

Tacoma Wheelmen's Bicycle Club

Newsletter

November 1998

Founded 1888

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November Meeting Brings New Products And Gift Ideas

Our November 17th club meeting will be an opportunity to see gift ideas for you or someone else. Bring that someone else so they get into the gift giving thing. Representatives from the local bicycling community will be showing their favorite products. The lineup so far includes Kids Bikes. a new Road Bike by

Specialized, and new pumps from Topeak.

If you would like to present a gift idea to club members, call Steve Brown so you can be part of this action packed meeting.

Remember, the November club meeting is on Tuesday, November 17th, and starts at 7:00 p.m. We meet at the South Park Community Center, 4851 S. Tacoma Way, Tacoma, WA. For more information on this club meeting or future meetings call Steve Brown at 253-752-4038.

Bicycles From Heaven: **a Clover Park Kiwanis Project**

Kent Wienker

Do you have a small children's size bike no longer being used? Then donate it to the Clover Park Kiwanis bicycle program. This program operates all year, but with Christmas coming up everyone gets a chance to help. 1998 has seen 630 bicycles going out to organizations and individuals. The greatest demand is for small bikes, but all sizes are welcome.

Since Lee Fowler has taken over he has started a program where bikes are taken to McNeil Island Penitentiary. The bikes are completely restored, including new paint. Clover Park Kiwanis contributes \$200.00 a month to the penitentiary, and guards conduct auctions. Inmates and employees have become very enthusiastic about this project. Our club will donate as well. Some of the money has come from snack bars run by Clover Park Kiwanis volunteers at Clover Park school events.

This year we will again have a work party. Call me at 752-0764 to participate in the work party, and call me or Lee Fowler (565-8592) for any type of contribution.

Dave Sellars and Eldon Stratton would have appreciated that.

Plan Now For TWBC's Annual Banquet

Bob Myrick

Our club celebrates a year of cycling, and the new year, with a banquet which continues to be the highlight of the social calendar in Tacoma's cycling circles. People cry to get in, and then, some cry to get out.

All club members are cordially invited to this event. Our banquet is buffet style, and scheduled for Saturday, January 23, 1999 at the Tacoma Mountaineer's Club, 2302 North 30th Street, in Old Town Tacoma.

The casual banquet will start off with visiting and refreshments at 6:00 p.m. Dinner will be at 7:00 p.m., and will be catered by Dean Wilkey, our long time chef.

We will have freshly baked breads, Campagnola salad, Caesar salad, hot and fresh seasonal vegetables, a pasta dish, a chicken dish, and dessert.

After dinner, thoughtful reminders of the past year's riding and adventures may be presented.

You have time to send in your ride logs to Connie Reitzug, in order to receive recognition. Ernie Stephenson will thank our board members, staff, and all of you volunteers. A great slide show recalling our 1998 adventures is a tradition. Steve and Phyllis Lay (759-1816) have produced this show forever, it seems. I hope they will be able to do it again this time. Contact them if you have some good slides.

Help is always needed for the banquet. People are needed to MC the event, help provide special recognition, decorate tables, develop a theme, design a cake, provide refreshments, help Stan Engle set up the room, clean up, and do similar jobs. Call Bob Myrick at 253-473-7455 to volunteer.

Meanwhile, send in your [reservation form](#). Attendance will be limited to the first 96 people to register, so try to register before Christmas. I really hope to see you at the banquet.

From the president ernie stephenson

New To The Club? Check Out The "Getting To Know You Rides" !

You may have noticed the not so subtle message that has come through my letters over the last couple of months. That was, "Come on, folks! Let's get onto the volunteer band wagon!" Well, I am proud to say, the wonderful members of this venerable club have come through again! Last month the final committee vacancies were filled. Carol and Roz Davis took over the helm of the PMC ride, while Joyce Clifford will be managing the STP stop this year. It is wonderful to see good people stepping forward and injecting new blood into these vital projects.

