

Tacoma Wheelmen's Bicycle Club

Newsletter

Founded 1888

January 2001

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2001 TWBC Banquet

Bob Myrick

Don't forget the banquet. Remember that our annual banquet is the time to reflect on the past year's activities and accomplishments. It is the prime time for fellowship and to honor our significant achievements. Dean Allen's Catering will be serving the dinner. As many of you know, they do a great job. Infact, this is his fourth year catering our annual banquet. Tickets for the event are \$13 for adults and \$9 for children. The banquet will be held on Saturday, January 13, 2001 at the Tacoma Mountaineer's Club, 2302 North 30th Street. Fellowship starts at 6pm with dinner at 7pm. Look in this month's newsletter for the reservation form and try to send it in by January 5. If you should have any questions, please call me at 473-7455.

Or you can download a registration form from the

Tacoma Wheelmen's website at:

<http://www.twbc.org/banqform.htm>

More Helmets

Carla Gramlich

Helmets on Wheels will offer helmets for sale after the holidays. Around Pierce County at various locations helmets and a custom fit will be offered for \$5.00 for bicycle helmets and \$7.00 for multi purpose. Volunteers are needed for a sale in Orting.

The sale will happen on Wednesday, January 10 between 4 PM - 7 PM.

Remember, TWBC invades Orting every year to do the Daffodil Classic. Here is

a great opportunity to help this community. Besides the Foothills Trail, Orting has just built a skate board park and community leaders would like to get more kids wearing helmets.

Another volunteer opportunity is Saturday, February 24. at the Tacoma Dome. Prior to the Sabercat game will be a Safety Fair and helmets will be a part of the fair. For your help, you will receive free tickets to the hockey game.

Saturday April 28, the Annual Safety Fair. Everyone is needed to fit over 1000 helmets. This is one of the largest sales and your help will prevent us from turning anyone away.

If you ever complained that these kids should be wearing helmets when they bicycle or skateboard, here is your chance to help. Helmets on Wheels offer very nice helmets for \$5.00.

To ensure a proper fit, we take the time to fit the helmet on each person. Helmet fitting training is available and we have a new training video. Take the time to help at any of the above events. Call Carla at (253) 752 - 4038 for training and to volunteer.

Utah and Yellowstone Tours

Jill Priest

OK, you all... the weather has been gettin me down so I've been planning to get away for some fun and sun, since that's all I can do right now! HA! I'm coordinating 2 bike tours for this next summer. The Utah one is open to all (I'm working with the Navy's Welfare and Recreation). The Yellowstone/Tetons ride is limited to 10. See the description below.

TOURING UTAH:

Join this fun expedition to MOAB for mountain or road biking, hiking, or rafting on the Colorado. Lots of options and choices to go in different directions with a base camp at Slickrock Utah. We are currently in the planning stages of a trip, June 1-10, or June or 8-16. in tandem with the Navy's Welfare & Rec, to provide a 10

day trip to include a guide, round trip with Van and bike racks (including fuel), 8 nights at Slickrock campground, 2 nights campground enroute, all coolers, ice, snacks & sodas daily, charcoal and BBQ. Also double occupancy in cabins (not tents).... all this for approx \$350.00. We need a minimum of 8 people for this price!! So tell your friends . IF YOU ARE INTERESTED, CALL JILL AT (360) 871-7184 OR leave a message and I'll get back to you.

YELLOWSTONE/TETONS TOUR: TETONS here we come!! This has always been a personal dream of mine to ride the beautiful mountains and countryside of Yellowstone and especially the Tetons on a bike. This 7 day sagged tour will start out of West Yellowstone and climb up through Yellowstone's Paint Pots and Old Faithful, then on to Mt Moran WY and Jackson Hole. We will have a partial rest day for hiking, riding a ferry across the lake or taking the tram to the top of Mt Moran. We continue on to Alpine WY and cross the border and camp along a beautiful lake in SE Idaho. Travelling north on the west side of the Tetons we'll visit small towns, lakes, waterfalls and parks as we pedal back to West Yellowstone. For those who would like to extend a couple days with Jill, visit the SKY RANCH in Cameron Montana and stay in a guest house, go horseback riding, hot tubing and hiking, ALL at no cost! OK, now let's get to the specifics! **COST:** \$350.00 (Max), \$100.00 deposit by Feb 1 (to make campsite reservations and expenses). Fee includes maps, campsite fees, sagwagan and fuel, snacks, ice, soda (beer extra), BBQ and charcoal **DATE:** JULY 8-14 **FOOD:** Own responsibility. However, a BBQ and charcoal will be provided **SAG:** A vehicle will be available, but all riders will be expected to drive a short portion of the trip (unless we can find a driver).

