

# Tacoma Wheelmen's Bicycle Club

Newsletter

July 1999

Founded 1888

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## PMC draws 400 cyclists, boosted by 'hard-core' riders

Aggressive headwinds the day before, didn't discourage more than 400 riders who turned out for the 17th Peninsula Metric Century on June 6.

Carol Davis, who coordinated the event for the Tacoma Wheelmen with husband Roz, was pleased.

"We have no more T-shirts for riders or volunteers," she said.

She was also surprised that about 40 “hard-core riders” tackled the 100-mile loop. The event also offered 100K, 50K and 30K routes on hilly roads from Gig Harbor to Port Orchard.

The riders contended with steady wind and spotty rain.

But Carol said PMC was aided by good weather and more than 60 volunteers who showed up to register and supply food. Free bicycle repairs were provided by mechanics from Spoke and Sprocket and “Tom” from the Mountain Shoppe.

“The job of being coordinator was so easy because of the people who pitched in and did their parts,” she said. Volunteers were treated to a pizza feed.

She also heard positive reports about the granola mix offered at the Port Orchard Chamber of Commerce food stop. Volunteer Cathy Hall created the mix over nine hours. Six-hundred servings were bagged by senior citizens and doled out by two youthful entrepreneurs, Tyler Warren Cox, 5 1/2 (Port Orchard) and Andrew Williams-Rada, 7, (Heinzville GA) who was visiting grandparents in Port Orchard.

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## Conquering RAMROD: pace lines and ibuprofen

*It's considered the most grueling bicycle event in Washington State. But that doesn't stop the hundreds of riders who clamor for the limited spots on the Ride Around Mount Rainier in One Day. More than 150 miles with thousands of feet of elevation gain, separate the serious cyclists from the recreational pedalers. Here club member Mike Hassur describes the extreme mental and physical strain, the heady exhilarations and the desperate depletion of resources that he encountered in last year's RAMROD.*

### Mike Hassur

When I awoke at 3:50 a.m. July 30, 1998, I only had to get into my cycling gear and eat a peanut butter and jelly sandwich. My DeBernardi, food and tools were already in the van. Due to the heat an early start was important. I passed through the starter's timing gate at 5:10 a.m.

It was cool and raining slightly as I rode the first couple of miles by myself and then fell behind a group at a comfortable pace (approximately 19-20 m.p.h.). We cruised out of Buckley, through South Prairie, and were rolling toward Orting when a sheriff's deputy instructed us over his car bull horn to "pull over if we didn't have headlights". It was 5:40 a.m. and getting light. As soon as he rounded the corner, we resumed our normal speed.

### **A minute too late**

Leon Matz (my usual cycling partner) could only ride 25-30 miles. But I didn't see him at the designated meeting place at 5:55 a.m., so I kept going . He had arrived at 5:56 a.m.

The pace line disintegrated, and I rode and chatted with a fellow for two miles. Just before the 90 degree jog, a mile before Electron, I hitched behind a quick tandem. Gradually, we had six or seven people (including another tandem). This made a fast — but easy — ride to Eatonville.

After a quick bathroom stop, I soon hooked up with a big fellow who was riding RAMROD to train for the Canadian Ironman Triathlon. We climbed out of Eatonville and were joined by a fellow on a Merckx titanium bike (nice guy and a nice bike). We rode the next few miles climbing to Alder Lake.

We lost the big fellow before the lake and I lost the other rider during a potty break. By Elbe I was in a group of five guys which rode together nicely through the entrance to Mount Rainier National Park and almost to Kautz Creek Campground (food, fluids and bathroom).

### **First ibuprofen**

I had eaten one half of a peanut butter and jelly sandwich every half hour, so I restocked on food and water and took the first of my ibuprofen. I also gulped down two bananas.

At Longmire, the climb to Paradise was steeper. I rode a short way by myself and then joined two guys not certain that I could keep up. Initially, we chatted. One was a transplanted physician from St. Louis. We talked about Eureka Springs, Ark.; Herman, MO.; and Branson, MO.

### **'Death Ride' recommended**

The other fellow was a bike racer who recommended the "Death Ride" in California.

The further up Mount Rainier, the more sparse the conversation. I stayed with them to Paradise. I thanked them for a fast and fun ride and took off down the other side and rode alone to the food stop at Box Canyon.