Please remember that the Daffodil Classic, Peninsula Metric Century, and running the STP checkpoint are not only how we bring in the majority of our funds, but are also some of the predominant ways we are seen by the public. If John Q. Public sees a strong committed group of people running a ride, answering questions and solving problems, TWBC will be seen as a serious and worthwhile organization. Pick a ride to help out on, take part in a bicycle rodeo and fit some helmets, or just go out on a club ride. Whatever you do, I look forward to seeing you out there.

Good cycling to you.

The TWBC Newsletter editor has a new E-mail address: wfhoehne@home.com. Keep those cards and letters coming in, and articles too.

Membership

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

New Members: Harold Arbogast; Steve Han; Daphne Hay; Mary V. Origenes; and John C. Woodard.

Renewing Members: David Barton; Lonna Cain; John Campbell; John Davis

and family; Stan Engle; Caroline Foster; Chris and Joel Goodman; Jean M. Graves; Santana Harris; Jim Henriot; Linda Higgins; William, Rowena, John and Chris Horn; Philip Johnson; Lew Jones; Lon C. Kincannon; Dianne Koch and family; Terry Mattock; Margo M. McClellan; Chris Miller; Dave Parker; Tanya and Walt Richardson; Sylvia Russell; Suzanne Schodlbauer; Douglas Shipman; Roger and Carolyn Strove; Fay Tong; and Brian Wester.

Free Bike Locker Essay Contest

Steve Brown, TWBC Vice-President

Bike lid has an early model needing a home. If you would like to install one of these one bike lockers for yourself or another designated user, please send a 100 word essay on "Why I Want a Bike Lid" to me at corvallis@prodigy.net, or P. O. Box 112078, Tacoma, WA 98411.

South Prairie And Puyallup Trail Report

Bob Myrick, Director of Community and Government Relations

By Christmas time, three more miles of trail should be paved on the way to South Prairie from Orting. There will be about seven miles of paved, continuous trail on the Foothill's trail from McMillin to south of Orting. Possibly, the remaining three miles of trail to South Prairie will be funded with the new Federal TEA-21 program.

Meanwhile, check out the new trail being paved along the Puyallup River near the Fred Meyer store fronting on Meridian in the City of Puyallup. This trail is meant to allow people in the neighborhood to walk to their shopping center. This trail seems to be between one and two miles long. It is the first part of the Puyallup River trail and it is designed to allow connection to a trail system planned for the community of Sumner.

Government report
bob myrick
director of community
and government relations

Ernie Stephenson, Scott Pierson, Ralph Wessels, Steve Bowman, Carla Gramlich, Janice Jensen and I met at the Planet Burrito for our October, 1998 meeting.

We reviewed a draft letter to DOT regarding providing more bicycling facilities along freeways, particularly SR 16. The draft would be provided to a state elected representative for possible transmittal to DOT.

A draft letter to the editor was presented regarding the need for more bicycle and pedestrian freeway crossings in Tacoma.

I received a letter from T. J. Nedrow of DOT concerning the railroad crossing near Roy. TJ called me and indicated the state would try to widen the shoulder to provide a safer crossing. It was suggested I should contact TJ and ask for sketches of the proposed work and I should suggest the DOT "Q" program could be used for this work. The "Q" program is a safety program providing funding from the DOT.

Carla offered to write a letter to the Tacoma City Manager requesting a presentation to the city transportation committee regarding dangerous railroad tracks. We have a video tape of bike crashes at the railroad tracks during the STP event. A letter will be sent to the city's Peter Huffman regarding state monies that may be available for safety improvements at railroad crossings. Carla reported that Tacoma's Neighborhood Councils have approved ten new bike lids. The vendor, Steve Vorrhees, has three early model bike lids available for donation to individual users.

I reported that there will be a HOV project hearing on October 28th. We are requesting safer freeway crossings and more pedestrian bridges.

