



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

Prsrt Std
U.S. Postage
Paid
Tacoma, WA
Permit No. 151

September 2004

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 _____

Optional subscription to Sports Etc \$18_____

Optional subscription to The Bicycle Paper \$12_____

Total Membership Fee: \$ _____

**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 ad-
dress in the membership
listings.**

**Also...Check boxes if you
are interested in volunteer-
ing for:**

[] Leading Bike Rides

[] Events

[] Newsletter

[] Club Meeting Programs

[] Becoming a club officer

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

SEPTEMBER 2004

Just Like Lance...Almost. J. R. Gulcznski

Just like many others I've been watching Le Tour de France on the Outdoor Life Network cable channel and before that, The Lance Chronicles. And just like many others I've been both highly entertained and highly perplexed by some of the things I've seen. So I thought I'd share my thoughts with others.

One thing struck me about professional racing, being a relatively new spectator to the sport. It's really about the only sport where the average weekend amateur can really identify. I mean anyone who cycles can pretty much feel exactly what the pros feel. Think about it. Anyone who's bonked going up a tough climb, or dumped his bike in a turn, or painfully cycled those last few miles home with gritted teeth and a sore knee, has experienced pretty much the same as the pros. Of course, I'm not taking anything away from the pros as they not only do everything much faster, but they also do it more often, which is why they are pros after all. Still, the average weekend baseball player is probably never going to face a 98 mph fastball unless he's in a batting cage, and you're probably never going to have to guard Shaq in playground pick-up game. But you can go ride in the RAMROD if you wanted, and other than time, it'll exact pretty much the same toll.

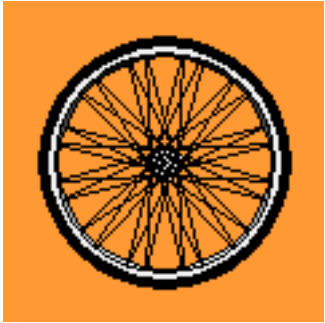
The bigwigs at OLN sort of corrected it once the actual TDF started, but beforehand I couldn't help but wonder what in the world their marketing guys were thinking? I mean did you see the Lance Chronicle's commercial line-up? Other than the sponsorship announcement from Trek at the very beginning and a couple of Nike commercials featuring Lance "just doing it", there was a very noticeable lack of cycling related ads. What gives? Me? I'm guessing that cycling has such a low profile and is such a niche market in this country that: a) consumers of cycling related products already know what's out there so there's no real need to advertise; b) cycling product retailers have no budget for commercials even on a cable outlet, or c) OLN just blew it. I know that cycling attracts a wide range of people with varied interests, but did OLN really think the viewers of such a subject specific show like the Lance Chronicles are really that interested some "wrestling mania" match to hype it just about every other ad? I just didn't get it.

Were you just as amazed as I by the level of bike handling skills displayed by highly trained professionals? Imagine going 35-45 mph and picking your way through the peloton on narrow, sometimes rain slicked cobble stoned roads or narrow country lanes with everyone all around you constantly jockeying for better position. I'm talking of course not of the racers, but of the guys piloting those ubiquitous motor scooters! Every now and then, you'd get a glimpse of some incredible artful dodging. As one who formerly owned a few motorcycles, I'm impressed with the way those guys handle their machines, especially with a cameraman hanging on the back.

The coverage of TDF was not just esthetically pleasing with great shots of the same luscious country and mountain landscapes we enjoy on the TWBC Headwaters ride, except for the medieval castles of course, but it was also technically astounding as well. One has to appreciate what had to be happening in the production booth for the seamless coordination of all those feeds from helicopters and mobile land cameras to give us such a visually compelling broadcast. I once read some years ago that the best time to shop for a color TV was during any Superbowl game as the best TV technicians in the US, if not the world, were hand picked to work that broadcast since it is such world wide showcase. And this is even before the infamous Janet Jackson "wardrobe failure". (Yeah, right.) I'd have to say the TDF broadcast ranks right up there now for technical accomplishment.

