



# NOVEMBER 2003

## Annual Banquet Set for February by Bob Myrick

Each year our club sponsors an annual banquet to reflect on the past year's activities and accomplishments. It is a time for fellowship and to honor significant achievements. You are cordially invited to attend.

The banquet will be held on Saturday, February 7, 2004, at the Tacoma Mountaineer's Club, 2302 North 30th Street in Old Town Tacoma. I waited too long to get a January date this year so I will have to start earlier next year or maybe, someone will come forward and take over the banquet chair.

This fun, evening event starts at 6pm for socializing with dinner to follow at 7pm. Dean Allen's Catering will again be serving the dinner. This will be the seventh year for Dean Allen's team because I'm lazy and they do such a great job. Your cost for the event is just \$15 for adults and \$10 for children. I've raised the price by a dollar, but the club still subsidizes this premium function.

Look in this newsletter for the 2004 Banquet Reservation Form. Mail your reservations to TWBC Banquet, PO Box 112078, Tacoma, WA, 98411. You will not receive any confirmation so just trust us to do the right thing. We must limit atten-

dance to 88 people so think about signing up early.

Dress at our banquet ranges from your old cycling clothes to your best evening wear. The banquet is the time to reflect on the past year and reaffirm your interest in bicycling. We recognize noteworthy mileages, volunteerism, and accidents. There is always good food, beverages, merriment and good humor. Sometimes, it's the only time of year when the Code 2 riders meet the Code 3 riders or when the Tuesday riders meet with the weekend cyclists and hard-core commuters.

The banquet is traditionally the largest gathering of fellow club members. We limit the attendance due to the size of the clubhouse. Please send your ride logs to Carol Davis, Touring Captain, so that we can recognize your accomplishments. If you have good digital images from the past year, please send them to ??????. Then, we can prepare another great picture show for your enjoyment.

As always, we welcome any help. Anne Seago will be helping me to coordinate this event. Our vice-president, Tim Payne, will be the master of ceremonies. Steve Brown will be providing refreshments and some light snacks for the social hour. These people are all great company, so come out

early and help them set up the place. Please call Anne or me if you would like to help.

### Bicycle Alliance Auction

#### **Saturday November 15th**

The Wheelmen attending are:

Peggy & Ray Fjetland  
Carla Gramlich  
Robert Deehan  
Jan Brame  
Dolores Fitch  
Jeffrey Freed  
Ralph & Dena Wessels  
Bob Myrick  
Tim & Diana Payne  
Margaret Lavender  
Bruce Engell  
Thom & Noranne Skaanland  
Roz & Carol Davis  
Ken Rousslang & Mary Magee

The start time for the auction is 6:00 PM. It is at the Scottish Rite Temple in Seattle.

Parking is limited so get there early. If you would like to donate something, there is still time to do so.



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

President's  
Column – November

The fall colors and rain have finally arrived! YEAH!! Weren't we all getting just a tad bit tired of those endless dry, warm days? TWBC rides tend to be shorter during the fall and winter months but there is still a good selection of rides both during the week and on weekends. I have noticed a high interest in the shorter rides. If you are one of the people seeking shorter rides, consider leading one, as a number of your fellow Wheelmen will probably join you. Ride Captain Carol will even help you with planning a route!

There are several items that make fall and winter riding more pleasant.

With the uncertainty of the Northwest weather, you definitely want to be prepared for sudden changes. I always carry my raincoat this time of year. It serves a dual function as a windbreaker and raincoat. The security it provides negates any concern about carrying more weight. When I first started riding, I used a windbreaker. It did not work well and I would get soaked from the inside. At one of our club meetings, Jim Davis gave a presentation on bike touring and what

gear to carry. He noted a good bike raincoat should extend in the back to keep your rear-end dry and have large arm vents for ventilation. Whether the fabric is plastic or high-tech does not matter. It just needs to be able to ventilate. I used his advice and bought a yellow Burley raincoat. It still works great. Make sure you wear something bright (like yellow) that is highly visible to motorists. Some brands incorporate reflective strips, which is a good idea. I also have Burley rain pants but use them only in very heavy rains. Black rain pants are best as they hide stains from road grime and they will not be visible to motorists anyway.

Tights are a must with the lower temperatures. Even if it rains and they get wet, tights still keep you relatively warm. I find that heavy tights are too warm for all but the coldest days here. I prefer to wear light to medium weight fabric.

For the upper body, layering is best. One TWBC member is known to wear as many as seven layers. I won't mention names but think this person may be Really Over Zealous in layering. As the ride progresses and the day warms, you can shed clothes. If you stop to fix a flat, you can add clothes and stay warm. The synthetic fibers that wick moisture away are great. A cardinal rule of cycling is, COTTON IS ROTTEN! Cotton absorbs water and you will freeze and die.

TWBC members seem to wear different types of head attire for warmth. A headband works for me most of the time and prevents wind-caused earaches. Some people prefer a light balaclava. A helmet cover is also nice in heavy rains. I carry a motel plastic shower cap for such events. It's cheap, light weight, and it works. You can also buy very nice ones made of Gore-Tex.

Fenders are also a must for winter riding. You stay drier and the rider behind you will be greatly appreciative. Booties keep your shoes from getting soaked from road spray and keep your feet warm when the rain gets them wet anyway. In a pinch, plastic bags from the produce section put over your socks and inside your shoes will keep your feet

warm enough to get home, even if your feet are already wet.

