note to bridge cyclists

Between now and mid fall, WSDOT asks cyclists and pedestrians traveling east and west across the Tacoma Narrows Bridge (TNB) to use the south sidewalk only. Maintenance workers, who will be repainting the suspender ropes on the bridge's north side through November, are using equipment that blocks the north sidewalk Monday through Friday from 7:00 a.m. to 4:30 p.m.

Complicating matters is the fact that construction has been occurring at the eastbound Jackson off-ramp. In early July, bridge builder Tacoma Narrows Constructors closed the eastbound Jackson off-ramp to allow crews to build the new ramp alignment. As a result of this closure, cyclists may need to walk their bikes through an alternate path adjacent to the ramp construction. Cyclists should use caution while riding on the south bridge sidewalk: two-way bike traffic should be expected until early fall when the painting ends for the season, and the north sidewalk opens, again, to bicyclists and pedestrians. When the new bridge opens in summer 2007, the span will provide a 10-foot sidewalk (with barrier) for cyclists and pedestrians.

For more information contact:

Washington State Department of Transportation,
Tacoma Narrows Bridge Project,
3214 50th Street Court NW, Suite D302,
Gig Harbor, WA 98335,
Phone: (253) 534-4640 or (877) 762-7769,
or visit www.tacomanarrowsbridge.com

WANTED: TOURING CAPTAIN



By Carla Gramlich

September Touring Captain Report

I have admired over the years the hard work that the previous Touring Captains did for the Club. Now, I am stuck with these chores. Twice a week I must update the rideline. I have an additional task of updating the web calendar. Then when the newsletter deadline rolls around, I must sit down and write a reflected, witty article for the newsletter. Plus, I try to lead a couple of rides each month. Attend the board meeting and during those months that there is a club meeting, also attend that meeting. At some point during the month, I send out my email begging for rides.

I announced to the board last month after receiving an email concerning spelling errors that I have two small goals for this year. 1. Is to remember to update the rideline and the web calendar. 2. Try not to update the rideline and broadcast the recording I made with the profanity that I used, after making the 17th mistake. So, spelling is way down on my list.

I got some praise for my rideline updates. I was going to put a little zing into my presentation but there is a time limit. Before I started the updates, I was going to get some special effects and do kind of a Spike Jones presentation. Reality hit and I am now trying to get all the information on the recording without passing out. Sometimes the number of rides for the update is so long, that I have trouble getting all the information on the recording. If I have lots of ride for the update, I may edit some of the information. I will try to always include the ride leader and phone number. Remember, more, hopefully correct information is available on the web calendar. If you double click on the question marks ("?"), that are on

the web calendar, more information, like a map for example, will pop up. When in doubt about a ride, feel free to call the ride leader.

Codes for a Ride

Every couple of years there is a discussion concerning the codes for our rides. Several years ago we added to the confusion by adding the letter for terrain. It is not a perfect system but here are some suggestions for ride leaders and riders.

Codes "1" and "2" are designed to keep the group together. I hope that special care is taken with these codes not to take off and let a slower rider to get lost. It is always nice to have maps and cue sheets but if a person is already going slow and then they have to stop to figure out the map/cue sheet, they just get further and further behind. I recommend that the group stops before making a major turn and make sure they have all the riders. If you missing someone, you made need to go back and find them. So, you might want to wait before ascending a major hill, or you are the one that are going to do that hill again, if you come up missing a rider.

At the start of a ride, if the group is really large, designate a sweep, to help keep the group together. The sweep will stay in the back of the group and when that person catches up the group knows they have everyone. If the group has been waiting for the tail end to catch up, I suggest that they also allow the tail end to enjoy a little break. They may need it more then you.

Codes "3" and "4" are for a faster group. Hopefully the group is all performing at the same pace and then they don't have to make long stops for the group to stay together. I believe that with these codes, the rider should be a little more experienced and should be able to take care of minor problems like flats. But if a person that normally keeps up is all of sudden having trouble, take the time to find out if the person is having physical or bike trouble and then see what can be done to help out.

TOURING CAPTAIN REPORT continued on p.4



Government Affairs Report

Bob Myrick
TWBC Director of
Community and
Government
Affairs

The Good, The Bad, and What Can Be Done

The TWBC Government Affairs Committee and the Bicycle Alliance of Washington held a special meeting last month to discuss ways to “Create a more Bicycle Friendly Tacoma,” and to meet Tacoma’s new Commute Trip Reduction Coordinator and Urban Planner, Diane Wiatr. She works in the Community and Economic Development Department. We were so pleased to have twenty people turn out. Most people were TWBC members, but there were also many interested cyclists and government employees. We heard thoughts on what is good about cycling around Tacoma and where improvements could be made to encourage more people to try cycling and walking for recreation, health and transportation. Our next meeting will be on Tuesday, October 3 at 7pm at the Taqueria Guadalajara in the Stadium District at 1st and Tacoma Avenue. We will try to continue the discussion and develop a plan to move forward with getting more people to cycle more often. Diane is sincerely interested in getting people to try cycling for some of their transportation needs. She wants our help in planning ‘Bike to Work/ Bike to School’ events for next May. It was generally agreed that Tacoma has a good non-motorized transportation plan, but the limited budget makes it very hard to implement in a timely manner.