When not watching it on TV, I was listening to the live TV feed at the official TDF web site while reading the live minute-by-minute text updates, and I must say my over active imagination honed on 1950 radio plays was duly stimulated and found it quite exciting. It also brought back fond boyhood

RAPsody continued on p.4



TIRE BUZZ

By President Tim Payne

By the time you read this the first RAPSody will have taken place, (is that anything like THE rapture? Any Theologians out there?) 450 riders strong, all riding to support bicycling in Washington State. I hope all of who rode and especially those who volunteered enjoyed the experience. Your feedback would be welcome as the organizing committee will be trying to decide if this is the first and only or the first annual RAPSody.

If you missed RAPSody, don't put your bike away just yet. Your season has not ended. TWBC is offering a premiere cycling event, the Headwaters Century, on Sunday, September 12. Registration and start line are at Enumclaw High School beginning at 7:00 am. There are three routes to choose from 45, 65 or 100 miles. More information including direction to Enumclaw High School can be found on the TWBC website.

I just completed the 2004 Courage Classic, a three day, 180 mile ride which benefits the Mary Bridge Children's Center. The ride was, as usual, very well organized, very well supported, well attended and the food was awesome. There was a different feeling to the ride this year, however. The riders were receiving almost continuous warnings from the organizers about the necessity of riding to the right of the white line. Granted, there were numerous riders who would choose to swing to the left of the line right in front of an overtaking car. Not a wise move or one that leads to longevity. Even so, the threat was presented that if we dared ride to the left of the white line, the longevity of the ride was in jeopardy. I know of at least one deputy sheriff who threatened to shut down the ride. I also know from discussions with the ride organizer that there seems to be an implied authority from the WSDOT and WSP to force riders into a lesser legal position as a vehicle on the road if they are participating in a special event that has been permitted by these government organizations. THIS IS JUST PLAIN WRONG!!!!

I am happy to say that BAW and the organizers of rides like the Courage Classic are working with the WSDOT and the WSP to resolve our differences. In the meantime, our legal rights as cyclists are in danger. For me, one of the reasons I chose to ride in the traffic lane, at times, was abundantly obvious; there

was no shoulder. Nowhere is this more true than the final four miles along SR-2 approaching Skykomish. In many places along this stretch of road there simply is no shoulder, so there is no choice. In other places along the route, the amount of debris that has been allowed to gather on the shoulder makes it impractical to ride there. Most notable in that category is along I-90. The amount of retread tire debris accumulated along the shoulders I-90 is astounding. And, as most of you know, almost every little shard of tire contains those little wires that just love to find their way into your tube. While far from a scientific survey, my observation is that about half of all riders got flats from this single source of debris along I-90. I do not know what kind of schedule WSDOT Maintenance has for sweeping the shoulders of cross state highways, but from a cyclist's perspective, it is not often enough. I daresay that if even 1 in 10 motorists got flats from road debris on I-90, many WSDOT executives would be polishing resumes looking for new employment. So either, we, as cyclists, just don't count or we have not found the right buttons to push to get WSDOT more attentive to our needs as cyclists. What really burns me about this is that there is an implied, but carefully qualified, commitment on WSDOT's part to sweep the shoulders along the routes of a permitted event. This is qualified by ...depending on regular maintenance schedules, etc, etc. For government, it is one of the better bait and switch routines that I have seen used on the public. I hope that we can make some progress on issues like this over the next year.

In the meantime, I would offer a word of thanks to WSDOT and their contractors for their work on US-97 going up Blewett Pass. The shoulders are now wider and very smooth. The work completed in the past couple of months is new enough that very little debris has accumulated along the shoulders. Contrasted with the ride on I-90, most riders thought they were on an exclusive bike path. The Courage Classic ride along that stretch of road was delightful. Even on the north side of the summit, where the same project was completed two years ago, the shoulders were in reasonable condition. So there are some parts of the system that do seem to be working.

On the other side of the issue as reflected in the Government Affairs report, things on the west side of the Narrows Bridge on the SR-16 project have gotten way out of hand. There is a quarter mile stretch of "no man's (or woman's, either) land" where cyclists are expected to traverse a poorly marked, poorly graded, unpaved surface to reach the west end of the bridge going westbound. We continue to work with WSDOT on finding a better solution to this temporary problem. Again, what I find offensive and frustrating is that it is necessary for us to bring matters of this gravity to the attention of WSDOT to begin with. By policy, in the statewide transportation plan, WSDOT says they support and promote non-motorized forms of transportation. Well it looks real good on paper, but I would say the policymakers at WSDOT have a long way to go to make it look as good on the road.

