

# Tacoma Wheelmen's Bicycle Club

Newsletter

June 1998

Founded 1888

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## Peninsula Metric Century Time!

by Carla Gramlich

Come celebrate before, during, and after the Peninsula Metric Century.

On Friday, June 5th, the official PMC potluck and last minute planning meeting will take place at Mat and Connie Reitzug's home, 5702 80th Avenue Court West, University Place, Washington. Plan to attend, and receive your volunteer package. If you can't make it, your volunteer package will be at your assigned rest stop.

On Saturday, I will sweep the course and return to help pack and organize the truck that evening.

Sunday, June 7th is the big day! If you have not registered yet, may you revamp your undisciplined life and do so immediately. We will get up early and set-up. I plan to be helping at Gig Harbor, and hope to visit each checkpoint.

After loading up that evening, we will head over to Roundtable Pizza in Westgate to celebrate the success of the PMC.

Thanks to everyone who has come forward to help. This makes the job of coordinator so much easier.

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## **TWBC Election Time!**

**by Janice Jensen, TWBC President**

Our June Club meeting is the annual Board Member election meeting. This year the date is June 16, 1998 at our regular meeting location, the South Park Community Center, 4851 S Tacoma Way, Tacoma, Washington. The meeting starts at 7:00 p.m., and we encourage members to attend and vote for their Club officers.

All positions are open for election. Please see the masthead on page two of this newsletter. A nomination from the floor is the

accepted procedure. Two or more nominations for one position will require a vote by ballot. A simple majority vote is necessary to elect the Board Members according to our by-laws. Please consider running for election yourself, and keep an ear open for anyone else expressing a desire to serve in one of the positions.

We will also discuss some general topics at our June meeting, with food, door prizes, and a chance to visit with other club members and guests included as well.

Call Ernie Stephenson for information or directions to the meeting at 536-0197, and come on out!

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## **TWBC Receives Mini-Grant from the League of American Bicyclists**

**by Dave Tison, TWBC Past-President**

The Tacoma Wheelmen's Bicycle Club was one of fifteen bicycle clubs in the nation to receive a \$500.00 mini-grant from the League of American Bicyclists (LAB) to help promote Bike-To-Work activities. The mini-grant program is a cooperative effort between the League and the United States Environmental Protection Agency.

The Wheelmen are mentioned in the LAB monthly magazine Bicycle USA in the March/April issue on pages 23 and 74, and a copy of the CarLess Commute Manual is included in the Bike Month photo collage in the May issue on page 10.

The mini-grant was awarded to the TWBC to encourage bicycle commuting during the CarLess Commute program which will be the last two weeks of June. The grant was used to produce a pamphlet which offers tips on bicycle commuting and safety.

Pierce County Parks and Recreation and the TWBC produced the Bicycle Commuting pamphlet. This pamphlet will be distributed to local bike shops, along with the CarLess Commute fliers, in an effort to encourage more cyclists to try bicycle commuting. If you would like a copy of Bicycle Commuting check at your local bike shop or contact Dave Tison at 272-4571.

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## CarLess Commute, June 15 to 28, 1998

Pedal Pushin'  
**janice jensen**  
**TWBC President**

It's time to play catch up.

The March camping trip to Millersylvania was a bit damp. It started to rain at 8:05 a.m., and continued off and on all day. We had a great lunch at Laurie and Terry King's house in Lacey. They had lots of food, a warm beautiful home, and a clothes dryer that worked like a charm. We left there warm and dry, until about a block away when a truck drove into a great big puddle and "de ja vu", I was wet again.

The rain stopped long enough for people to put up tents and enjoy a campfire. The stories that went around-well, you just had to be

there. The trip back was just as much fun, lots of rain and nine flat tires. Yes, nine flat tires. Louie and I each had three; the rest were split with the group. Maybe we could get someone to sweep the route next year!

It was a great bonding time-what else can you do in the rain? (Also see Steve and Phyllis Lay's ride report on page 6.)

April was filled with excitement with the Daffodil Classic pre-rides and the Classic itself. Biker Babes started STP (Seattle to Portland) training (some not as well as others), and preparation is still going on for the Peninsula Metric Century just around the corner.

June starts out with the Peninsula Metric Century, and the rest of the month looks like a busy time. The ride calendar grows by the month, and additional rides show up on the ride line. Mountain Biking 101 is starting up again this month on Thursday evenings at Steilacoom Park at 6:00 p.m. until 8:00 p.m. (See the ride calendar.) Remember, this is a beginner level ride, so do not be afraid to show up, I'm not!