TRANSPORTATION to and leave point - your responsibility, but carpools can be arranged. **COORDINATION MEETING:** Monday, January 18 at 7pm for pre planning at Jill's house, 7700 E. Ider, Manchester. **COORDINATOR:** Jill Priest (360) 87107184 or wk (360) 476-2493; email: priestjl@nswccd.navy.mil

From The President's Handlebars

Anne Heller

After a vote at the October general meeting, membership fees will increase in the New Year to \$15 for a single membership and \$20 for a family membership. This increase will bring the dues more inline with the actual cost of services provided to the members. These services include the newsletter, the picnic, the banquet and the website.

While the above dues increase will pay for most of the direct cost of each member, the Club has additional expenses related to our role as an advocate for laws and facilities advantageous for cyclists. We budget over \$9000 each year for such programs as Helmets on Wheels, Rails to Trails and lobbying efforts in the State Legislature through Bicycle Alliance of Washington.

The viability of any group depends on retaining current members and attracting new members. Our Club depends on people willing to volunteer their time and energy and imagination to the many activities we sponsor. If there are to be rides, there must be ride leaders at every level. If we are to actively support bicycle advocacy, we must have the financial resources to do so. If we expect to continue organizing such great rides as the Daffodil Classic, the Peninsula Metric Century and the Headwaters Century, we must have the people to do the work involved.

In an effort to involve the current membership in these goals and to draw in new members, an ad hoc group has met recently to discuss ideas about how to fulfill the mission of the Club. The board welcomes your input into this process. TWBC needs the involvement of all cyclists and friends of cyclists to be an active force for bicycling in the community.

Government report
bob myrick

Our committee last met on Tuesday, December 5 at the Shakabrah Java restaurant. We discussed the dedication of the Grandview Parkway Street Improvements and Grandview Trail segment in University Place. John Campbell led a ride to the event on December 2. The loop around University Place is about 9 miles long going down 27th to Grandview to

Chamber's Creek road to 67th. The only hazardous element is part of 27th, but you can cut thru a business park to reduce your exposure.

Steve, Carla and myself attended the meeting on the Mount Rainier General Management Plan. We intend to comment further on the proposed extension to the Foothill's Trail from the Carbon River entrance and several other items including the use and extension of the Westside Road. We announced the December 14 "Meet Your Legislator Day" at the Tacoma Mountaineers. The Washington Environmental Council is holding a legislative workshop on Saturday, January 6 from 10 to 3 at the REI store in Seattle. Their lobby day will be Tuesday, February 27 in Olympia.

The proposed safety improvements on SR167, River Road, were discussed. The Washington State Dept. of Transportation(DOT) wants to close a road that we really like to use, 62nd Avenue East. This road is part of the tranquil route to Puyallup. We have proposed that DOT should open the guard rail and put in a ramp for bikes and pedestrians. Louie Boitano attended their meeting on December 12 and reiterated our concern. On a positive note, DOT wants to widen the shoulder on River Road.

The proposed Foothill's Trail Acquisition from McMillin to Meeker Junction was discussed. Following our meeting, the farmers along the way decided to try and block this great project thru the initiative process.

There were several other announcements. Ralph reported on the Bicycle Alliance of Washington's legislative committee. Scott reported on his continuing work on the Statewide Bike Route project. Carla indicated that 7 bike lid racks have arrived and are ready to be installed thru out the City. She also reported that Pierce County bike helmet sales will resume after the first of the year.

I attended a Sound Transit Bicycle Advisory Committee meeting in Seattle. In Auburn, the staff is hoping to provide a bike path that would run from the Sounder Train station to the residential area south of SR18. There are bike lockers available at the Auburn station and they should also be available in Sumner and Puyallup as the stations are finished.

Our next meeting will be at 7pm on Tuesday, January 2 at the Shakabrah Java restaurant on Sixth Avenue. Please try to attend and continue to monitor your local government actions and advocate for cyclist's rights and needs. It really does make a difference as we have seen many times in the past few years. Don't forget the banquet on January 13. Send in your money now.