Back to a happier subject. Summer is almost over but there is lots of great cycling weather left before the bleak winter days close in. A brief promotion here.... Saturday, October 2, the Ellensburg Cross-Country Ski Club hosts the Menashtash Metric. In the twelve years of this ride, it has yet to ever rain. Perhaps an early October trip to the middle part of the state is in order? The course of the ride is not overly strenuous and goes through some beautiful countryside. There is

The Buzz continued on p.3

The COG Home Page



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

**Next Club Meeting:
Tues, Sept 21,
2004**

**Swap Meet!
Buy, Sell, Trade, or
Give Away.
Food galore!
See old Friends and
share cycling stories
and food.**

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

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)

Position Vacant, VOLUNTEER NEEDED!

- DIRECTOR OF SPECIAL EVENTS:
- PUBLICITY:
- SAFETY & EDUCATION:
- EQUIPMENT MANAGER:



About the Meetings....

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: president@twbc.org

,Tim Payne, 360-871-4478,

VICE-PRESIDENT:, Vern

Hase, 253-759-7246,

vp@twbc.org

SECRETARY: secretary@twbc.org

Sandy Byrd: 253-474-6721

TREASURER:

treasurer@twbc.org

Jim DeYoung, 253-912-0757

TOURING CAPTAIN:

ridecaptain@twbc.org

Carol Davis: 253-857-5396,

NEWSLETTER:

newsletter@twbc.org

Editor: Jan Brame, 253-759-6984,

Reporters: Various Members

Deadline for articles, 3rd Friday

(after meeting)

MEMBERSHIP DATABASE:

database@twbc.org

& MAILING:

Ann Seago, 253-761-0709,

**DIRECTOR OF COMMUNITY &
GOVERNMENT**

RELATIONS: gac@twbc.org

Bob Myrick, 253-473-7455,

MEMBERSHIP:

Phyllis Lay, 253-759-1816

WEBMASTER:

webmaster@twbc.org

Ken & Cindy Stagg, 253-770-5530,

DAFFODIL CLASSIC:

daffodil@twbc.org

Joyce Clifford 253-759-2393

& Marguerite Richmond 253-272-1254

PENINSULAMETRIC:

pmc@twbc.org

Dianne Koch, 253-564-3271

HEADWATERS CENTURY:

headwaters@twbc.org

Robert Deehan, 253-272-9682

BIKE EXPO: bikebooth@twbc.org

Peggy Fjetland, 253-879-0115

Carla Gramlich, 253-879-0115

JERSEY SALES:

jerseys@twbc.org

Peggy Fjetland, 253-841-4458

ANNUAL PICNIC:

Vern Martin, 253-212-0781



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

Our committee got together on Tuesday, August 3. Due to my leaving on an extended bike tour, the next meeting is scheduled for Tuesday, October 5 at 7pm at the Guadalajara Taqueria in the Stadium District at 1st and Tacoma Avenue. I will be heading on a solo tour for three days down past Mount Adams and will meet friends for four days of hiking near Glenwood, WA at the Flying L Guest Ranch. Then, I will solo tour south and east thru Oregon following a route of Steve Brown's, Adventure Cycling and my own to Jerome, Idaho. The West Sound Cycling Club has accepted me as their guest for four days of their trip thru the Sawtooth Mountains. Then, I will head off to Lost Trail Pass and Lolo Pass to retrace the route of Lewis and Clark back to Tacoma. I hope you all are enjoying your bike summer and I wish you have the chance to go out on an overnight trip someplace before winter sets in. As usual, a few things have happened that allowed us to talk about something different than touring.

1. Breakfast in the Woods. The Foothills Trail Coalition event was a great success. Sixty-seven riders turned out for the first year of riding to the event up by the Carbon River entrance to the mountain. Many riders were happy with the tablecloths and flowers on the tables as well as the pancakes, cereals, fruits, coffee, etc. It was unexpected by most of the riders. I think the event will grow to several hundred riders. The course was nice in that the 1800 feet of climbing happened before the big breakfast and most of the return was downhill. There was a bake sale and car show in Buckley for riders who took one of the longer routes.