Carla reported that bike lids were requested for the new Tacoma Dome Station parking garages. It was suggested we should write Sound Transit regarding our

specific needs. The public hearing for Sound Transit is on Thursday, November 5th, from 7:00 to 9:00 p.m. at the State History Museum.

Carla also suggested we should ask the TWBC Board to recreate the list of periodic informational articles that should be published annually in the newsletter. These articles would include the need for suggested bike improvements from members, the role of personal and club insurance for protection, the equipment rental inventory and procedure, the way to lead bike rides, the way to be safe, and other important topics. It was suggested this could also be distributed in a package to our new members.

Our next meeting will be at 7:00 p.m. on Tuesday, November 10th, at the Planet Burrito on Sixth Avenue in Tacoma. I would like to see you there.

Past pedaling

anne heller

Historical highlights of TWBC's 110 years

(Editor's note: This is the second installment of a story with a Tacoma connection. Anne's source for this story is a 1902 edition of "Overland Monthly," a magazine published in San Francisco.)

A 3 Months' Outing In 3 States For 33 Dollars

In last month's TWBC newsletter we left J. Edgar Ross just as he was ready to leave San Francisco on his three month-long biking and hiking trip through the Cascades, his goal being Tacoma, Mount Rainier and points along the way. By July 5, 1902, he had packed all of the requisite gear, including 28 pounds of camera equipment on his "wheel" and was ready to set off.

The journey began with a boat and train trip to San Rafael where he would begin the biking portion of the expedition. Ultimately he would pass through the Sacramento Valley to Mount Shasta and Mount Jefferson in California and

Crater Lake in Oregon before reaching Paradise on Mount Rainier. The return trip would include a diversion to Mount Hood. Along the way he encountered blistering sun and drenching rain, flat tires with no repair shop within a hundred miles, reasonable roads and trails of dust and sand four inches deep. He met helpful, knowledgeable people as well as people who directed him down impassable trails.

The trip had a promising beginning as he pedaled through the Russian Valley to Healdsburg, sixty miles from his start. He enjoyed this first day, which was rather hilly; as long as the hills weren't too steep to coast down, he didn't mind walking up.

On the third day he entered the Sacramento Valley and encountered his first challenge. The scorching sun burnt his hands, neck and face so badly his skin erupted in water blisters. The only way he could "keep from evaporating entirely was by riding so fast the breeze fanned" him. Anyone who has ridden in Eastern Washington in July knows the feeling. He also encountered his first difficult roads as he traveled from Corning to Redding. The sand-covered road necessitated walking his bike through much of the day.

When he finally got to Redding he found the railroad track a better path than the road. Unfortunately, on the second day on the railroad bed one of his tires gave out and he was unable to repair it adequately. Finally, using a strap and tape, he "managed to fix the tire so it would hold wind for an hour or two." On July 22, 18 days after leaving San Francisco, he crossed the border into Oregon. He was still having difficulty with the tire and the roads. Mr. Ross was walking as much as riding, but he was on the way to Crater Lake.

Near the border he came across a scale where he could weigh himself and his wheel. In his words, "I placed my loaded wheel on the scales and found that it weighed ninety pounds. I had lost ten pounds in crossing the Sacramento Plains, so my own weight was just half that much more." He probably lost more weight in the next two days as he walked a total of 56 miles, pushing the bike as he went. This was not a supported ride.

When he finally reached Klamath Falls, he found a shop that sold bicycle parts, including an inner tube. He was back on the saddle again (but not for long). On the way to Fort Klamath the sand in the roads "grew deeper and deeper and the grade became steeper and steeper." He walked the last eight miles to the Fort. It had taken five days to travel 120 miles. As a reward to himself, he stayed for a week at Crater Lake.

Shortly after leaving the lake his other tire developed a three-inch long tear in both the inner and the outer tube, which he repaired before proceeding on. The next day he hoped to make it all the way to Grant's Pass, but, because of poor roads, he made only half the distance. Local inhabitants told him the route would be good, "but people always lie" about roads. Soon he again heard a "bump-ity-bump." For the third time that day his rear tire was flat. Mr. Ross resigned himself to walking to the railroad track and catching a train to Grant's Pass.