We generally agreed that Tacoma needs to work on creating a connected system of streets, sidewalks and trails that is perceived to be safe to use. The system needs to be properly operated and maintained. Guide maps need to be readily available and a program needs to be in

place to encourage use. It was pointed out several times that University Place has a great system, but most use is for recreation down along Grandview Drive. There is much less use in the business district along Bridgeport. We want to find out why there appears to be a lot of use in Seattle on a rather poor system, and a lot of use in Olympia, while Tacoma seems to have very little use. Is it the chicken and the egg scenario, the easy driving and parking situation, the tree hugger phenomenon, the critical mass factor, the fear factor, the everybody works in Seattle factor or what?

There are a number of programs, agencies and non-profits working to encourage cycling and walking. These include the long running ‘CarLESS Commute’ program in June and the ‘Commute Trip Reduction’ program with ‘Bike to Work’ weeks in May. These programs could be expanded to include ‘Bike to School’ as ‘Safe Routes to Schools’ is implemented. The Health Department has begun a significant healthy living program where cycling and walking is advocated. Metro Parks is involved with several hospitals and the Health Department in promoting healthy living. Following our special meeting, I met briefly with Janet Bissell, Metro Parks Community Wellness Project Manager and Wellness Coach. She indicated Metro Parks might be interested in providing bicycle maintenance classes that also encouraged students to try biking for transportation, recreation and health. The State’s Growth Management Act now requires planners to consider healthy living concepts in all of their planning. The City of Tacoma just shut down The Mobility Task Force, and the Transportation Committee was shut down some years ago. The Task Force recommended several action items related to healthy living, walking and biking. Pierce County and Tacoma both still have non-motorized employees in their Public Works Departments, but in Tacoma only 10 percent of the person’s time is available for non-motorized stuff. It’s just a little better in Pierce County. Besides TWBC, we also have the Foothills Rails to Trails Coalition and the ForeverGreen group working to provide trails thruout Tacoma.

What was good about Tacoma? ‘CarLESS Commute,’ \$10 helmet program, Sprocketwoman for kids, bike lane on Steven’s Street, “I get paid to ride”, “most drivers are courteous”, bike racks, the bike lane on 15th Street, and the soon arriving Scott Pierson Trail.

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Where can I find out about TWBC Club Rides?

There are several ways to find out about club bicycle rides.

Newsletter: Every month the newsletter is sent to members and is also available on our web site. Information on rides are needed by the Touring Captain by the third Thursday of the month. Send an email to the Touring Captain, or leave a voice message on the rideline to get your ride included in the newsletter.

Rideline: The rideline is updated twice a week, on Sunday and Thursday evening. Due to limited space, not all information can be put on the Rideline. Please leave a message on the Rideline, if you want to add another ride. Deadlines for the Rideline is 6pm on Sunday for rides be offered on Monday – Thursday, and by 6 pm on Thursday for weekend rides. This information will also be used to update the web calendar.

Web Calendar: The web site, “twbc.org”, has a location called the “Wheelmen’s Ride”. This calendar has all the club rides that got published in the newsletter plus additional rides that were added after the newsletter deadline. Please send an email, or leave a message on the Rideline to add another ride to the web calendar. Usually, the information from the Web calendar is used to update the Rideline.

**Don’t see a ride that you would like to do,
BECOME a Ride Leader!**

**Call or email the Touring Captain for more information. Carla Gramlich (253) 879 0115/
ca_gramlich@yahoo.com**



WATCH OUT!

Schools are now in session. Be careful of little bikers!



Clip Art from ‘Adventure Cycling Association.’

Club Question: Food Choices; What do you take for your rides?

What kinds of food do you like to make sure that you have in your backpack, seatpack, or the trunk on your bike, when you go for a ride? Does it make a difference if you are doing a long or a short one? If you are on a pre-paid, Club ride, do you rely solely on than Club to furnish you with all the food you want to eat, or do you always have something in reserve? Do you eat or drink anything special after a ride?