2. Scott Pierson Trail. I noted the new trail segment on North Seventh Street heading west from Pearl Street was side dressed with rock that was already migrating onto the trail. I have called WSDOT and

asked them to re-consider their treatment of the edge of the trails that will be built along SR16.

3. Narrows Bridge Construction. The bike route coming from Gig Harbor near the old bridge was completely missing due to construction near the bridge. We have asked WSDOT to restore the bike access in a correct manner and try to keep it open as much as possible. There were also other problems reported on the Tacoma side of the bridge and we have pursued that complaint with WSDOT as well.

4. Proctor and North 26th Streets. Tacoma's new angle parking located north of 26th Street has angered several people including John Hasty who also happens to be a Traffic Engineer in a city to the north. John is pursuing this matter with the City and I have met several people who agree with John that the situation is a hazard. Stay tuned for further developments.

5. Roy Area Railroad Crossings. Ralph noted that WSDOT has not replied to our requests for more information about the three inadequate crossings between the Roy Y and Yelm. He intends to continue to pursue this matter after the RAPSody Ride is completed and he has more time available.

6. Mini-Study for Narrows Bridge. We are concerned that when the new bridge opens, cyclists may end up causing congestion on some of the feeder roads to the new bridge. The County was asked to perform a mini-study in the bridge vicinity to assess whether or not bike traffic might congest the roads due to the lack of adequate shoulders. We think it might be advisable to accelerate the construction of shoulders near the bridge to prevent conflicts between motorists and cyclists. The County has not got back to us with an answer to our request.

7. Pierce County Transportation Financing Scheme. I attended the first meeting on this subject and there will be another meeting in September. I think Pierce County will be recommending Impact Fees paid by Developers on new homes. They will also suggest selling bonds for new road construction so the new infrastructure will be available years sooner for your enjoyment. I suggested that education could go a long ways toward easing congestion like "live close to work".

CHECK IT OUT!!!

The ride calendar this month suffers from our esteemed ride captain cycling in Europe. But she's back now, so check out the Web Site and the Ride Line for additional rides in September. See you at the Club Meeting and on the Road!

the vice prez sez

By Vern Hase, Vice President

Our first meeting after the summer break is on Tuesday September 21. It's been a while, so it will be good to get together and share stories about the events and rides of the summer. I enjoyed reading about the Montana trip in last months' newsletter. I wouldn't mind hearing more about it, and other experiences from our many club rides. And of course by the time we meet, the RAPSody and Headwaters Century will have occurred. I know some of us have also been on rides hosted by other clubs - the STP, Ramrod, Courage Classic, TRYBR, Covered Bridges, and several more.

After that, the program for the evening will be kind of a "swap meet" fueled by everyone attending. If you have something new that you've never used, or something old but good, now is the time to clean out your garage and bring it to the meeting. You may have the very thing that someone else has been searching for.



The Buzz continued from p. 2

usually a TWBC club ride the following day in the vicinity, last year we went from Ellensburg through the Yakima Canyon to Selah; another beautiful trip. Think about it. If you come, you will be happy with your choice.

The next general membership meeting of TWBC will be Tuesday, September 21. Hope to see many of you there.

Get out there and enjoy. Be safe, wear your helmet and remember that you are invisible to motorists.

MY STP

By Molly Johnson, Contributed by
Tim Payne

Contributor's note: First of all I want you all to know that Molly, a TWBC member, very active in Seattle Bike Club and a key member of the RAPSody organizing committee, gave me permission to re-print this in the newsletter. I received it from Molly as an e-mail. I think there is a little humor, tons of insight and many lessons to be learned from Molly's STP experience. I hope you will find it as interesting as I. One last thing, Molly wanted you all to that she was adamant about NEVER doing the STP again. In her words, "The poor fighter fighters got an ear full as I excused myself to be un-lady-like and had a few choice words about the weather, the ride, and sick of putting my life on hold to ride my bike for ONE day's ride in which I had my first accident. I was feeling mentally worn out. I think last year's headwinds were better. At least it was cooler!" Now the story:

Well, I biked the STP (Seattle to Portland) 206 mile ride again this year in one day. The winds were not grueling like last year since they were pushing us into Portland for most of the ride from Seattle. However, the heat was grueling zapped our energy and gave us heat exhaustion. Here is the story of STP with a chaotic chaser. You have a choice - read only the STP story and hear success or hear success and bad luck.