Want Ads

Want ads will be run in the TWBC newsletter for three issues. Local area only. If an ad must be continued contact jimtwbceditor@aol.com or leave a message at 253-752-4514.

FOR SALE Blue Yakota Tandem, 18.5x16, 26 in. wheels, straight handle bars, barends, bottle cages, pump, low miles, \$700. Mike 564-6544. (12/00)

FOR SALE Yakima Rooftop Rack (parts) 48" round bars (2) - \$30 QTR-Towers (4) - \$90 Q-clip #69 - \$10 Q-clip #70 - \$10 Q-Stretch Kit - \$80. Used for one trip.

Rich/Vickie Kim, 840-9103 or Idaho90@yahoo.com. 12/00

Mount Rainier plan released

A new plan that sets the direction Mount Rainier National Park will take over the next 20 years is now available for public comment, according to the park's chief planner Eric Walkinshaw. The plan sets priorities for park managers for quality visitor experiences into the 21st Century.

"The Mount Rainier National Park Draft General Management Plan /

Environmental Impact Statement (GMP/EIS) outlines a broad approach to managing the park, which will affect virtually everybody who comes to Mount Rainier," said park superintendent Jon Jarvis.

Limited copies of the Summary (approximately 55 pages), or the full Draft General Management Plan/EIS (approximately 400 pages) are available by writing the park at Mount Rainier National Park, Star Route, Tahoma Woods, WA 98304-9751 or by calling (360) 569-2211 extension 2301. Public reading copies of the documents are available at the Columbia Cascades Support Office, 909

First Avenue, Seattle, WA 98104-1060, and at local libraries. The draft document also is on the Internet at: www.nps.gov/planning and www.nps.gov/mora

The National Park Service will accept comments on the plan through February 9, 2001. People may submit written comments to the Mount Rainier Team, Denver Service Center, P.O. Box 25287, Denver, CO 80225-0287, or send comments via the Internet to: www.mountrainiercomments@nps.gov

Public meetings are scheduled for the following dates, locations and times.

Seattle Sunday, December 3 2:00 - 5:00pm Recreational Equipment, Inc. (REI)

North Conference Room and Tacoma Monday, December 4 5:00 - 9:00 p.m.

Washington State History Museum 1911 Pacific Avenue Tacoma, WA

“I’m Bob Warfield, Somewhere On The Road In...”

Bob WarfieldThe sun shade, velcroed above the driver’s window looks a little optimistic. Since Koh Samui, a large island east of Thailand, it has rained every day, with flooded roads there threatening an extended stay. Penang is a large island on the west coast of Malaysia, roughly between Bangkok and Singapore. The curious division of monsoon seasons burdens clouds over the South China Sea as the Northern Hemisphere heads into winter. But its brief moderation here offered several days with a relaxed grip on our umbrellas.

Now it’s time to move on. Our luxury bus, seating 27 people in business class comfort, is winding through morning rush hour from old Georgetown toward the Butterworth bridge. Newly built by Hyundai to link Penang with mainland Malaysia, the contractor is already retrofitting cables to brace its design strength, and the sun is actually visible in the sky. Both are good signs. The road is first class, selectively illuminated, well signed, landscaped and dry. ¼ Malaysia is an interesting country, bridging British colonial history and free-market instincts with modern, sometimes contentious, Muslim traditions. We’ve been hearing calls to prayer daily. An arrow on the ceiling of our hotel room reduces ones search for Mecca.

Singapore, once a part of the Malaysian federation that gained independence in 1957, seceded in 1965. Its traditions, influenced by regional colonial governance

under Portuguese, Dutch and British, are most extensively invested by the Chinese with a significant Indian and Tamil communities. Of course, diverse, chaotic Indonesia is next door. But until all of their 13,786 islands are IT wired, less than very selective travel may not be advisable.

However,..the land, rolling away flat on either side of the highway, is broadly cultivated with rice or puddled under luxurious lobbies of low trees planted for palm oil. Soon the landform begins to heave and shift. Tapped rubber trees and banana row and rise into contours of tea and riotous tangles of dark tropical forest. A concrete pedestrian bridge leaps over our course. Its width sports a distinctive tee shirt for Fuji film.