Ride safe, ride smart.

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## **New and renewing members**

**TWBC welcomes and thanks the following new and renewing members for the month of May, 1998:**

**New Members:** Chris Bacon; Nadine & John Benlewtas; Joseph E. Boling; Karen M. Brooks; Rob Collins; Jill Gallion; Mona Hahn; Katherine Kalkwarf; Linda Kimball; Lois Leavitt; Alice Mascette;

Scott Norris; Jalat Panwaengmon; R. F. Patrick; Mark Thayer; and P.L. Wingerter.

**Renewing Members:** David L. Allen; Linda Bothwell; Roy Bueler; Helen, Phil & Gary Burgess; Carol & Roz Davis; Sara Lohse Dutton; Jim Eanes; Greg Grenier & Family; Cynthia Hammer; Thomas C. Harrison; Karen Heldner; John, Mary & Alicia Herem; Dick Hermes; Scott Jones; Jim & Ming Ming Kurtz; John & Shirley Morgan; Rick Olexick & Nancy Block Olexick; Rob Ory; Jamie Pearsall; John & Meredith Thomas; Richard & Linda Walter; and Susan Weiter.

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## **CarLess Commute 1998**

**by Dave Tison, TWBC Past-President**

CarLess Commute will be held during the last two weeks of June (15-28). This is a program sponsored by a number of local organizations, including TWBC, to encourage commuters to try other means of commuting rather than single occupancy vehicle (SOV) commuting.

Get on your bike, ride the bus, walk, or join a car pool as an alternative to the SOV commute. Did you know that the average 20 mile daily commute costs \$3,689.00 per year? Yikes, get on that bike!

The date of CarLess Commute was changed from past years when this Pierce County Parks and Recreation program was held during the last two weeks of May. Since May is National Bike Month and

May 19th is National Bike-to-Work day we had hoped to have CarLess Commute scheduled for the end of May, as in past years.

However, there were conflicts with other local programs in May, so we agreed to support the change to the end of June this year to determine if participation would increase with the prospect of better weather and fewer conflicts.

CarLess Commute announcements are enclosed in this issue of the newsletter. Return the sign-up form to Pierce County Parks and Recreation to receive a CarLess Commute log to record your non-SOV commuter miles during the last two weeks of June.

Contact the CarLess Commute Hotline at 798-3330 or Dave Tison at 272-4571 if you have questions about this program.

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## Daffodil Classic Wrap-Up

**by Janice Jensen, TWBC President**

Thank you! Thank you! Thank you! I know I have said it a hundred times, but I am saying it once more, "thank you" to all the great volunteers we had for the Daffodil Classic. With your efforts, hard work, and lots of suggestions, you have all succeeded in making it Washington State's great ride!

We had a successful ride, thanks to all of you, and in part to the cooperation of the weather. The afternoon was a bit cool and windy, but we had "no rain," a great turn out and a nice little profit. Our riders numbered around 1500.

Also, a special thanks goes to the Daffodil Committee Staff. I appreciate all your hard work. See ya all at the Peninsula Metric Century.

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## **Helmets On Wheels**

**by Carla Gramlich, All Around Good Kid**

A special thanks goes out to everyone who helped for part or all day at the Children's Safety Fair.

We fitted 800 helmets that day. Enclosed is a list of upcoming sales. If you can help on any of these dates, give me a call at 752-4038. Remember, we can train anyone within a half-hour.

The following individuals took time out of their busy schedule to help at the Children's Safety Fair: Jan Brame; Steve Brown; Peggy Fjetland; Janice Jensen; Noreen Light; Bob Myrick; Sheila Pudists; Connie Reitzug; Mat Reitzug; Joy Roelofsz; Ernie Stephenson; Dave Tison; Dena Wessels; Ralph Wessels; and Scott Kubiszewski.

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## **Safety Issues**

**by Dena Wessels, TWBC Secretary**

Safety. Yea, right. Everyone's idea of safety is different, and generally thought of as one of those semi-important subjects that you might think about now and then-a required topic you just have



to endure, similar to having your eyes tested in order to get your driver's license.

However, safety should be the first and foremost concern on every cyclist's mind. If you are a safe rider, ideally you will be able to continue cycling, barring any unexpected up close and personal relationships with a motor vehicle. If you are an unsafe rider, chances are great that you will be the cause of that previously stated meeting.