### **Riding on full bladders**

As I flew down the mountain roads at 35 m.p.h., my glasses coated with mist. At the Box Canyon food stop I visited the bathroom, grabbed some power bars, ate a banana or two, refilled my hydration system, took my ibuprofen and hit the road. Some volunteers mentioned that the fastest riders had flown through nearly an hour before without stopping. I wondered "Geez, don't those guys have bladders!!"

The climb up Backbone Ridge (three miles) seemed slow, since I was alone. After Backbone Ridge is a long, winding descent to Ohanapecosh. The speeds are high (25-40 m.p.h.), there are hairpin turns and the road is rough.

One of 1998's riders sideswiped a car on a hairpin turn and careened off an embankment into the trees. He was transported by ambulance to Packwood and air-evacuated to Harbor View in Seattle. On one hairpin, a rider passed me on the inside without warning. It startled and angered me and I shared a few choice phrases. He, I and one other guy rode the rest of the descent together. We were really flying!!

### **Alone up Cayuse Pass**

At the bottom of the Backbone Ridge descent, my two companions took a bathroom break, so I started the 10-mile climb up Cayuse Pass alone. After 100 miles I started to feel fatigue. I saw very few other riders on the climb. It was raining slightly which was a blessing, otherwise I would have over-heated.

At this point I made a mistake. I got impatient. Instead of eating and drinking regularly, I focused on getting up Cayuse Pass and down to Enumclaw. My eating and drinking was sporadic. At the top of Cayuse Pass, I took two more ibuprofen.

The Cayuse Pass descent is dangerous. You've ridden 110 miles, you don't think clearly, reactions are dulled and you're flying down a bumpy road at 35-40 m.p.h.

Last year I was in a pack of six that bounced down that road in excess of 40 m.p.h. In those situations I never know whether I'm excited or scared.

I didn't stop at the "RAMROD Deli" (at the Crystal Mountain turnoff), to save time. As I rolled past this last food stop, I saw the two fellows whom I had careened down Backbone Ridge. I hooked up with them and we headed toward Greenwater at 25-32 m.p.h..

Along the way we picked up a fellow with a triathlete-looking bike (aero bars, rear disc wheel, etc.). In this pace-line, I couldn't recover. We went so fast that I worked hard even while drafting! It was exhilarating, but I was in the early stages of dehydration and hypoglycemia. I continued to eat power bars and drink water, but losing ground. I could make it to Enumclaw, but not at that pace.

Fortunately past Greenwater (in Federation State Forest) there was a rest stop with urinal facilities. The two "big motors" in our foursome stopped to empty their bladders. The triathlete and I kept going. We "soft pedaled" at about 20-21 m.p.h. until they could catch up.

After a couple of miles the other two guys caught up. They were in a group of four riders following a tandem, and they must have been going over 30 m.p.h.! The

triathlete and I were too fatigued to catch that “train”, so we just worked together for the remaining 16 miles.

### **A familiar face**

We were well-matched. Within a couple of miles of Enumclaw, I was too tired to savor the end of our ride. I was close to bonking.

The triathlete and I finished together. But I noticed another familiar rider at the finish line. I first saw him that morning waiting in line at the timing gate at the start. His bike had a unique frame (a cable instead of a down tube), aero bars and a black and white rear disc wheel. Nine hours and thirteen minutes and 155 miles later we crossed the finish line together — completely by coincidence!

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## **Compliments for PMC**

Dear Tacoma Wheelmen:

Another great Peninsula Century ride. The first time I rode it I did the 100 km route in chilly, wet conditions. Since then I have done the 100 mile route several times. It is a challenging route to be sure. I think it is a good preparation for anyone who plans on doing RAMROD or any other hilly route. At the start the weather didn't look too promising and there were head winds and side winds. Once I hit Purdy rest stop things were looking much better and I was ready for my annual pilgrimage to Fox Island.

I noticed that the route through Cromwell went through a little detour, I guess due to construction. From there we picked up tail winds for the final push back to Southworth. I would judge this ride along with the Daffodil Century as a success. I am wondering what happened to the tour of South Sound. I always thought that was a good way to start the cycling season.

Thanks,

Lester

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## Daffodil Classic Comments

The following three e-mails on the Daffodil Classic were sent to Janice Jensen, who coordinated the event. Hi, there;

Yesterday I rode the Daffodil Century. I think it's the 6th or 7th time for me. Great roads, and excellent support at all the rest stops.

I think having the pre-ride registration in the school cafeteria is also a great idea. Looking forward to the Peninsula Century.

Thanks

Lester Isa

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Janice,

Good job. Good company. Good food, and beer!