I normally carry an extra pair of gloves to change into mid-ride if it rains. I also frequently use bike gloves with a light polypropylene glove underneath. I wear polypropylene socks in the winter. Warm hands and feet make for a pleasant ride.

There is more trash on the road in the winter. More trash equals more opportunities for flats. Changing from racing tires to a commuter type tire will help reduce the likelihood of flats, but they still occur occasionally. Be sure to carry a pump and good spare tube, not one with numerous patches on it. Patch kits do not work well in the rain.

Use a rear LED blinking light if it is raining or dark and a good headlight system for night riding. Be sure to drink fluids to replenish that lost by sweat.

Take care of your bike too. As a minimum, clean and lubricate your chain regularly to prevent grime build-up and wear on the drivetrain. Use a portion of the winter to have your bike serviced so it is in top shape when the spring arrives. By then, we'll be ready for those endless dry, warm days again.

Ride safely,

Ralph Wessels



# The COG Home Page



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

**Next Club Meeting:  
Tues, November  
18, 2003  
Hostess Dolores Fitch  
brings food galore!  
See old Friends and  
share cycling stories  
and food.**



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

## RIDE CODE CHART

### **Pace Code: Average mph on flat surface:**

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

### **Terrain Code examples:**

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



**Get yourself a new jersey!**  
Call Peggy... the Jersey Lady at  
253-841-4458 or [jerseys@twbc.org](mailto:jerseys@twbc.org)

### **Come to the Monthly Meeting!**

Meetings are held at the South Park Community Center, 4851 S. Tacoma Way, in Tacoma at 7 PM. The business (old business, new business, reports, etc) part of the meeting comes first... then after a short break of food and socializing...the entertainment.

*Please attend. All members or interested parties are welcome. No meetings in July, Aug, Dec, and January.*

## club officers and volunteers

### **PRESIDENT:**

Ralph Wessels, 253-857-5658, [president@twbc.org](mailto:president@twbc.org)

### **VICE-PRESIDENT:**

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

### **SECRETARY:**

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

### **TREASURER:**

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

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

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

### **NEWSLETTER:**

Editor: Jan Brame Reporters: various members.

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

Printed by Barb at Onn Press in Downtown Tacoma.

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

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

### **DIRECTOR OF COMMUNITY AND GOV'T RELATIONS and BANQUET COMMITTEE**

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

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

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

### **PAST PRESIDENT:**

Not needed this year

### **MEMBERSHIP:**

Phyllis Lay: 253-768-1816

### **PUBLICITY:**

Please contact Ralph Wessels to volunteer.

### **Safety and Education:**

Position Open... Contact Prez Ralph

### **EQUIPMENT MANAGER:** [equipment@twbc.org](mailto:equipment@twbc.org)

John Len: 253-770-5530

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

Ken and Cindy Stagg: 253-752-0925

### **DAFFODIL CLASSIC:** [daffodil@twbc.org](mailto:daffodil@twbc.org)

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

### **PENINSULA METRIC:**

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

### **HEADWATERS CENTURY:** [headwaters@twbc.org](mailto:headwaters@twbc.org)

Linda Higgins, 253-759-5480

### **BICYCLE SHOW BOOTH:**

Mike Romnine: 253-537-2330  
Peggy Fjetland: 253-841-4458, [bikebooth@twbc.org](mailto:bikebooth@twbc.org)

### **JERSEY SALES**

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

### **ANNUAL PICNIC:**

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



## the vice prez sez



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

### The Veep's Queue

Sheet

Programs, get your programs here!

We have an exiting array of programs lined up for the next three club meetings. Here is the rundown.

November 18 – We will have two people from R & E Cycles in Seattle. Dan and Stacia will doing a program on fine tuning your bicycle and your position for a comfortable ride and tips on on-ride nutrition to keep you moving down the road and feeling good about it. Dan has been with R & E for over 15 years. His partner, Estelle Gray, recently retired leaving Dan as the chief cyclist in charge. R & E Cycles is noted for custom fit bicycles and is home to Rodriguez bicycles. They specialize in fitting bikes for women. The Women's Cycle Camp conducted by R & E has been attended by several members and received great reviews. Stacia is a triathlete and professional triathlete trainer/coach (hmmm.... I am seeing 2004 Danskin Triathalon here). Among her several specialties is nutrition. I

hope to have a great turnout for these folks as this will be a great program.

February 17, 2004 – Louis Boitano will be taking us across America by bike. As some of you know Louis completed this trek in the early summer of 2003. Rumor has it that he has some great stories to tell. Come join us as Louis reminisces his sojourn across the lower 48.

March 16, 2004 – Peg Winczewski will take us randonneuring in France. Peg worked very hard to get qualified and even harder to ride the Paris-Brest-Paris Randonnuer Event. It is the preeminent race and the equivalent of the Tour de France in randonneuring world. Peg rode just over 1200 km in under 90 hours. That is a real accomplishment. By March, Peg will have caught up on her sleep and have a video of the event to share with us. Please come out to see and hear about her accomplishment.