Next month, the conclusion of J. Edgar's story.

The Bike

Dorian Smith

Manufacturer: Jeunot

Components: Old SunTour, K-Mart, Target

Name: The Green Bike

User: Dorian Smith

"The beautiful is as useful as the useful," wrote Victor Hugo. ("Le beau est aussi utile que l'utile")

But when it comes to favorite bikes the reverse is also true: "The useful is as beautiful as the beautiful."

Certainly that is the case with my trusty beater -- dubbed "The Green Bike" -- which is my bicycle of choice for errands and trips to the store.

It was resurrected a rainy day three years ago in St. Vincent de Paul's back lot on S. 56th. At the time I was only looking for a pair of pedals for a Bianchi I was

restoring. But while price shopping, I found a new pair of cheap plastic pedals costing \$15.00 at a nearby bike shop, and the entire "Green Bike" was only \$7.50.

At home I removed the pedals and was ready to trash the rest of the bike when my friend Kirk remarked that the frame was actually pretty good.

Several key parts were still functional, including the cottered cranks, the 52/36 chain ring, and the Mafac front and rear center-pull brakes. And I was thrilled with the five-speed freewheel which featured a saucer sized 34 tooth Granny gear which Europeans call Alpine gearing.

I immediately threw out rusted and bent components and wheels. Back at the St. Vincent de Paul back lot, I found a SunTour stem mounted shifter and cable guides. And after groping in four inches of rainwater in a wooden box, I fished out a dripping SunTour Sprite front derailleur.

Parts? No Sweat.

Looking for cheap bicycle parts can be more adventurous than a code 3C ride. A tire with some tread remaining was purchased for \$2.00 at Lakewood's Bargains Only thrift store. Two good bike wheels were spotted sticking out of a garbage can on Orchard Street.

The chain came from one of the several bikes I kept for scavenging. The mirror was once mounted on a 1978 Schwinn Suburban.

Alas, a few of the components had to be purchased new, but not for much. The Falcon brand rear derailleur (the choice of Huffy for many years) and the rattling rear rack were both purchased at K-Mart.

Full Restoration Coming Up

With all the parts in hand, I decided to give the bike a full restoration.

Of course, when I removed the bottom bracket bearings, the grease long ago had been replaced with gritty mud. For several days I carried the bottom bracket adjuster cup in my pocket, and during low moments at staff meetings, I would burnish the metal and work the adjustment ring like a Moslem with his worry beads.

While sanding and stripping many layers of paint, I discovered the faded marquee, which declared that the bike started life as a Jeunot, an early 1970s French brand of good quality.

After the bike was stripped to bare metal, I gave it several coats of green spray enamel. Hence, its name.

When the paint was dry, all the components were replaced clean, greased, or adjusted meticulously.

Two Final Changes

The Green Bike rode like a dream. I vowed to use it on my very first Seattle to Portland ride later that year. This bicycle was an example of the timelessness of quality bikes, I announced proudly. There was no need to buy a bike off the rack from Spoke and Sprocket.

A week before the 200 mile STP, two final changes were made.

I had purchased a beautiful blue Raleigh Record from a co-worker. The frame was too big for me, but for \$35.00 it was too good to pass up. About two weeks later I sold it to a taller co-worker who was looking for a start-up bike.

A few months later she returned it for free-it had fallen off the back of her car and was run over by a Cadillac.

It was still beautiful, but I winced at the pretzel-shaped front wheel and bent fork. Then my eyes lit up at the cushioned seat and the foam padded handlebars. Both certainly would make the 200 mile trip more enjoyable, I thought.