Onward, grand monuments of limestone karst reappear. These oddly random, wildly jutting creations post the coastal plain and drift into collected fleets beyond the mangroves, bays and bouldered beaches of the last great shrug preceding human claim. They march, shear and improbable into the orient of imagination and timeless art. Across a dozen cultures, vaulting along the seaward flank of Asia, nearly inaccessible, mysteriously caverned, salted with relics and laced under the irrepressible purchase of rooting nature, these varied giants fascinate and challenge. How much time they may in fact bank against rapacious human plunder remains unknown. Their tops are towered with microwave impunity, and inland markets intrude and mask unbridled cravings for their rarest fruits.

The highway barely slows around a huge ascending hairpin. One obstructing hill is drilled and cleaved, another pierced and tunneled. The clouds shred. We phase into rain then rise through and into a storm filtered bronze light. The sky lifts and the land falls beyond to form a plateau under cultivation of varied trees. A caramel river meanders under the road, floating its green hem over an unseen edge, contemptuous of containment. Clouds fall close below the horizon of the visible world. It seems but a short distance to a realm of light above an unrevealed glacier or summit rather than the great green colossus, a wilderness of rain.

A toll plaza, complete for “Smart Tags touch-n-go,” and air-conditioned attendants, falls behind as the bus pulls into a rest stop. Why this could be Vermont. The language is strange, but the purpose familiar. Vending machines offer refreshment, and everything appears to work.

Two large specially fitted lorries arrive. We passed them on the road. They spell trouble; loaded with Honda motorcycles. These happy little 110cc hummers swarm the Far East. A hundred here and another thousand there would hardly seem to matter. They literally deliver Asia, but with their number so great and growing, one has to wonder about the implications of a real phenomenon. If our highway from Butterworth to Johor Bahru, the continental tail of Malaysia just north of the Johor Strait is indicative, the country’s roads are idyllic. From design and drainage to signage and detailed maintenance this highway meets standards unsurpassed anywhere. From centerline barricade to security fence, it is ready for the most critical inspection. This would all seem unremarkable were it not such a contrast with roads throughout most of Asia. Oops! Was that a discarded tissue or an orange peel?

Kuala Lumpur lies 117, 80, 33, 12 kilometers ahead; and we are there. Swinging in across another broad toll plaza, 22 lanes wide, we are soon favored with a glimpse of The Petronas Towers, world’s tallest building(s). I wonder if its design team secretly advantaged one of its two spires a centimeter over the other. I think not. Like many landscapes, most often found beyond the good fortunes of those labeled “first-world,” Malaysia’s is not totally free of economic blight, rusting corrugated roofs and those occasional elaborate developments that stand inexplicably complete but empty of light and laughter. Whether from airport or highway, “KL” is an astonishing city with its classy architecture and color, manicured traffic separations, elevated tram, turreted elevations and brocade Muslim facades - not in the least because it seeds such modernism in the veritable midst of exotic wilderness. Moreover, courtesy of Daewoo derricks and numerous investment banks, it is, evidently, far from finished.

Entering its core, we pass a giant artificial stump dominating a small roadside park. It fountains into a Disneyesque embrace of pitcher plant vines, all painted to simulate nature, before each sluicing cartoon gulp spills into a waiting pool around its base. A second fountain close by sprays jeweled droplets in radial display. By proximity, it seems the world's ultimate oddly redundant non-sequitor; as though the two, Beauty and Beast, orbit in a screwy mutual eclipse of coherent planning. If intended, symmetry escapes me.

We have soon stopped to exchange passengers, and wonder whether we must transfer to another bus. Assured not, the luxury liner refills and once more we are on our way. Reaching the urban perimeter, we pass through another toll plaza and I wonder whether I miscounted earlier, arriving at a total of 22 gates.

Possibly, but this one has 26. I count them twice.

Singapore is our destination, and tonight, our last with Odyssey. We look forward to seeing old friends from the road, exchanging news, exploring ideas, saying farewells.

Reflecting at this moment, several people recently encountered come to mind. Though not especially representative of the amazing resident kaleidoscope Asia offers, they seemed indelible. The most recent meeting first was of a young man, who wanted money at the bus stop in KL. An indirect glance showed that he was barefoot, filthy and diseased. Worse, he appeared to be drug-addicted in the heart of the capital city of a country that hangs those who are. He came close muttering incoherently, gesturing weakly, finally showing an unbandaged bloody wound or lesion above his groin. He was without a future. I am not without shame that I offered him only my now accustomed response to begging: total ignorance. I shall never know who he is or how I might have helped. I refused to take any other notice of him. Wishing otherwise remains a graceless rationalization.