Safe cycling is first and foremost the responsibility of every cyclist to follow the Rules of the Road. The State of Washington considers us to be motor vehicles, in the legal department, and so, following the law is your first priority.

A complete stop at stop signs, and signaling for turns are included in the law, and you can be cited if you fail to obey.

Keep in mind that the motorist is not a mind reader. Communicate your next action to the motorist. Do not be the one cyclist that the driver can point to and bad mouth about.

When it comes to accidents remember joint liability. You may lose a judgement if you were not riding legally.

Sometimes, in spite of safe riding, you still get nailed. Do all you can to be seen. Drivers say all kinds of things about not seeing cyclists. "I never saw the bicyclist", is a common refrain. Ride legally and dress appropriately. Wear clothing that screams "I'm right here!" "Notice me!" "Give me some space!" Do not be invisible on the road.

Safety issues are many. Reviewing road surfaces, maneuvering in traffic, carrying a good tool and patch kit, carrying a pump that you are able to use, always carrying identification when you ride, carrying money or a cheap phone card for an emergency call, carrying a pen to write down a license number on your hand, having a first aid kit-all these items are important.

Remember, drive defensively; ride responsibly!

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Our committee met at the North End Juice Bar at 7:00 p.m. on Tuesday, May 12th. We immediately adjourned to Scott Pierson's home since the Bar closes at 7:00 p.m. during the summer. Carla Gramlich, Janice Jensen, Ralph Wessels, Scott Pierson and I were present.

I contacted the City's Elton Gatewood regarding our \$1000.00 City grant for signing the historic City Water Ditch Trail. He said it was not his policy to contact grant recipients. Anyway, I hope we can "sign" this trail this year. I will be looking into getting a proposal to Elton.

Janice reported that University Place will be placing bike lanes on 67th Avenue West, also known as Mildred Street in Tacoma.

Carla reported that a public hearing will be held on May 18th by the North End Neighborhood Council to hear citizen's views on the Proctor Business District's angle parking plan. Several club members plan to attend and voice their opinions, most of which are against the plan.

Carla has resigned from the North End Neighborhood Council to pursue other career and bicycle advocacy objectives. We need TWBC club members on all the neighborhood councils, but it takes a person who is interested in almost all of the complex issues affecting our community.

I reported that Steve Bowman and I have interviewed for Tacoma's Transportation Committee. There were three applicants, and the committee will have at least three openings over the next year. This committee is advisory to the Planning Commission and the City Council. It could use more TWBC member applicants.

Carla also reported that the Puyallup River Trail near Fred Meyer and Meridian Street is scheduled for paving in June. This local community trail will allow residents to safely access local businesses and leave their cars at home. The Foothill" Trail extension to South Prairie should also occur this summer.

Ralph attended the NowBike Legislative Retreat at Snoqualmie Pass and reported that much of the time was devoted to working out the committee's rules. Peter Hurley represented the Altrans organization. Ralph said our I-5 route proposal was amazingly controversial, but the group endorsed it.

Ralph also said that because of our meeting last month, the I-5 route proposal is being discussed at the State DOT. Regarding

helmets, it turns out that Lakewood already has a law. Ralph is sending information to South Prairie and Buckley. Statewide, over 31% of our population is required to wear helmets.

Carla indicated she will coordinate with the Tacoma Library system to apply for eight Tacoma Neighborhood grants for Bike Lid lockers to be installed at neighborhood libraries.

Following our meeting, Bob Vogel said that Pierce County will be doing some shoulder improvement work on the Dupont-Steilacoom Road this summer. Speaking of Steilacoom, Dorian Smith happened to meet two planners at the Bair Drug Store, and they wondered why no cyclists attended a public hearing to discuss bike path needs in Steilacoom. We will be contacting Chris at [chris@urbanworks.cnchost.com](mailto:chris@urbanworks.cnchost.com) or 206-623-2268, to indicate our interest. You can too, especially if you live in Steilacoom.

Also, following the meeting, Steve Bowman reported on attending the Bicycle Advisory Committee meeting in Olympia. Thurston County and Olympia reported on their trail proposals and their "on street" non-motorized system. The implementation of the Cooper Jones Safety Law was discussed. The State's new Pedestrian Handbook was introduced. A large number of statewide bicycle projects were presented. State officials still seem to think one representative from our region is adequate. The current representative lives in Port Angeles.