We had a great turnout for our October meeting. Bob Myrick presented his westward journey on the Lewis and Clark Trail. To say the least, I was encouraged to try to ride at least part or all of it in during the bicentennial of the expedition which starts next year. The Big Sky scenery and the raw beauty of the area are stunning and Bob did a great job of capturing that in his photos. Aside from that, Bob had some really great slides of other interesting scenes along the way. Among my favorites were the picture of Bob's new "friends" in Missouri (even if one of them looked an awful lot like a democrat) and the bike laid on its side in the middle of the Great Plains with a bottle of "Kilt Lifter" beer in the foreground. That's what I call art!! Proving that even I can learn something, I discovered where the Yellowstone River gets its name and Bob had a picture to prove it. I had always assumed it was a misspelling of Jellystone (for those who don't remember, that is where Yogi bear and his sidekick BooBoo hung out). I also discovered that I should not plan on buying a pair of cycling shorts in Haver,

MT. Thanks again Bob for sharing your great adventure.

**ATTACK!**

I read with some interest and more than just a little disappointment that the STP was not the only Pacific Northwest bicycle event to suffer the ignominy of a tack attack. The Portland Wheelmen in their newsletter, Quick Releases (love that name) reported a significant attack in the Oregon town of Corbett along the path of the Torture 10,000. The T-10,000 is one of their really big events with a significant rider turnout. Seems the flat count was significant with obvious tack attacks. Even more disappointing was the response of local law enforcement to any sort of follow up. Their viewpoint seemed to be dismissive of the seriousness of this kind of vandalism. While OSP was more sympathetic, they are resource limited and this is considered low priority. The town council is very negative to cyclists and would like to see them banned from their streets altogether. Makes me wonder how they would respond to someone salting the roads with roofing nails. I am willing to bet their level of concern would increase significantly. Not that I am suggesting that sort of tit for tat action, but I still wonder.

While I think our local law enforcement is more willing to follow up on this kind of advanced mischief, I think they are frustrated by their inability to nab the perpetrators of these crimes. To their credit, the Portland Wheelmen are following up with the community of Corbett looking for some common ground and common understanding. It appears their hope is a little education and exposure will create a greater understanding and tolerance of people who enjoy cycling in all of it's various forms. A highly commendable model and probably one we should do even more to embrace.

On a related but somewhat different subject; **BE CAREFUL OUT THERE.** Two cyclists I know personally have been the subject of assaults with plastic soda bottles. Both were hit, one in the face and one in the small of the back.

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# twbc monthly event schedule

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

Day	Date	Time	Distance	Ride Code	Leader	Contact at	Ride or Activity
Sat	11/01	9:30 AM	25	2 A	Ralph & Dena Wessels	253-857-5658	Ride to Sumner Bakery (rain cancels). Start: Freighthouse Square.
Sun	11/02	9 AM	50 +	2 B	Gus Fant	253-564-4710	Silver Lake for Lunch. Rain will not cancel. Start: Roy "Y" Park & Ride.
Sun	11/02	9:30 AM	40	2 B	Roz & Carol Davis	253-857-5396	Allyn-Grapeview Loup (rain cancels). Start: Espresso Stand @Hwy 302 & 118th (park in gravel).
Tues	11/04	Call	Call	Call	Call Ride Line	253-759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	11/04	All Day	Your Choice	Your Choice	Yourself	xxx	<b>Bicycle your Vote</b> to your polling location, Post Office, or local drop off site.
Tues	11/04	6 PM	20 - 30	xxx	Joyce C & Peg W	759-2393 & 475-3625	Tuesday Knight Riders. Lights/Reflectors required. Start: Starbuck's @ N 26th & Proctor.
Tues	11/04	7 PM	00	00	Bob Myrick	253-473-7455	<b>Government Affairs Meeting</b> @ the Guadalajara Taqueria in the Stadium neighborhood @ 1st & Tacoma Avenue.
Thurs	11/06	9:30 AM	50	2 A	Dena Wessels	857-5658 549-6961	InterUrban/Green River circles (rain cancels). Start: @ InterUrban Trailhead in Algona on 1st St. See Ride Notes.
Sat	11/08	9 AM 1 PM	xxx 15	1 A	Carla Gramlich	253-879-0115	Trail Cleaning Party, then Ride the Trail. Start: Orting Bell Tower for party & ride.
Sat	11/08	12:30 PM	30	2 B	Dan Austad	360-479-3711	Ride w/ Westsound Cycling Club. Start: Southworth Ferry Parking Lot.
Sun	11/09	9 AM	50	2 B	Terry DeWitt	206-271-8451	Algona & Around the Sound. Start: @ InterUrban Trailhead in Algona on 1st St. See Ride Notes.
Tues	11/11	8:15 AM	60	2 B	Tim Payne	360-871-4478	Ride to Port Gamble. Bad weather cancels. Start: Port Orchard Foot Ferry Dock. See Ride Notes.
Tues	11/11	Call	Call	Call	Call Ride Line	253-759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	11/11	6 PM	20 - 30	xxx	Joyce C & Peg W	759-2393 & 475-3625	Tuesday Knight Riders. Lights/Reflectors required. Start: Starbuck's @ N 26th & Proctor.
Tues	11/11	6:30 PM	00	00	Ralph Wessels	253-857-5658	<b>Board Meeting</b> @ the Kim Ahn Restaurant across from TCC on Mildred.
Thurs	11/13	9:30 AM	50	2 A	Dena Wessels	857-5658 549-6961	InterUrban/Green River circles (rain cancels). Start: @ InterUrban Trailhead in Algona on 1st St. See Ride Notes.
Sat	11/15	8 AM	30 - 35	2 B	Steve & Phyllis Lay	253-759-1816	Pancake Breakfast @ Spanaway Senior Center. Start: Starbuck's @ 26th & Proctor.
Sat	11/15	12:30 PM	30	2 B	Dan Austad	360-479-3711	Ride w/ Westsound Cycling Club. Start: Southworth Ferry Parking Lot.