So, one week before the STP, the Green Bike was fitted with replacement handlebars and seat. Now it rode like a dream, and felt like one, too. (About a year later, the Raleigh was also resurrected with new forks, seat, alloy wheels and handlebars and was purchased by a fellow Wheelman for a son's birthday.)

Wired

I struck out for Portland on a ten speed bicycle that I had completely rebuilt myself, while around me were aluminum and titanium 18 and 21 speeds.

I am proud to say I made it to Portland. and I still own the Green Bike. A few

months ago it was wired with a generator light from Target.

But I have to admit that the first thing I did when I returned home after the ride to Portland was to buy a new twenty one speed bike from Spoke and Sprocket.

Do you plan to send in an article for the newsletter? Use the new E-mail address:
wfhoehne@home.com

Canadian Exchange Ride

Jan Brame

It all began innocently enough with Ralph Wessels saying they had space available for the two-week trip to Canada that dozen or so club members were taking in August. "Come on along" he says, "you'll have fun!" I was leery because I really had not ridden much all summer (not even STP) and I had never done more than a three-day ride. Ralph was quick to assure me that the trip was sag supported and I could just hop in the van whenever I wanted. So, like an idiot I said "OK". This is the journal of that trip reconstructed from the feeble jottings I was able to manage at the end of the day.

The members of the Canadian Exchange were Ralph & Dena Wessels, Carol & Roz Davis, Toni Matson, Greg Torfin, Joyce Clifford, Mary, Scott, and Steve Kubiszewski, Bob Myrick and Bob Cook. Reservations?

Saturday August 1 - Gig Harbor to Port Angeles-Mileage 100:

I got up at 4:30 a.m. and loaded myself and the bike into the car and headed for the Wessels in Gig Harbor. The first really good thing was that Toni Matson had a big tri-fold sleeping pad identical to mine! I had been prepared to whine & snivel in order to take it, as it is vital for me. I knew without it, I would not be able to sleep at all and therefore would be unable to ride. We took off on time and headed to Port Orchard where we caught the foot ferry to Bremerton. This was the smallest ferry I have ever seen. As the ferry was taking off Bob Myrick was spotted coming down the dock walkway. The ferry actually reversed course and picked him up to much applause from all of us. He had ridden from home. 100

miles being not much of a challenge for the first day (he had ridden RAMROD a couple of days before).

We rode to Poulsbo and had a mini breakfast at McDonalds. We did not see Greg or Joyce who had spent the night in Poulsbo. Onward to cross the Hood Canal Bridge where we ran into some club members doing a weeklong ride. Mary Kubiszewski and I rode together the rest of the way to the Indian Art Gallery where we had arranged for the van to pick us up at mile 70. Bob Cook was driving and Dena was a passenger. We rode the rest of the way to Port Angeles in the van and stayed at the Portside Inn. The reservations were messed up (the first of many reservation mess-ups) but we got settled in. We had a great dinner (the first of many) and turned in early because there is an early ferry to Victoria. Greg and Joyce showed up after dinner just before we were prepared to send out a posse to look for them. I felt tired but good after the 1st day, although the seat is a little sore.

Sunday August 2 - Victoria to Nanaimo-Mileage 70:

We are up early and breakfasted well at the ferry terminal. Ralph is driving Bob Cook's van and trailer today and he was at the ferry dock very early. There were a bunch of antique cars coming off the ferry, which were fun to watch. Once we got to Victoria and regrouped it was 10:45(the day was hot and got worse. The first part was OK being the "Galloping Goose Trail" for 10 miles and then the next part was over the "Malahat". Scott Kubi took particular delight in tormenting me with how hard it was going to be. This was a grueling uphill climb that never seemed to end, but I made it to the top! We had lunch at a beautiful restaurant at the top of the Malahat which overlooks a big body of water. Ralph, who had been missing all day with the van, turned up in time to bid us goodbye. There was a great downhill on the other side and then rolling hills the rest of the way into Nanaimo.