For June 9th, July 14th, August 11th, and September 8th our meetings will be at Harmon's Brew Pub in downtown Tacoma from 7:00 p.m. to 8:00 p.m. Then, we can ride home before darkness fails. I hope to see you there.

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# Tacoma Women's Bicycle Club (aka Biker Babe's Training Log)

by **Carla Gramlich**

With slightly over a month yet to train, we are getting down to business. In April, I ushered a group over to Alki Point via the Southworth Ferry. Besides the wonderful hills on the way to Southworth, we got incredible head winds all the way down the valley. Our only reward was a great lunch at the Alki Bakery. We had a strong group that pushed along and was impressed that I really knew where I was going.

Last month, a small group headed to Port Townsend for the weekend. We arrived in camp on Saturday around 4:30 p.m. Our support did start the campfire, but we were really hoping that dinner would be cooked and waiting for us. Dave Parker rode in a car with Steve Brown to the campground. They were more than happy to participate in the Mexican feast that was cooked that evening.

Babe Janice is still fighting problems with asthma, so she gave her best try by riding on Saturday and part of Sunday. After a grueling morning ride of hills on Sunday, she got a new nickname, "Wheezy." She called our support vehicle and got picked up right before the Hood Canal Bridge. You did not know we have such support on our rides. Cynthia and Steve Hammer and I finished the entire two days of riding. I was exhausted and hungry for the next couple of days.

Janice was still recuperating the following weekend when we did the Babe century ride. (Only Steve did the full 100 miles.) A small group started, and an even smaller group ended the ride. A friend, Rich, came out to Spanaway and called it quits, when he found out that the pace was only going to get faster. Steve Brown started late, because he found oatmeal on the stove, and somehow got in front of us. After we passed him in Rainier, we did not see him the rest of the day. He claims he did 100 miles in 7 hours. Rumor has it that he took the bus home. (There is no bus in Bucoda, Steve.)

We fought head winds all the way out to Tenino. We had some help with tail winds on the way back. Cynthia Hammer was with us all the way to Tenino, but we lost her on the way back. We rode 93 miles in slightly less than 7 hours. It was a good test on riding together and taking short breaks. Steve is calling it the restroom ride, because every stop was at a restroom. We actually know where every restroom is located from here to Portland.

We have not talked anyone else into riding with us to Portland. We are just trying to maintain our current number of three. We are finding it tough to find anyone who wants to ride with us.

Next month's training will include a couple more long rides. I will be on a bicycle vacation in Ohio during the last week of June. This will help me prepare for the hot weather promised for the STP. July has one longer ride before the 200 mile Seattle to Portland.

I will offer a couple more Friday afternoon rides with hills in June and the first week of July. After STP Fridays will become the unofficial Friday Afternoon Hike. Call Carla at 253-752-4038 for more information.

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Past pedaling

anne heller

*Historical highlights of TWBC's 110 years*

As we move into the summer season of cycling, I would like to share some highlights of the "Glorious Fourth" of 1889 in Tacoma.

Due to the Seattle Fire of June 6 of that year, the Tacoma Chamber of Commerce decided not to hold a traditional civic celebration on the fourth. Because of the "great disaster to our sister city, it was determined to postpone the celebration until another year."

Fire was much on the minds of early Tacomans. Seattle had been devastated in June, and on the fourth itself Ellensburg lost 14 blocks of its business district to fire. The Tacoma Daily Ledger of July 5, 1889, printed the ordinance establishing the Tacoma Fire Department.

The new fire chief would receive a salary of \$75 per month, as would the engineer in charge of the fire team.

The local wheelmen did not let fire or the threat of fire extinguish their enthusiasm for patriotic celebrations, however. They had a full day's activities scheduled to highlight their skills and their wheels.

They began the day with a ride out to American Lake. Twenty-three riders made the trip, including two women who "accompanied the party most of the distance on the ladies safety bicycle, and

astonished some of the old time riders by the ease and grace with which they handled their wheels."

The afternoon brought a hill climb and various obstacle races over heavy planks and blocks of wood. The hill climb began at Pacific Ave. and went up 11th Street. The winner was determined not by speed, but by how far up the hill the rider could go. Each rider had three chances to test himself. The winner was Prince Wells, the owner of the Prince Wells' Cigar, Tobacco and Bicycle shop, then located on St. Helen's. He made it about 25 yards beyond Market St. His closest competitor was E.I. Halstead who slipped in a sand hole just as he reached Market St., forcing him to dismount.