The second person is a young Dutch woman who, tired of easy convention, found employment at barely three star hotel in Patong Beach, Thailand. She has before her a full life endowed with opportunity and lighted by an uncommon range of education, interests and curiosities. Thai, if you haven't guessed, is not

an easily acquired language. Her income is meager, but she is able to live quite successfully on the local economy and her future seems unrestricted.

The last person on my short list, is a young man from Chad, whom I met on the second class, air-conditioned and reasonably fashionable train that transported us from Hat Yai, Thailand to Butterworth, Malaysia. He was in his final year of graduate work at a Muslim university in KL, studying political economics. He wanted to know whether I could tell him anything about the fellow named "Person of the Century," (Time magazine, et al). "Albert Einstein?" "Yes. Was he an American? When did he come to the United States?" Also, "Who do you think was the best (American) president?" "Well, if times make the man, I'd have to say Abraham Lincoln." "Wasn't he the sixteenth president?"

There is a magic, transcendence, joy and sadness in travel; like life, I guess. The Dutch woman on Phuket was white; the sick, endangered man in Kuala Lumpur, Malay; the student from Malay, black. Their prospects in a transforming world, though mixed, still reflect and confirm tradition and opportunity. But who knows? What would you change or wish for any of them? Approaching Johor Bahru and Singapore Friday, 24 November 2000, the last day of Odyssey 2000,... the first day of the rest of our lives.

All the best, Bob

Bike-Tech

Eddy Johnson

Today's "modern bicycle" comes with what one may consider vast improvements over "old technology". Ergo shifting, dual pivot brakes, exotic alloys, threadless headsets and my favorite, sealed bearings. The old ball and cone bearing set up is giving way to the "maintenance free", sealed cartridge units.

The main reason sealed bearings are so popular is that they save time in the manufacturing process of a complete bicycle, especially the bottom bracket (crank bearings). It takes a considerable amount of time and experience to get a

cup and cone bottom bracket adjusted correctly. Sealed bearings are also “considered” to be maintenance free. Most sealed BB’s are not serviceable unless they are of higher quality. Just chuck the old and screw in the new. Now hub bearings, that’s a different story. If you ever get the opportunity to open up the cartridge of a new, sealed bearing hub you may be wondering just where the grease went. Brand new, off the shelf, medium quality sealed bearings do not have enough grease in them. The first thing I do before building a wheel with a sealed bearing hub is pry the seal off and add grease.

Sealed bearings are not meant to last unless you get a very high quality unit like Phil Wood uses. So don’t be feeling too smug about your hubs if you have sealed bearings. They do tend to be more resistant to crud and moisture and they will last longer if you pop the little seals every year, clean them out with a pressurized aerosol solvent (automotive brake cleaner works well, but do it outdoors and protect your eyes from spray back) and re-grease them.

I personally believe that a high quality cup and cone bearing rolls the best and will last forever with the right care. Permit me to indulge my eccentricity in saying that nothing feels more velvety smooth to the touch than a Campagnolo, Nuovo Record, cup and cone hub, shear delight.

Which reminds me, when you’re checking bearings for wear, turn the axel by hand, don’t just spin the wheel or turn the crank. Only then can you really feel what your bearings are doing. Eddy (eddyj@galaxy-7.net)

Adventure Cycling

Bike Bits

CALLING ALL CREATIVE MINDS

Over the years many cyclists have requested a more direct trans- continental route rather than heading northwest along the TransAmerica Bicycle Trail. Our Route Development Team, now in the final stage of adding another new route to the existing National Bicycle Route Network are looking for just the right Name.

The 1,590 mile route heads eastward from San Francisco, CA through, Nevada, Utah and Colorado to join the Original TransAmerica Trail in Pueblo, CO.

Combining this new route with the eastern half of the TransAm a rider will travel 3,620 miles in crossing America, shortening the TransAm by 625 miles. Maps will be available in the spring of 2001.

We want your input. We want you to give us your idea and tell us why your idea works. Send ideas to: <mailto:cartography@adventurecycling.org> to contribute to another link in the National Bicycle Route Network.