Friday night - We drove to Tacoma to drop off overnight bags (and an extra vehicle to return to Seattle) with mom (who sagged the ride for us). The sag vehicle however was sitting at my uncle's mechanic shop (a couple miles away) and she had the keys. My mom was running a bit behind with work and didn't get home until 9:30. (Contributor's note: Molly and Ellery were attending the RAPSody Organizing Committee meeting that evening in Tacoma from 6-9pm. That is true dedication). Finally, we drove back to Seattle and got to sleep around midnight.

Saturday - woke up around 4 am - rushed to get to the start and begin cycling at 4:45 am. All was good - it went quite quickly as we were averaging close to 20 mph for the first 25 miles. Ellery's parents met us along the route as we went flying by them and they attempted to take some pictures. We met up with them and my mother in Span away - the 50 mile mark. We also met up with Brian at that point. All three of us started off but within 3 miles I realized I had a tack in my tire (as did MANY riders on that stretch leaving the rest stop to Roy). We patched it but it was leaking. I didn't want to waste time so we used a new tire. Ellery was using my pump (which is temperamental) and I was just getting the reminder of 'be careful' out of my mouth when the stem broke.*sigh* Ok... back to the 'patched one'. I missed a hole so Ellery patched it up and used his pump and off we went.

Continued on P. 7

Just Like Lance continued from p.1
memories of listening to radio plays like the Inner Sanctum, Lights Out and The Shadow on my homemade crystal radio using my bedsprings for an antenna. (And yes, I’m that old!)

Do you think there is anything better than an announcer with a British accent to make even the most routine stage finish sound so exciting? I often listened to the live TV feed via web streaming, and maybe it’s just me, but I say Phil Liggett could manage to make dough rising at the bakery sound exciting. (“Oooo, just look at that Paul! There’s a pan over in the back of the pack, and I think…yes! I can tell for sure, it’s overflowing. Yes, it’s definitely spilling over the sides interestingly enough, and now one has to wonder just how the others will react to this latest turn of events. Will they also rise to the challenge? We’ll just have to wait…and…see.)

And lastly, just to tie-in the column title, I got a kick out of those commercials where they show some ordinary Joe Blow racing up the hill imagining he’s Lance Armstrong overtaking “the big German”. And then it turns out to be a guy towing his 7 year old son in a Tail Gator. I had something similar happen to me a few years back. I live in University Place and often cycle down to Steilacoom. Once coming home and going up 27th from Grandview, I was feeling quite a bit rubber legged and was thinking of even stopping for a breather when I spotted another cyclist about a third of the way up the hill ahead of me. To keep me going, I made up my mind to concentrate on catching and passing him before we reached Bridgeport. Just as I took off after him and almost as if he read my mind, he picked up the pace, and even though I’m sure he had no idea I was behind him or that I had “entered” him in my imaginary race, it seemed that every time I cranked it up a notch, so did he. Determined to catch him, I really stoked the coals and as I slowly closed in, I noticed he was wearing a STP jersey. That somehow motivated me more, and when I finally caught him about 25 yards or so from the Bridgeport intersection, between my heavy panting I couldn’t help but feel a bit full of myself for my so-called “victory”. This must be how Lance feels sprinting over the finish line I remember thinking as I pulled along side of him. Now picture my surprise when as I turned to give him a smug look of triumph, I saw for the first time, that after all that hard cranking, my erstwhile opponent that I had just barely “smoked” turned out to be a very nice, old fellow, and by “old” I mean that literally as he was by my estimation close to 70 years old! Or I should say 70 years young, as my smugness was quickly was replaced by admiration. I hope I’m riding the STP when I reach that point. Talk about being “Just like Lance…”



NEW MEMBERS:

Bill Schellenberger, Jo Ann Prunty, Patricia Hering, Jim Halpin, David Farrington, Ann Delahanty, Mark Finn. Welcome all.