Those of you who enjoyed the recent competition in Tacoma between bicycle policemen from around the country know that their hill climb went up 13th Street from Pacific. The recent race ended in the alley just above Market St., the same distance Prince Wells went in his competition. Prince Wells also thrilled the crowd of spectators later in the day with his demonstrations of "fancy riding on his bicycle, unicycle and buggy wheel."

The evening ended with a Japanese lantern parade down Pacific Ave., a precursor of the Christmas Parade ride in which today's Wheelmen take part. In the parade of 109 years ago about thirty wheelmen rode in a line on their gaudily decorated bicycles. Each cyclist also attached from four to seventeen lanterns to their bicycles. Not surprisingly, Prince Wells and E.I. Halstead each managed to attach a full seventeen lanterns to their bicycles. It was a lucky happenstance that a city without a fire department avoided having a fire on the "Glorious Fourth."

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# The Bike

by Ernie Stephenson, TWBC Vice-President

I'm back.

Sorry for the delay folks, but during the time I was "gone" I did arrange a number of great interviews that should insure no more gaps.

**The Bike:** 1995 custom-built Bushnell tandem.

**The Owners:** Steve and Phyllis Lay.

Tandems and their riders are a special breed unto their own. The bicycle is not just two "half bikes" (as tandem riders call regular mounts) stuck together. The technology and design encompasses all there is to be had from singles, then goes on to factor in all the dynamics to two different people, their individual abilities, and how twice the force will be put through the back wheel.

As for the riders, well, there is an old adage, "A tandem will either make or break a marriage." If you have noticed, finding used tandems is not a hard thing to do. Not all tandem crews stay together as such.

Steve and Phyllis are definitely examples of a successful crew. In fact, not only were they both serious riders before they ever met, but that is how they came together.

It happened in Eugene during the original Bicycle Centennial in 1975. Steve had come down from Astoria with a group that missed a food stop they were depending on. All they were thinking of was an all-you-can-eat special at the local eatery, and the scene of

packs and bikes being tossed out of the way impressed Phyllis (one way or the other), who had come up from Reedsport earlier that day. She ended up joining Steve's group later in Jackson Hole, and the rest, as you love birds might say, is history. They started riding tandem in 1979, were married not long after that, and actually have several tandems in their stable now.

Steve has ridden since 1970 when a family member introduced him to the sport. He sees himself as a "social rider"-one who likes to lay down a lot of miles just for the sheer joy of riding a bicycle. Racing does not appeal to him. He just likes to ride.

Phyllis' story is just a bit different. She was a figure skater who decided in 1972 that she needed a good off-season training activity. It was not too long before she was a member of the Central Indiana Bicycle Association, and still has the Paramount half bike from that era set up for touring.

The Bushnell was prepared just before the 1995 Seattle to Portland ride, and incorporates many miles of previous tandem experience on two Zack Taylors and a Counter Point. Sadly, the second Zack Taylor replaced one that was hit by a car. The second one, as well as the Counter Point (a tandem that puts the captain on a mountain bike in the back, and hangs the stoker in a recumbent like affair over the front wheel), are both still around.

The most striking thing about the Lays when they ride is that their pedal cranks are out of phase. Most often a tandem crew rides with both cranks in the same position, and both captain and stoker will be in exact cadence.

The Lay's Bushnell totally ignores this idea. Steve points out that the reasoning for this is the smooth power curve and the lack of a lag spot. The power burst sequenced cranks offer, tends to be jerky to this couple. The only other real advantage of sequencing is the ability for a crew to come out of their saddles on a climb. Phyllis doesn't do this however, so this isn't really an advantage to them.

Another feature of tandems is the "sissy brake." This is a third brake, usually a drum type, to take care of the extra inertia and speed a tandem puts out on fast descents. Some tandems allow the stoker to control the sissy brake with the idea they will have an extra hand, while, as in the Lay's case, the captain controls all three brakes. The idea here is that a crew second guessing each other at high speeds could be dangerous, and its better the stoker should simply trust the captain.

Components for the Bushnell include Specialized cranks, Shimano long-armed derailleurs, and Brooks leather saddles (off the Zack Taylor). If you know Brooks saddles, this will make sense to you!

Steve and Phyllis vary just a tad in size, and even though Steve usually captains, this is not cut in stone. Steve came up with an interesting solution for their size differences when they switch off. The seat posts are custom turned solid aluminum, so when one is extended up for Steve, it will not torque or sway.