# 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	11/15	5:30 PM	00	00	XXX	206-224-9252	Bicycle Alliance Auction @ Scottish Rite Temple in Seattle.
Sun	11/16	9 AM	40	2 B	Louis Boitano	253-922-1168	Ride To Buckley (rain cancels). Start: Sumner Library.
Tues	11/18	Call	Call	Call	Call Ride Line	253-759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	11/18	6 PM	20 - 30	xxx	Joyce C & Peg W	759-2393 & 475-3625	Tuesday Knight Riders. Lights/Reflectors required. Start: Starbuck's @ N 26th & Proctor.
Thurs	11/20	9:30 AM	50	2 A	Dena Wessels	857-5658 549-6961	InterUrban/Green River circles (rain cancels). Start: @ InterUrban Trailhead in Algonia on 1st St. See Ride Notes.
Sat	11/22	10 AM	60 +	2 B	Bob Myrick	253-473-7455	Rainier for Lunch (rain may cancel). Start: McDonald's in Spanaway.
Sun	11/23	9 AM	35-40	2 B	Ralph Wessels	253-857-5658	Peninsula Ride. Start: Purdy Park & Ride.
Tues	11/25	Call	Call	Call	Call Ride Line	253-759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	11/25	6 PM	20 - 30	xxx	Joyce C & Peg W	759-2393 & 475-3625	Tuesday Knight Riders. Lights/Reflectors required. Start: Starbuck's @ N 26th & Proctor.
Sat	11/29	9 AM	35-40	2	Louis Boitano	253-922-1168	Ride To Sumner Bakery for Lunch (rain will cancel). Start: Freighthouse Square.
Sat	11/29	10:30 AM	30	2 A	Tim Payne	360-871-4478	Ocean Capers Ride. Bad weather cancels. Start: Copalis Beach Surf & Sand RV Park. See Ride Notes.
Sun	11/30	9:30 AM	50 +	2 C	Roz & Carol Davis	253-857-5396	Lunch in Belfair (rain cancels). Start: Purdy Park & Ride.
Tues	12/02	7 PM	00	00	Bob Myrick	253-473-7455	<b>Government Affairs Meeting</b> @ the Guadalajara Taqueria in the Stadium neighborhood @ 1st & Tacoma Avenue.
Sat	12/06	8 AM	49	2 D	Tim Payne	360-871-4478	Tim's Birthday Ride. Bad weather cancels. Start: Gig Harbor Park & Ride. See Ride Notes.
Tues	12/09	6:30 PM	00	00	Ralph Wessels	253-857-5658	<b>Board Meeting</b> @ the Kim Ahn Restaurant across from TCC on Mildred.
Thurs	<b>Jan. 1, 2004</b>	10:30 AM	17 or 27	2 B	Ralph Wessels	253-857-5658	<b>Olalla Polar Bear Jump Multi-Club Ride.</b> Start: Jersich Park, Gig Harbor. See Ride Notes.



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

Hello Everyone. Our small committee met at our usual location, the Guadalajara Taqueria in the Stadium District at 1st and Tacoma Avenue. Our next meeting will be there on Tuesday, November 4, Election Day, at 7pm. This past month I had a great time enjoying the summer like weather in Ellensburg for the Manastash Metric. You should try this ride if you have not been there before. The day after, Steve and I joined TWBC for the ride thru the Yakima Canyon to Selah. Then, we left the group and headed up to Wenas Lake and followed the gravel road over old Ellensburg Pass back to our cars. A nice family from Covington has purchased the RV and camping resort near the lake and we enjoyed our rest stop there. I'm thinking of having a shorter mountain bike trip next year down the John Wayne trail and over Ellensburg Pass to Naches Pass and back home. Next summer, I may join my friends Wayne and Sue (waynesue.com) and travel thru Austria and Switzerland in June and July. Then, I'm thinking of riding over to the Rocky Mountains and down to the Santa Fe Trail and heading to the KATY

trail in Missouri. That trip would be in August and September. Call me if you're interested.

Here in Tacoma, we talked about several on-going concerns. I mentioned a news article about Safe Routes to Schools that was in the October 7 paper. Ralph asked me to investigate the status of Steilacoom's Military Road remodel. The road is thought to be getting sidewalks, but no bike lanes. If you live in Steilacoom, please let your City representatives know your view. Tacoma's Mobility Task Force is concerned about people who don't wear their helmets. I have called the Tacoma Fire Department and asked for them to include helmet usage in upcoming TV Tacoma programming. Carla said she had participated in a helmet usage survey at Point Defiance. Ralph said the Traffic Safety Commission has a helmet usage survey. He thought that Grant Goody?, the host of PM NW Backroads, might be interested in a helmet use message since his son was in a bad bike accident. I reported that the TEA21 funding program was extended 5 months to February 2004. Tim Payne is still following the Narrows' Bridge construction and we discussed a possible short-cut to the Cushman Trail. We also hoped to meet Brian Ziegler who is the new Public Works Director for Pierce County. He once commuted to his WSDOT job in Olympia by bike.