RENEWING MEMBERS:

Barbara Arlett, John Jouce, Scott & Sue Biles, Marie & Delbert Reed, Jean Graves, Mike & Marcia Madden.

Bicycle Alliance Auction to be Held November 13

The 2005 BAW Auction will be held November 13th in Seattle at the Scottish Rite Temple. The auction includes dinner, wine, beer, and lots of fun. There are a lot of very nice items to bid on including adventures, gear, bike rides, services, etc. A few TWBC members have gotten some pretty nice bicycles there. Everyone who has attended past auctions has raved about the event. In addition, the funds raised go to support statewide bicycle advocacy.

TWBC is purchasing 20 tickets and is offering them to TWBC members at a fifty percent discount. Only TWBC member can receive the subsidy (not non-TWBC member guests). Jim DeYoung, TWBC’s Treasurer, must receive your funds in order for you to reserve a slot. Verbal requests to reserve a slot without funds received will not be accepted. You can sign up at the club meetings or mail \$20 to the TWBC PO box. The number of TWBC subsidies is limited so it is first come, first served. Don’t delay and miss out.

My STP continued from p.3

Clare Bonin of The Bicycle Paper is again serving as Procurement Coordinator. If you would like to contribute to the auction, you can contact her at Claire@bicyclepaper.com or contact the BAW office at 206-224-9252 or info@bicyclealliance.org.

RIDE NOTES continued from page 6

www.elltel.net/Xcski. Bike on Lake Washington Blvd, shut down to motorized
10/03; Lunch in Selah: Ellensburg, WA: route via Yakima Canyon Rd, note that the road @ the start has been fixed since last year. Stay over one more day after the Manastash for some TWBC touring.
11/13; Bicycle Alliance Auction: Seattle, WA: fundraiser for statewide bicycle rights. 206-224-9252. www.bicyclealliance.org.

My STP continued from p.3

We stopped a few more times and got properly sagged by my mother - sun lotion, watermelon, water, ice and so forth. We got to Centralia where we decided to get a 15 min. massage. Unfortunately, Ellery’s massage therapist pushed on a couple of different tendons and hurt him. He’s OK now but he was hurting while pedaling. We flew as fast as we could from Centralia to Winlock. In Winlock we stopped and I was ready for a nap. I felt exhausted by the heat and I knew more hills were coming up. All of us were barely able to drink Gatorade as it was making us nauseated. I could barely eat and I was trying to drink as much water as possible but I was having a difficult time with it.

Lexington - one more stop (147 miles into the ride). We get over the Longview Bridge where I was get angry at myself because I wanted to quit Ellery was waiting for Brian and me and I broke down crying. I was exhausted, too hot and I couldn’t get my inner core to feel cooler. We stopped for ice cream and ice water then all was better.

Right outside of Saint Helens (about 45 miles from Portland) we joined a pace line. 3 miles out of St. Helens I noticed the tandem was slowing down so I went in front to help pull them. Ellery came in and helped pull into the St. Helens rest stop. (It was 86 degrees at 7 pm!) At St. Helens (30 miles from the end) we agreed to pull the tandem and family for a little while. It was 7:20 and I told my mom I wasn’t going to take my light because we should be in town before it was too dark and I didn’t want to carry extra weight. I was SO exhausted. So she left to meet us at the finish line. We started off and we asked one woman that was in that paceline who was VERY exhausted what pace she was comfy with. She was comfy with the 16mph. The tandem cruised by and said - you can pull them in but we are taking off. OK... so Ellery and I talked later and we were both thinking at this time -why are we pulling these people then? They didn’t pull us and we could be going faster than this. Anyway – we pull them a bit faster into Scappoose. We are coming up to a stop light and one of the women said that she could pull for a bit when Brian was done pulling. Great - so we are at the stop light and I quickly turned to say - thank you. I turned back as someone yelled - WATCH OUT! - just in time to see my front tire go into a construction barrel. I believe I then bounced back a bit and quickly unclipped to try to stand up but WHAM! the woman that was totally exhausted rammed into me and we went down I banged up my knees and my left elbow/arm. I also have a ‘rug burn’ type abrasion on my left heel to mid-calf area. This is where I believe my pedal hit me as I was falling down since I think (things happened so quickly) that my foot was in the ground after hitting the barrel.