The Bushnell is a touring bike. This means weight is not as critical as with a sport bike. Strength, durability and repairability are big factors, however, in the remote places they like to go. This is also why they custom built forty-eight spoke wheels, built with Rhino rims on Phil Wood hubs. There are also seven water bottle braze-ons, as well as a Zefal HPX frame pump. Panniers are Ortliee's

from Germany. Before these, the Lays made their own. This was the only way they could assure waterproof equipment. Down The Road: Steve wants to upgrade the cables, which will soon be Gortex.

Words To The Wise: Steve said: "Try to buy the best in the beginning, especially the frame." Also, take the time to learn about tandem riding.

Phyllis said: "(give and trust the captain." She spoke of 53 mph descents, the importance of working at applying power to the cogs, and enjoying the ride by looking around a bit.

They obviously have it figured out. Happy riding, Phyllis and Steve Lay.

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## A Cycling Guide Review

by **William F. Hoehne, Editor, TWBC Newsletter**

*Greater Spokane & Palouse Region Back Roads Cycling Guide*, by David R. Heflick. Silcox Productions, Orient, Washington. 1998. 128 pages.

Growing up in Spokane in the 30s, 40s and early 50s included a bicycle. A bicycle was assumed, like water, food, clothes, and a place to live. If you did not have a bicycle people thought you were weird.

Did we ever ride over curbs to school, Downriver Drive, trails along the Spokane River, Bowl and Pitcher, and beyond.

Helmets, spandex, or 21 gears did not exist, and traffic either understood or was not there.

With parental friends on Pleasant Prairie, in Deer Park, Mead, and other small towns, back roads and open fields fed our experience like picnic lunches and swimming holes.

Water was everywhere. Rivers, lakes with their accompanying plants, wildlife and scenery, packed beauty into our bike bags, ready to savor whenever we had sense enough to notice.

Later, with college, the Palouse made our tires hum-a break from exams and term papers.

All of this came back while reading David Heflick's cycling guide. As kids, we assumed the bicycle. We also took for granted what we enjoyed as we pumped along in our tennis shoes, jeans, and shirts. David's guide helps remind us of the pleasures of riding the back roads of Eastern Washington.

When he says, on page 50 for trip 12: "This mostly flat trip through multi-colored wheat fields, sagebrush, wildflowers, marshes and wetlands is perfect for cyclists seeking an early-season trip, an introduction to longer rides, or genuine solitude", your memory pops with fun times and you get motivated.

David also fills a gap with his guide. A check on the Internet found nothing current covering Eastern Washington with the detail found here. David's tours cover the area from the Canadian border to south of Pullman, and west from Wilbur to the Idaho border.

David begins with brief, introductory chapters telling us how to use the guide, ride safely (by Eileen Hyatt), and enhance our riding.

Here we find some interesting information, like how to figure the grade percentage of a hill with the feet per mile of elevation (page 10). Do you math whizzes know how to do this?

Then we get to the heart of the guide, the 40 trip descriptions. With clear maps and detailed mileage logs you know how and where you are going. Of special note are elevation profiles or graphs for each tour. With a glance, you know what is in store for you in terms of distance, hills, and major checkpoints. I found these graphs to be a key feature not found in other guides.

In addition, David notes campgrounds, restaurants, inns, and motels with phone numbers. You have what you need to plan a tour. A random map check of mileages proved them to be accurate.

All skill levels are respected. Flat tours, hilly tours, and combined tours are carefully described, with hints on how to car hop the whole area, if you desire.

An index of place names would be a welcome addition to a next edition. The trip list on page 7 helps compensate for this.

David dedicates this guide to the memory of Cooper O'Neil Jones.

I like lacuna fillers.

*(Editor's note: This guide is available in bookstores and bike shops. To order send \$15.95 (includes shipping) to Silcox Productions, P.O. Box 1407, Orient, WA 99160. Internet orders: [www.amazon.com](http://www.amazon.com).)*

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## Letter to the Editor:

I participated in the Daffodil Classic ride on April 19th. This was my first organized ride in over 20 years, and I was very pleased with the whole experience.

I found the ride to be well organized, the people to be friendly, the food to be plentiful and even very good (I especially liked the smoked potatoes). I know you also worked hard to provide such nice weather.

Thanks for an enjoyable time.

**Art Kuller**

**E-mail**

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## Cycling Ad

**For Sale:**

Winchester Bicycle Trailer. Seats two children. \$250.00.  
Call 253-627-1632 (w) or 253-383-4082 (h).