Dena and I stopped when we spotted the van at Whistletree Village at mile 37. I wet my head down with water in a restroom, ate ice cream and felt a lot better. We caught the van the rest of the way. I was exhausted. We camped at "Living

Forrest Campground" where we experienced another reservation snafu! The mosquito's got Toni and I before we ever got to the campsite. My tent, which is borrowed, is impossible to put up alone. If I find a Costco I am buying a new one.

The Princess Pad

Monday August 3 - Nanaimo to Port Alberni-Mileage 52:

The sound of fighting crows and dueling zippers woke everyone about 6:00 a.m. I rode with Myrick, Toni and Dena. There was a great trail out of Nanaimo for 12 miles, paved and great swooping downs with coasting up to the next crest. We stopped in Combs for lunch, which has a market with a grass roof where goats can eat up on top. However, we did not see any goats.

Toni and Bob stayed with Dena and I for most of the day. We took a little side trip to "Little Qualicum Falls" which we walked down to see. At mile 43 Dena got a flat tire and there was the van! Since the "hump" was still ahead, Dena and I decided to ride the van the rest of the way. We passed Bob and Toni in Cathedral Forrest waiting for us and we waved at them.

We stayed at the "Dry Creek Campground" which is right in town. The group descended on a restaurant on the water. The food was good but service was horrible. Some of us didn't get served until 9:30 p.m. I could hear the truck traffic on the highway all night so I put in earplugs. Thank God for the sleeping mat, which has by now been dubbed the "princess pad". Toni and I don't care, we sleep just great!

The Bear

Tuesday August 4th - Port Alberni to Ucluelet- Mileage 63:

Dueling zippers again in the morning so no need for an alarm clock. Mary is complaining that we are on vacation(no need to be up so early! It is a beautiful morning, sunny and cool. We ate a huge breakfast at Smitty's (the Canadian equivalent of Dennys).

We are riding through the McKenzie Range which is extremely hilly. One of the uphill grades is 18%. Of course I walked most of that one. The route is a narrow

two lane road with very few decent shoulders. There is heavy traffic with Winnebagos, dump trucks and double semi's competing to kill us or at least scare our spandex off. I was riding with Ralph and Dena after being left in the dust by Myrick and Toni earlier. Carol was driving sag today and since there are no amenities at all she was shopping for lunch fixings so people could stop at the van for lunch. Unfortunately, the van didn't catch up with us so we stopped and ate dried fruit and power bars for lunch.

Later we took a page from Greg and Joyce's book and stopped at Kennedy Lake for a dip to cool off. It definitely helps. Two double semi's that almost scared me to death ran Dena off the road. Ralph had gone back to help her so I rode on alone. After the turn to Ucluelet there was a bike path which I jumped right on. It was such a relief not to be in traffic.

I was enjoying swooping up and down the hills and then I noticed there was something at the bottom of the path. It took a few seconds for me to realize it was a bear eating the sweet clover on the side of the trail. The bear was blocking the entire trail. I clutched both brakes and skidded to a sideways stop, unclipped and was over the ditch and across the highway before I realized what I had done. I didn't know I could do that! After I got my wits back I rode the rest of the way into Ucluelet on an adrenaline high. This is my first day of riding the whole distance. The campground was all right. We had another wonderful dinner while the laundry was washing and drying across the street.

Letter To The Editor:

As a member of both TWBC and the Cascade Bicycle Club, I wanted to note how quickly articles get published in the TWBC Newsletter.

This was most noticeable in the September edition of the Cascade Courier, which had a featured article about the Seattle to Portland bicycle ride that happened way back in July.

Keep up the great work!

Steve Brown

Tacoma, WA

Activity Notes

Mount Tahoma Ski Trail "1998 Gala," November 6, 1998: The MTST Gala will be held at the South Park Community Center from 5:30 p.m. to 10 p.m. This event helps support North America's largest hut-to-hut no-fee trail system. Great food, refreshments, an outdoor equipment auction, and a first chance to reserve huts will be features of the evening. TWBC members will try to reserve two huts for ski and snowshoe trips later this winter. Please come and enjoy this great social event.