We went on to discuss the appearance of several bulb-out projects at Tacoma intersections all over the City. I offered to inquire and talked to Kurtis Kingsolver, Tacoma' Traffic Engineer, about this matter. Several TWBC members were concerned that the bulb-outs

might be hazardous. Kurtis indicated these bulb-outs were being built with Neighborhood Business District improvement monies that were previously provided for non-motorized projects. These bulb-outs appear to jut out about 6 feet and a normal parking lane is about 8 feet. There remains 12 feet or more for the travel lane. Puyallup and University Place have provided the same size of bulb-outs to calm traffic. In University Place, they have used 10 foot travel lanes, but a bike lane of 5 feet is also marked on the road. I attended a Walkable Community Meeting in Edgewood where the famous Dan Burden (walkablecommunities.com) praised this type of bulb-out. We hope the bulb-outs calm traffic and make it easier for walkers to get across the street.

After some more discussion, we decided that our area might benefit by a 10 Most Wanted List of bicycle improvements. We decided that name was better than a 10 Worst List. We also thought it would be prudent to create a 10 Best List which we will work on in the near future if we can find 10 Best improvements. Here's our 10 Most Wanted List:

1. Tacoma Rail's Deplorable Rail Road Crossings on the Roy Highway.
2. Sumner's potholed Valley Avenue running next to the Cannery Furniture Store.
3. King County's Interurban Trail near South Center where it is hard to find your way.
4. Orting's missing curb cut on the Foothills Trail by the Safeway Store.
5. WSDOT's or Tacoma's missing shoulder on River Road by the Puyallup Casino.
6. WSDOT's missing shoulder in Purdy going uphill on SR302.

**continued on page 10**

## TWBC November Ride Notes:

**InterUrban/Green River Circles:** Call 1<sup>st</sup> phone for info; call 2nd phone before 8 AM if coming. Bring food for this fast paced “training ride,” very few stops. Headwind workout usually last 5 miles. Total time averages 4.5 hrs.

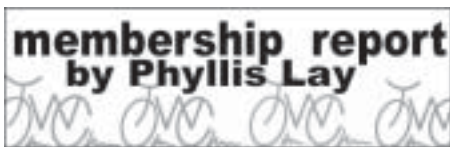
**Algona & Around the Sound:** Ride from Algona to Auburn up Peasley Canyon Rd to Dash Point, Cliff House, Fife, Puyallup & back to Algona.

**Ride to Port Gamble:** Meet @ Port Orchard Foot Ferry Dock @ 8:15 AM; Take 8:30 AM Foot Ferry. Lucky government employees & retired folks play day. Ride to Port Gamble for lunch.

**Ocean Capers Ride:** Meet @ Copalis Beach – Surf & Sand RV Park. Wear off that turkey dinner by riding to Ocean Shores for lunch.

**Tim’s Birthday Ride:** Ride the Peninsula Area to Port Orchard for lunch. Will Tim claim to be 49 forever?

**Olalla Polar Bear Jump Multi-Club Ride:** Ride from Jersich Park in downtown Gig Harbor, out to Olalla, to watch approx. 600 people jump or wade into Puget Sound. Call prior to Jan. 1<sup>st</sup> if you desire to ride out & become a Polar Bear do Dena can arrange for sag back to Gig Harbor after she wades in. Weather will dictate length of ride.



## NEW

Carol Colleran, Todd, Mulmahill, L. Terry Conner, Pamela Wilson,

## RENEWALS

Robert Deehan, John Campbell, Mike Hassur, Sany & Alex Byrd, Kathryn & Phil Hohnson, Lonna Cain, Lewis Jones, Karen Comer & Charles Wolf, Fay Tong, Pam & Bill LaBorde, Jan Sanborn, Tom Shirey

## Danskin Triathlon Experience: Bike By Dena Wessels

“Where the heck did I put my bike?” That was my thought as I walked up the concrete boat ramp leading out of Lake Washington, after completing the Swim section of the Danskin 2003 Sprint Triathlon in Seattle on August 17th. I had just spent 35 long minutes in the water using most of my endurance & what little swimming skill I had to traverse the triangular course. At the Pearl St. YMCA, I used to “swim” for about one hour, & sometimes come home to take a nap, pretty much wiped out with all the effort I had put into my practice event. Today was the actual event(s), & I had two more to go.

Was I ready to give my all for each of three events, one right after the other? True, I had trained since February of this year, for each separate event. I’d even participated in a sprint triathlon that the Puyallup YMCA puts on in June. There, the swim took place in the pool, & one could use “accessories,” i.e., fins. I know: I asked; I used. That triathlon only took me one hour, forty-one minutes to complete, fins included. There however, I had climbed from the pool exhausted, the last person in the last wave. I was the last person on the bike course. I even had a police escort from the favored officer who pulled the duty of tagging after the last rider in order to sweep the course. Let me tell you that there is no greater incentive to go faster than to have a cop sitting on your tail twiddling his thumbs on his steering wheel, while you look down at your speedometer and are doing only seventeen miles per hour.

My training for the short (in my mind) bike portion of the Danskin was to tackle Pt. Defiance Park’s Five Mile Drive. Thrice around the park would be just over the 12.1 miles we were to ride in August. I figured that by tackling the two hills in Pt. D, that I would build muscle strength as well as endurance, and therefore be that much faster on the relatively flat course going along Lake Washington Blvd, and across the I-90 bridge.