I ask in the last edition of The Cog, what one to three things that Club members always carry with them when they ride. Haven’t got that many answers from members as yet, so I’ll go first. When on a pre-paid Club ride I carry a collapsible cup—it saves that particular Club a styrofoam or paper cup that they don’t have to purchase or throw away. I can use mine for several rides. On our tandem bicycle, I always wear two mirrors, on the left of my glasses & a smaller one on my right. The right one enables me to tell Ralph if we have enough clearance after passing another tandem, to merge right into the ‘continue lane.’ On my single (& I grab this for the tandem too), I carry two different types of tweezers, depending upon what might become lodged in the tire (some of those wires from radial tires are hard to see): tweezers with pointed tips that also come with a small magnifying glass, & tweezers with blunt tips. What do you carry?



Gene Smith and Kris Symer compete in the Slowest Bicycle Race at the Annual Picnic.



Annual Picnic Flat Tire Repair Winner, Chuck Morrison.



Thursday Night Family Ride Fun

Seen at a recent Thursday Night Family Ride (L toward R): Lonna Cain with grandson Jesse, Peggy Fjetland, Karen Comer with daughter Catlin Wolf with the tandem, and Louis Boitano in the background. Remember, the last Thursday Night Ride of the season is Sept. 7th.



Headwaters Century Fun

TWBC Vice President and Headwaters Ride Chairperson Vern Hase says "Come out and volunteer and/or ride the 2006 Headwaters Century!"

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What was bad or needs improvement in Tacoma? More connectivity on arterials, "Get Political", "Get more paid staff", directional signage, glass/debris, "pedestrian bridge over I5 needs operation and maintenance", angle parking (good or bad?), perception of crime, Bridgeport Way connectivity, more East-West routes, and "need a bike/ped committee reporting to the City Council".

What else can we do? White paper or thesis on Seattle, Olympia, Tacoma; road diets; bike buddy/education program; News Tribune coverage; model route/signage program; implement the Bike Station; and use 'BikeLink.com' for routes.

All members are welcome and encouraged to attend our next meeting. Why, you could even get an assignment to help make Tacoma a better cycling town. Thanks for following our progress.

Upgrade to the Ultimate Cycling Accessory!

Show your love of cycling and help make the roads safer for everyone. The Bicycle Alliance of Washington worked with the Washington Department of Licensing and "Share The Road" specialty license plates are now available. Since they went on sale in January of this year, over 1,150 plates have been sold.

Whether you're a competitive racer, daily commuter or recreational rider, the new Share the Road license plate is the ultimate cycling accessory. Transform your car into a bicycling billboard and remind others to share the road every time you drive. Plus, when you buy or renew Share the Road license plates, you'll be helping the BAW advocate for cyclists throughout our state. BAW will use this revenue to continue to make improvements for bicycling state wide. And it's a tax-deductible donation for you!



A plate such as this could be on your car!

membership report
by Phyllis Lay

Renewals: Barbara Arlett, Bruce & Donna Daily, Robert Dehan, Debbie Due, Mike Flodin & Anne Hafer, Bob & Donna Levin, John Loesch, Randy McWilliams, Bob Myrick, & Michael Schrumm.

New Members: Crystal & Heidi Baisch, Dan & Sharlina Dahl with Devin & Alex, Christine Gilbert, Kevin Nickel, Thomas Reardon, Jeremy & Inn Joo Smith with Frederick, Eileen Toth & Hari Alipuria.



Can you tell who's bike had the can of paint explode when marking the RAPSody Course?

Left to Right: Ralph Wessels, Molly Johnson, Kristin Kinnamon, Mark Reibman, & Bob Nyberg. (For black & white printing, look for the foot ware that is speckled above where the toe clip would be!)