A medic came up - seeing what happened but thinking the car at the intersection took us out - and offered to get me a crash car. The fire dept was 1/2 block away and I said I could ride there. I rode there and three fire department personnel bandaged me up properly. They were quite wonderful and did a great job! Brian, Ellery and I were checking out my bike and realized my wheels were no longer true. We also realized I broke a spoke. 8:30 and 20

miles from the end. OK - the medics offered me a ride to the finish line I said nope - I can make it if we could just deal with the spoke. They suggested using medical tape to tape my spoke. We used it and we were off again. It could have been a lot worse and I am grateful it wasn’t horrible! NO OTHER ISSUES and we crossed the finish line at approximately 9:45. Feeling good -exhausted - accomplished - tired - and very proud.

Ellery pulled us a lot, I pulled us a lot and Brian pulled a lot. We worked well as a team and we brought each other in.

My goal was to finish STP faster than my previous years. I did it! With all our efforts I had a 16.8 average and came in about 12:02 riding time which beat my ‘fastest’ of last year at 12:54 with a 15.2. The heat was horrible for us and as we talked we realized none of us were able to keep down our Gatorade, eat or drink a lot. In many respects I think Tour de Blast was easier since I was at least able to keep water down even though it was a hot and difficult ride.

I may do it again (although at this time it is doubtful) but if I do then I’ll probably train a bit more in the heat as much as possible. I think I trained enough muscle wise and all since pedaling was not making me ‘exhausted’ and I wasn’t real sore the next day but the heat zapped it out of me. We were still exhausted from the heat the next day though.

My mom did an awesome job of sagging us and we had a lot of fun seeing her on the route. It was a fun ride minus the heat! I told my mother - ironically in the last 4+(adult) years I have been riding my bike the one time she is involved in the event I get into my first bicycle accident. It was like all the bike accidents I had while growing up. It was a mother/daughter bond like no other and no one can take that away from us - ah, the good ol’ days.

And now - for the rest of the story -

To make this story shorter (believe it is LONG) – I will be leaving many details out as NOTHING was as easy as this story will make it sound. Just as an example: We get to the vehicle and have to move things around to get the bikes in the back of my sister’s Tahoe. We get in - and it will not start. We asked a police officer and then Lori’s sister to call AAA for a tow truck - mom realizes we are totally exhausted so she asked us to take a taxi and go to the hotel. We get a taxi and take all our bags to the hotel. Tow truck came in at 12:30 in the meantime Ellery and I are in the hotel - showering and sleeping. Earlier Mom spoke with a security guy - of Lloyd Center near the finish line - who stated it was a safe place to lock our bikes in the back of the vehicle and not worry about it. Mom and the tow truck driver found the problem was the alternator. The tow truck guy didn’t agree it was good to leave the bikes in the vehicle so he drove her and the bikes to the hotel. My mom made 3 trips – by herself - from the lobby to the 2nd floor on the elevator to take each bike up and then the tires. She was carrying **My STP finishes on page 5**



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
Sat	09/04	9 AM	50	2 C	Robert Deehan	272-9862	Headwaters Century Pre-Ride. Start: Enumclaw High School.
Mon	09/06	9 AM	62	2 C	Ralph Wessels	857-5658	Headwaters Century Pre-Ride. Start: McKinley Bridge Park (just before Flaming Geyser Park).
Tues	09/07	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Sun	09/12	7 AM	All	All	TWBC, Robert D	Ride Line, 272-9682	Headwaters Century; Start: Enumclaw High School.
Tues	09/14	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	09/14	6:30 PM	00	00	Tim Payne	360-871-4478	Board Meeting @ the Kim Ahn Restaurant across from TCC on Mildred.
Sat	09/18	8 AM	54	2 C	Roz & Carol Davis	857-5396	Lunch in Kingston. Carpool to Poulsbo, ride loop to Port Gamble, Pt. No Point. Start: Purdy Park & Ride.
Tues	09/21	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Tues	09/21	7 PM	00	00	TWBC	253-759-2800	Sept. Club Meeting @ South Park Community Center, 4851 S. Tacoma Way.
Sun	09/26	8 AM	62, 100	All	Salem Bicycle Club	xxx	Peach of a Century , Salem, OR. See Ride Notes. www.salembicycleclub.org
Tues	09/28	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Sat	10/02	7 AM	50 km, 104km	All	Ellensburg X Country Ski	509-962-8040	Manastash Metric Century & 1/2 Century. Ellensburg Start. www.elltel.net/Xcski/ ; See Ride Notes
Sun	10/03	8 AM	64	2 B	Tim Payne	360-871-4478	Lunch in Selah. See Ride Notes. Start: Ellensburg Inn, Ellensburg.
Sat	11/13	6 PM	00	00	Bicycle Alliance of WA	206-224-9252	Bicycle Alliance Auction , Seattle, WA \$40 @ door. See Ride Notes.