Sessions in spin classes at the Pearl St. YMCA would help me by just flat out fast riding practice (forty-five minutes’ worth). I also got to listen to the different music chosen by the spin instructors. I still enjoy spinning in my house on an old road bike hooked up to a trainer, watching a video of Richard Simmons’ “Sweatin’ To The Oldies.” A beat by any other name still gets your feet circling. By reaching normal lung function this year, I was also getting used to breathing fully and deeply even with my exercise induced asthma. I still got some strange looks from the other spinners when I placed my inhaler on the ground in front of the bike & spun with my bandana mask on though. At least there I didn’t have to worry about taking my mask off before going through the doors, like I did if I stopped @ an AM/PM while on my road bike.

The day before that August 17<sup>th</sup>, I had driven to Seattle with Annessa & our bikes to attend the Danskin Expo. It was the usual pre-event event, with things to buy, informational changes (the bike distance was an additional 0.6 miles), things to buy, get body-marked with our race numbers, things to buy, advice to listen to, things to buy, lectures to attend, things to buy, etc. Then after a quick lunch to re-fuel, it was off to the race site to rack the bikes. This had to be done the day ahead of time, because over 4,000 women had six hours in which to accomplish this. Race day would have those same 4,000 + females going through the two athlete entrances for only 3.5 hours; then the gates would close for a time. It was much better to rack the bike in an unhurried fashion the day before. As for security, guards were posted around the perimeter during the night. How do that many participants find their bikes the next day? Any simple system, as long as you remembered it.

The Transition Area consisted of 11 grassy/dirt sections of fenced off and marked areas in Genessee Park. There was one entry/exit for the Swim, separate start and finish openings for the Bike, one exit for the Run and 2 athlete entrances on the day of the event. Each section held at least 5 to 6 racks, each rack consisting of 5 to 8 individual sections, end on end. While your race number dictated which lettered section you were in, you could rack your bike anywhere within that section. The professional racers had section A, and only



# the Picture Page



Yakima Canyon Ride



200 women were there, right next to the Swim Finish and close to the Bike & Run Start. Cancer Survivors, as well as other participants were in section B and consisted of 260 women. Then Sections C through L (read single and double digit swim waves) were scattered over the rest of the fenced off area. Of course, the further down the alphabet you were, the further away from the start/finishes you were, & the more bikes that were in your section.

In advice given at the Expo, you were told that you should mark where your bike was by some physical landmark (they usually don't move around much). It was also advised that you should count the section of rack, as well as the row in the section, and remember it and/or write it on your body somewhere. Others spoke of tying brightly colored or oddly shaped balloons where your bike was racked (though balloons have been known to pop or go flat in the night). Some women did all three. In Section D, I racked my bike three rows over and the third rack in from the end, and directly in line with a tree in the fenced area. Then I took a visual memory by walking from my bike to the Swim entry/exit and back again. I went from the bike to the Bike Finish and back again. I also wrote the location on my arm. Hopefully the next day I'd be able to remember it.

There were mechanics available on site the day before as well as on the day of the event. Unlike the opening rides of the year, like the Daffodil Classic, one was supposed to have had one's bike gone

over thoroughly prior to this day. There were to be no cobwebs clinging to the spokes here. I had previously washed, wiped down and stripped every extra bit of weight off of my trusty Rodriguez. I had left my usual overloaded trunk at home, not that these lack of extra pounds were going to make that much difference to me—it wasn't as if I was going to win the thing; I was there to participate, to complete each event. I didn't even take any tools with me, just a patch kit, a spare tube, & tire irons. The bike looked about as good as the day I receive my blue steed back in '97. I had even upgraded some components over the past two months. After ten years of riding I was becoming more comfortable at stretching out lower over the handlebars, so I switched to a longer stem. I wasn't as worried about scratching that custom paint job, so I switched out of those toe cages to 'biker shoes' (besides, scratch-covering nail polish comes in sooo many colors nowadays). I wanted to be able to shift on the fly, so I switched from bar end shifters to handgrip shifters. I even had time to get use to the new setups.

But those last minute things do happen. It did to me. As I was taking my stripped down and lightweight bike out of the car, my left front brake pad slipped down. So I was off to see the wizard, ah, the mechanic. After passing the guards @ the athlete entrance, I took my place in 1 of 2 lines. It seemed like most women just wanted to use a floor pump for that final pressure check. After 20 minutes of waiting, a few quick twists of a tool, and

an alignment check, I was off to choose my rack site. Most people just hung their bikes by putting the seat over the bar, and the front tire would touch the ground, stabilizing it. I'm short (5'3"). My top tube is the same length as my seat tube. I have 650cc tires. There is no way my bike was going to hang from its' seat and have the front wheel touch the ground. I was not going to hang my trusty, well-tuned steed by hanging the shifters over the bar. So I hung my bike by its' seat and then bungeed the seat and post to the bar. The bike would still swing, but it was fairly protected by the bikes on either side of it; as long as the entire bike rack didn't fall down (which has been known to happen at some triathlons).