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 (253)	Ride or Activity
Fri - Mon	09/01 - 09/04	6 AM	short	2 B	Jim Davis	759-5616	Retirement Adventures: Victoria, 4 days. Minimized hills; short mileage. 09/01: drive to Port Angeles, ferry, cycle to motel camping; 09/02: decide to ride; 09/03: cycle to Sidney & back; 09/04: cycle Victoria, 3 PM ferry, drive to Tacoma. Call if joining.
Sat	09/02	9 AM	40	2 B	Louis Boitano	922-1168	Possible new Daffodil route. Come join! Start: Sumner Library.
Mon	09/04	9:30 AM	13 [& 20 +]	1 C	David Barton, Joyce Clifford	759-2393	Monday in the Park w/ David. Loop Pt. Defiance, 13 miles [& to Fircrest ,(espresso, scones),]. Beginners & seasoned veterans. Group riding; no solos. Rain Cancels. Start: Starbucks @ 26th & Proctor.
Tues	09/05	9 AM	35 - 50	2 B	Call Ride Line	759-2800	Tues. Decide to Ride. Call RideLine-4-details.
Thurs	09/07	6:30 PM	12 - 15	1 A	Steve & Phyllis Lay	759-1816	Last Thurs. PM Family Ride of the season! Start: Starbucks @ 26th & Proctor.
Fri	09/08	9 AM	15 - 25	1 A	Steve & Phyllis Lay	759-1816	Mindless Meander Miles. Bring lunch. Start: Starbucks @ 26th & Proctor.
Sat	09/09	9 AM	30	2 B	Donna Daily	884-4473	Ride to Herron Island Ferry Dock. Start: 1118th & SR 302 @ The Ravensara.
Sat	09/09	9 AM	50	2 B	Carla Gramlich	879-0115	John Wayne Trail, Valley Trail & Rattlesnake Lake. Bring lights, extra clothing; lunch @ the tunnel. Start: Carpool from Starbuck's in North Bend to Trailhead. Call Carla for shorter option.
Sun	09/10	7 AM	45, 65, 100	3 B	TWBC	272-6747	Headwaters Century , \$\$\$. Start: Enumclaw High School.
Mon	09/11	9:30 AM	13 [& 20 +]	1 C	David Barton, Joyce Clifford	759-2393	Monday in the Park w/ David. Loop Pt. Defiance, 13 miles [& to Fircrest ,(espresso, scones),]. Beginners & seasoned veterans. Group riding; no solos. Rain Cancels. Start: Starbucks @ 26th & Proctor.
Tues	09/12	9 AM	35 - 50	2 B	Call Ride Line	759-2800	Tues. Decide to Ride. Call RideLine-4-details.
Tues	09/12	6:30 PM	Meet	& Eat	Tim Payne	360-871-4478	Board Meeting @ the Kim Ahn Restaurant across from TCC on Mildred.
Sat	09/16	9 AM	25 - 30	3 B	Gene Smith	272-6747	Fitness Ride; steady pace. Start: Spoke & Sprocket, University Place.

Ride Calendar p1



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 (253)	Ride or Activity
Sun	09/17	9 AM	50	???	Carla Gramlich	879-0115	Trail of the Coeur d'Alenes; Day 1: Bicycle, with overnight gear, to Harrison on paved rail/trail; the grade should be mild. Lunch at the famous Snake pit Bar. Stay overnight in Harrison; make own reservations. Call in advance if joining. Start: Wallace, ID.
Mon	09/18	9 AM	30	???	Carla Gramlich	879-0115	Trail of the Coeur d'Alenes; Day 2: Bicycle west from Harrison, to the end of the Trail & return. Another overnight stay in Harrison; make own reservations. Call in advance if joining.
Mon	09/18	9:30 AM	13 [& 20 +]	1 C	David Barton, Joyce Clifford	759-2393	Monday in the Park w/ David. Loop Pt. Defiance, 13 miles [& to Fircrest ,(espresso, scones),]. Beginners & seasoned veterans. Group riding; no solos. Rain Cancels. Start: Starbucks @ 26th & Proctor.
Tues	09/19	9 AM	35 - 50	2 B	Call Ride Line	759-2800	Tues. Decide to Ride. Call RideLine-4-details.
Tues	09/19	9 AM	50	???	Carla Gramlich	879-0115	Trail of the Coeur d'Alenes; Day 3: Bicycle from Harrison to Wallace. Return to Tacoma, or if staying for more adventures, make own reservations. Call in advance if joining.
Tues	09/19	7 PM	Meet&	Greet	TWBC	759 - 2800	September Club Meeting @ the new location: M/A Wild West VFW Post #91, 2000 S. Union Ave., Tacoma.
Mon	09/25	9:30 AM	13 [& 20 +]	1 C	David Barton, Joyce Clifford	759-2393	Monday in the Park w/ David. Loop Pt. Defiance, 13 miles [& to Fircrest ,(espresso, scones),]. Beginners & seasoned veterans. Group riding; no solos. Rain Cancels. Start: Starbucks @ 26th & Proctor.
Tues	09/26	9 AM	35 - 50	2 B	Call Ride Line	759-2800	Tues. Decide to Ride. Call RideLine-4-details.
Fri	09/29	9 AM	15 - 25	1 A	Steve & Phyllis Lay	759-1816	Mindless Meander Miles. Bring lunch. Start: Starbucks @ 26th & Proctor.
Sat	09/30	9 AM	25 - 30	3 B	Gene Smith	272-6747	Fitness Ride; steady pace. Start: Spoke & Sprocket, University Place.
Tues	10/03	7 PM	00 Meet	00 & Eat	Bob Myrick	473-7455	Government Affairs Meeting @ the Guadalajara Taqueria in the Stadium neighborhood @ 1st & Tacoma Ave.
Sat	10/07	9 AM	25 - 30	3 B	Gene Smith	272-6747	Fitness Ride; steady pace. Start: Spoke & Sprocket, University Place.

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