Fantasy Lights, November 22, 1998: The third annual "Sneak Preview" walk through Fantasy Lights happens on Sunday, November 22, 1998 from 5:00 to 7:00 p.m. Bob Myrick (473-7455) has registered up to 20 TWBC members for the 2.5 mile walk. Meet at the Sprinker Recreation Center at 5:00 p.m. We will walk to the park from there. Bring a flashlight and light colored clothing. Later, we will proceed to downtown Parkland for dinner at one or more of their fine restaurants.

Bicycle Alliance Legislative Committee meeting, December 6, 1998: The Bicycle Alliance of Washington will have a legislative committee meeting on Sunday, December 6, 1998 at the La Quinta Inn from 10 a.m. to 2 p.m. The address is 1425 E. 27th, Tacoma, WA. Call Bob Myrick for details at 473-7455, or the Bicycle Alliance at 206-224-9252.

Tour Opportunity: New Zealand in February: If you have a passport, some free time, and money, there may be a deal for you. Wayne Martin and Sue Gygax of Lake Chelan, Washington, are young retirees who put on low budget, cooperative trips to interesting places around the world. Wayne and Sue will put on three bicycle tours of New Zealand as follows: The Southern Alps. 670 Km. February 1-10, 1999. Cost is \$150.00. Otago and Dunedin. 550 Km. February 11-19. 1999. Cost is \$150.00. Bank's Peninsula Death Ride. 100 Km. February

20-24, 1999. Cost is \$80.

Wayne and Sue provide a sag bus, campsites, maps, and organization. You have the option of renting inexpensive cabins, and if you do not like to cook, restaurants are usually available.

To find out more about Wayne and Sue, look up their web site at www.nwi.net/~waynesue, or call Bob Myrick at 253-473-7455. Wayne started the Bicycle Institute in Ashland, Oregon, as well as the Third Hand and Loose Screws tool and parts supply businesses. He also started the world famous Death Ride in Markleeville, California, and the week long Supertour rides. Next summer, they will walk and hike through Europe.

Custom Frame Opportunity:

Antonio Mondonico at Spoke & Sprocket: Antonio Mondonico, one of the great Italian frame building masters, will be at Spoke & Sprocket on November 12, 1998 between 3:00 and 5:00 p.m. Spoke & Sprocket is located at 7514 27th West, Tacoma, WA (Bridgeport and 27th).

Mr. Mondonico will measure customers for custom frames. If you have ever lusted after a classic steel racing bike, made to order, call and make an appointment. The telephone number is 564-1422.

Club Events Are On A Roll

Ralph Wessels, Director of Special Events

The response to needing directors for the club events has been great. Roz and Carol Davis called immediately and are now the co-directors of the Peninsula Metric Century, to be held June 6th. This is their first time at the helm of one of our events, so let's give them a lot of support. Joyce Clifford stepped forward to be director of the STP Spanaway checkpoint. The STP will be held on July 10-11. Peggy Fjetland and Mike Romaine are co-chairing the Bike Expo Booth, held on February 19-21. Janice Jensen is again (third time!) the director of the Daffodil Classic, held on April 18th.

When Dena and I first joined the TWBC, we did not participate in club activities the first year. The second year, we responded to an article by Cynthia Hammer asking for volunteers for the PMC. We had enjoyed the organized rides during our first year, and wanted to help. Being a volunteer for these events is really a lot of fun and a great chance to meet some interesting, talented people. Please call one of our directors (see the masthead on page 2 for telephone numbers) and volunteer to assist in a TWBC event.

When can you get involved? Our first event meeting will be held at Janice's home on Thursday, Nov. 5 at 7 p.m. The address is 5613 71st Avenue Court West, University Place. All volunteers are welcome! Call Janice at 566-1822 if you have questions or need directions. See you there.