After reaching dry land that Sunday, while others ran past me, I quickly walked to my bike. I checked the inked location on my arm, and located the tree. Most of the other women were running to their area, but I was there just to participate and get through each event, one at a time. There tends to be a slight confusion in the transition area, with women hurrying everywhere, going from one event to the next, volunteers assisting and directing, family and friends hanging over the fence calling encouragement. My plan was to continue at a steady pace, but not 'race' through things. Early that morning (on site @ 6:30 A.M.) I had brought my gym bag with each event's gear in its own place. I hooked my Teva sandals I

**cont on p. 10**

## Tech Talk cont from p 11

of making the chain and it keeps it from rusting on the shelf. I use paint thinner for parts cleaner but gasoline or diesel work fine and gas will evaporate quickly. Install your new chain using the master link provided. If your chain is dry and free of solvent you can lube it. I still like Tri-flow for my chain and it's important to use just a drop at each pin. Don't douse the entire chain because you don't want to drown it in lube so it can then become a crud magnet. I let it sit for a few minutes than I take a rag and wipe it down 2 or 3 times. I rotate my crank and wipe off again. I lube the links where the chain exits the cassette along the chain stay. I've been told it's best to lube a chain where it sits on top of the cassette with the chain on the largest cog. The reason being that is the point where the chain is spread it's longest so to speak which gives the lube a better chance of penetrating the rollers. I'm not going to argue that point but I think it makes more sense to lube the chain where the excess won't bathe the rest of your bike. Your cassette cogs do not need lubrication and the more gunk you put on them the more gunk they will attract and today's cassettes with all their ramps and holes make a great place for crud to live. Eddy (eddyJ@zappo.com)

## Vice Pres Sez cont from p 4

Fortunately, neither of them suffered serious injury nor did either of them crash. The attacks occurred in different parts of the state so they are almost certainly unrelated crimes. There are people out there who, for whatever reason, have a chip on the shoulder about cyclists. I don't know why, but I do know our WSP is interested in finding these people. The top priorities of the WSP are drunk drivers and aggressive driving/road rage. They consider assaults on cyclist by motorists a serious form of road rage. Their goal is to get this kind of driver cured or off the road. If you are assaulted or threatened, get as much detail as you can and call the state patrol office in the area. If they can find the individuals involved they will follow up.

### RIDE!

I like to end on a positive note. Despite the monsoons of mid-October, the weather continues to be quite bike-able. Get out and enjoy it while it lasts.



## Gov. Report cont from p 7

7. WSDOT's mandatory bike exit on I5 and Gravelly Lake Road, no place to go from there.
8. Tacoma's missing sidewalks on Pine Street under SR16, too hazardous to ride in street.
9. Tacoma's missing sidewalks on Union under SR16, too hazardous to ride in street.
10. Tacoma's missing bike lanes on Tyler Street south of 36th street to the City limits.

I hope to contact Stevan Gorcester with the State's TIB program (Transportation Improvement Board) so that I can plead for a change to their rules to hopefully allow Pine Street and Union Avenue's missing sidewalks to qualify as bike improvements. These two roads are our main travel ways to move north and south thru the Tacoma Mall area and the roads are too congested for a cyclist to ride there during rush hours. I hope to see you at our next meeting.

## Bike Danskin cont from p 9

had worn that morning over the bar to save my bike's "space" while I was riding it. I even brought a small stool to sit on. I saw some women dipping their feet into dishpans containing water to rinse the dirt off prior to drying their feet and slipping into bike shoes. I sat & just quickly dried mine with a towel. One piece of advice we were given was to start at the bottom and to work upwards when changing gear. For sprint triathlons, most professionals didn't wear socks in either the bike or the run. I had a clear pad to place on the bottom of my left foot (piece of broken bone working through), then the socks, and then the "biker shoes." The timing chip had to stay on my right ankle throughout the event

(on it's recently purchased soft Danskin timing chip holder). My "Road ID" was already on its' customary location: left ankle.

Now some would think that one would change out of the swim suit, into bike shoes, bike shorts & jersey, then change to running shoes, running shorts and top; no way, no how, NO TIME! Transition times for the professionals range from thirty seconds to two minutes. Plus, there were no changing areas, unless you wanted to use the saniticans. Most people wear the same basic thing for all three events and just change the shoes, if that. Some women wore a

unitard that they could swim in, & had a light biker padding. Some biked and ran in their swimsuit. I preferred a little more coverage, thank you very much. Maybe in 20 years or so I'd be able to bike and run in a one-piece swimsuit. For this Sunday in August, I had selected unpadded (only 12.1 miles) Danskin 9" shorts for the bottom piece. Even though the 9" didn't have the biker elastic at the end of the legs, they didn't seem to creep up my legs as much as the shorter lengths, & I wanted to be able to concentrate on other things than constantly pulling the legs down. The guys have it lucky when they swim, bike & run—they **continued next month**



Aren't you glad that you're not a chain? Lots of stuff on your bike works hard for you every time you ride but your chain is the main drive component and probably the most abused. Chains seem to be either caked with black goo from months of over lubricating or they're rusted and squeaky. I think a chain is the last component most may think of when it comes time to replace worn parts. You can't just eye ball a chain and know that it's time is up. There are tools that measure a chains "stretch" to let you know that it has reached its limit. You don't have to have a special tool to measure chain wear. If you take a 12 inch ruler and place the 1 inch mark at the center of a pin on the chain and the 12 inch mark lines up with the center of the pin that's 12 inches away than your chain is just fine. Well, kind of. It just means it hasn't gotten to the point where you can measure the wear. A chain can be worn enough for replacement before you can detect any stretch in it. Chains don't actually stretch. The rollers between the pins wear down which causes a greater gap that in turn lengthens your chain.