TWBC September Ride Notes:

09/11-18; Cycle Oregon: Tour through the state, 50 – 80 miles per day. 800-CYCLEOR. www.cycleoregon.com.

09/18; Tour de Vine: Wenatchee, WA: Tour in the valley. 800-572-7753. www.tourdevine.com.

09/18-20; Trek Tri-Island: Seattle, WA: 3 day American Lung Association ride in the San Juans, ending in Friday Harbor. 800-732-9339. www.alaw.org.

09/19; Covered Bridge Tour: Cottage Grove, OR: 33, 50 & 85 mile routes crossing historic bridges. 541-782-2388. www.oregon-adventures.com.

09/20-21; Tour des Lacs: Spokane, WA: 2 day benefit cycling tour w/multiple routes/mileage options. 509-455-7657. www.roundandround.com.

09/25; Dam 2 Dam Thumbs Up Bike Tour: Tour the Columbia River in Eastern WA, 25, 50 or 100 miles to benefit the Mike Utley Foundation. 800-294-4683. www.mikeutley.org/biketour.

09/26; Peach of a Century: Salem, OR: 2 routes through the countryside around Salem. www.salembicycleclub.org.

10/02; Ellensburg Manastash Century/1/2 Century Bicycle Tour: Ellensburg, WA: routes through some of Central WA's most scenic cycling country. 509-962-8040.

the Picture Page



It would help to weigh over 100 pounds to put in 100 pounds of pressure! Steve Brown



RAPSody sight along Beach Drive in Port Orchard, J. Brame

My STP continued from p.7

one bike and a diet coke and the diet coke hit one of the bikes and sprayed all over the hallway. Ellery and I couldn't believe my mom did all that work but she was concerned about our bikes.

I couldn't sleep much past 6 am. At 8:30 my mother called and gave us the scoop about the vehicle's alternator. My sister was coming down from Shelton so she would stay in the hotel and deal with it on Monday. She would give Ellery and me her car so we could get me back to work for Monday since I was the only one that could NOT miss work. My sister got there around 2 pm and Ellery and her went to get a new battery so they could start the car enough to get to the hotel and she would deal with it from there. Well, they were at Schuck's and decided to buy a book on how to do the alternator, an alternator and a battery and they proceeded to change the alternator. Around 6 pm all was good.

Believe me, I am leaving a lot of details out at this point - like my mom leaving to get a part that she thought they needed but they never needed it and I had to chase her down all the way on the other side of the mall. I walked that mall 3 times. It was hot, I was exhausted, Ellery was exhausted, I wanted a nap but I had to watch a family 'child' that my sister brought with her. We went back to the hotel to clean up but the room

was hot because there was no air-conditioning. My mom complained as the hallway was colder than the room! We decided we should just eat - and drive home rather than staying and leaving early in the morning (to avoid traffic). We ate and got done around 9:44 pm. We drove home and Ellery and I got to my car - at UW around 2 am.

We were completely exhausted and overwhelmed with all the events but we felt accomplished by STP!!! :) Ellery and my sister also felt accomplished by their new mechanical skills and worked well as a team. I was very grateful that my mom came down to support us and that my sister came down to fix the car so we could get back on time.

There you got it - are you exhausted reading it? Let me tell you - it was exhausting living it PLUS all the other details that are not included. On the other hand it was quite entertaining, bonding and hey no one got seriously injured!

LIFE IS NOT A SPECTATOR SPORT. -Ellery