You should change your chain every 1000 to 1300 miles. Doesn't seem like much time between changes does it? As your chain wears so does your cassette and front rings. The wear pattern of your chain follows the wear pattern of your cassette. In other words, it's like the two are mated. Whatever wear occurs in your chain will affect your cassette and vice versa. If you change your chain before it has worn its elongated length into your cassette than you won't need to change your cassette

at the same time. You may have experienced a problem with your shifting because you let your chain go too long and when you put on a new one the cassette had already been changed by the wear of the old chain and it did not like the new one. The result of using a new chain with a worn cassette is skipping. When you put

any beef into your pedal stroke the chain wants to jump off the cog and you go clunking down the road cursing your bike.

If you faithfully replace your chain your cassette will last much longer. I'm on my fourth chain this year but I'm using the same cassette. The type of chain I use costs about 1/4 the price of my cassette so it makes a big difference.

There are many types and styles of chains. The most important factor in choosing a chain is its width. If you have a 7, 8, 9 or 10 speed cassette you need a different chain for each of those. An 8 sp. chain will not shift well on a 9 sp. cassette because it's too wide.

If you asked me what the best chain is I could only say that the more it costs usually means it's better. Better is a relative word. A black steel chain is cheaper than a nickel-plated chain but it will work just as well. Nickel plated chains look nicer to some and don't rust as readily as an unplated chain. There are steel chains and titanium chains and colored chains and stainless steel chains and steel chains with hollow pins and steel chains with titanium pins and chains with flared side plates that claim better shifting and the sky's the limit. If you buy a "Campy" chain you'll pay more for it even though Campy doesn't manufacture it. The same goes for Shimano. You pay for the name. Since I try and change my chain as often as I think it needs I usually spend less than \$25. I like the nickel-plated chains and I've

used a Sunrace, Sachs, Sram, and Shimano, just to name a few. There's a new chain out that is all the buzz made by Wipperman. They claim their chains last longer. They don't say longer than what, just longer. I believe they start at \$45, which is too much for a chain as far as I'm concerned. If you care to spend that much on a chain and figure out if it actually does make a difference, I'd like to hear about it. Wipperman chains do have a nice master link that is re-usable (just like when we were kids) so you can break your chain apart for cleaning which is the best way to do it. You should never break open your chain unless you have a new link to use to put it back together. I've re-joined many chains by just pushing the pin back in and as a result the chain broke on a ride. It was not a pleasant encounter. You may notice that on most chains the pins are dimpled. That is how the pin is mushroomed at each end to keep it from pulling out of the side plate. Once you push a pin through the side plate you've destroyed the only means of keeping it in place. There is a tool made that will re-do the mushroom on a pin but it costs over \$300 and I think just buying a new master link is the way to go.

When it's time to replace your chain here's what you do. After removing your old chain with your chain tool, lay it out in a line on the floor or workbench or whatever you've got. Line up the new chain with the old and mark the new chain where the old one ends. New chains always have more links than you need so you will have to remove some. I usually whack off 6-8 links of the new chain. Your chain should be long enough to shift to the big cog and the big ring. I know that most of us don't ever ride that way but you want to have enough chain just in case someone else rides your bike and shifts to that position. You don't want to bust the cage off your derailleur now do ya? Clean your new chain. I know, it's new so why clean it? You may notice it has a sort of a sticky film on it. That's a product

**cont on page 10**

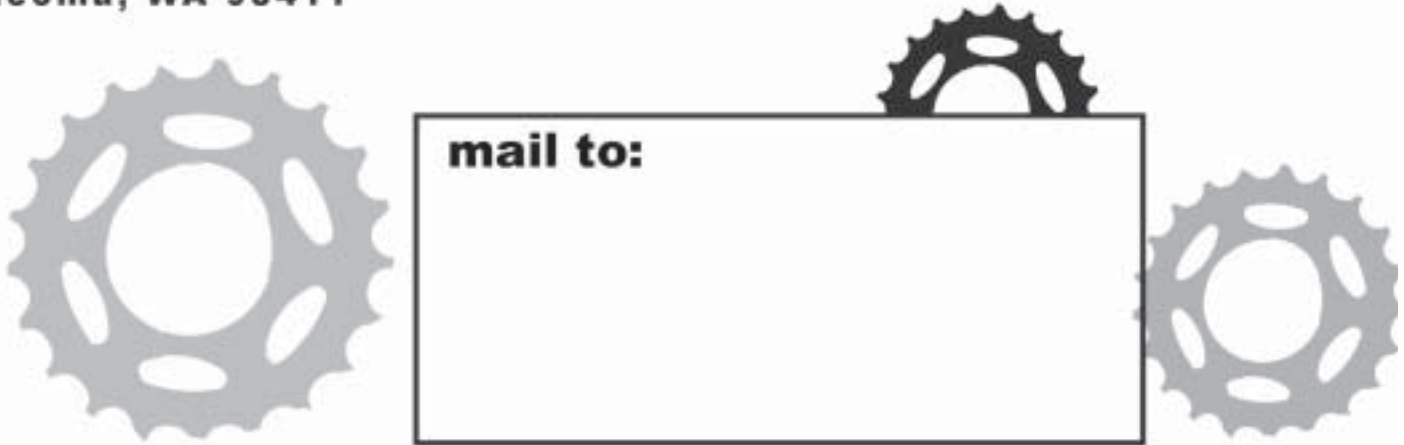




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