Thanks,

Bob W. (Warfield)

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Janice, Hi

Well I made it thru my first ride! What a fun day and what nice folks to be around! I thought the weather was great for a ride!

I would love any info that you could send me on the club and dates of upcoming events. Thanks so much. Everything yesterday, from the volunteers on the side of the street directing me to a parking lot, the ride, the other bicyclists was great.

Thanks so much.

Leslie Hyland

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## **Before riding RAMROD, train for RAMROD**

### **Bob Myrick**

To ride well in the mountains, one must train in the mountains, according to the RAMROD literature. To ride really well in the mountains, several training elements come into play. I have ridden in eight RAMRODs and I have learned something every time.

### **Formula for rear gears**

To begin with you should have a good, light bike with gears to match your abilities, preferably with a bail-out gear if you bonk halfway up the third mountain pass.

My personal rules for gearing:

- At age 48 install a 24-tooth gear in the back
- At age 52 install a 26-tooth gear.
- At age 56 install a 28-tooth gear.

Notice the mathematical harmony. A racing triple (gearing on the cranks) is a great option for really big hills and emergencies. Weak and overweight riders should adjust the numbers upwards.

### **Gym training**



You should train all winter at the gym and losing any extra pounds. My normal stripped weight is 150 pounds, but I like to weigh less than 145 pounds in late July. In the gym, you can use the leg press and the leg curl and leg extension machines for muscle balance.

In February, your goal would have been between 1 to 6 repetitions if your knees could stand it, tapering to lighter weights at 20 repetitions. Your whole body should be balanced in strength and your aerobic condition should be high.

### **Practice on centuries**

At the end of April, you will be ready to ride the first of several centuries. At the Daffodil, your options are 50 or 70 miles — 100 miles is better. In early May, you should ride the Lewis County Century. And by late May, you should ride the Two County Double Metric Century.

Next comes the Wheelmen's PMC and, of course, you should ride the 100-mile loop. By the Seattle-to-Portland, a rider should be able to handle a 150- to 200-mile ride. You should also be comfortable in a pace line and sharing the work.

This is very important when riding to Mount Rainier Park's entrance and very crucial when you have bonked near Greenwater and fight a ferocious headwind all the way to Enumclaw.

Ideally, you will ride with friends up to the park entrance and only pull for a minute. Weaker riders could pull back from the lead almost immediately.

I have reproduced a training schedule that has helped train riders in the past years. RAMROD trainers also might consider riding to Hurricane Ridge from Sequim and riding to Lion Rock near Ellensburg. The Tacoma Wheelmen and other week-long trips also help because you get to ride every day with friends.

A common mistake is going out too fast and forgetting to drink enough water during the first 50 miles. You should have consumed at least two bottles of water or energy drink between Enumclaw and just beyond Eatonville of RAMROD.

Good luck in your training and be safe.

*Other tips:*

- Don't overtrain — like I did several years ago — and rest for three or four days before the ride.
- Carbo-loading probably helps, but just having a big pasta dinner the night before seems to work.
- Don't start before daylight, but start reasonable early to avoid the heat and the headwinds.
- Don't forget your rain jacket and gloves. You can freeze to death up there on a bad day and any good day in the mountains can quickly turn into a bad day. I have been hypothermic on July 4 when the temperature was more than 95 degrees before a thunder and lightening storm on Chinook pass. It is embarrassing to be rescued by a brave girl on July 4, but I owe my life to one. Feel free to call me (253-473-7455) or other experienced club members when you have questions regarding these mountain rides.

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## **TWBC “Greeter” assigned**

**Dorian Smith**

Seldom seen Tacoma Wheelmen, guests and prospective members can expect a grand welcome when they attend a future membership meeting.

John Campbell, a club member since 1995, has volunteered to be the club's unofficial "greeter." John may be the first club member who talks to unrecognized guests. In his capacity as "greeter" he will shake hands and ask people about their interests in the club and bicycling. He will offer them advice or references and membership materials maps, brochures and other materials.

As a computer programmer with his head buried in a computer screen through most of the work day, John is not a host or public relations professional. But he knows the value of making contact with newcomers.

"When I moved to this area, hoping to find a club, it took a while before some offered a response," he said.

"I find that making immediate contact really helps new folks to feel at ease and become involved."

He added that successful organizations reach out to new members rather than make them seek out volunteer work or activities on their own.

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## For sale

**For Sale:** Cannondale Tandem, blue, 59cm 46cm, Sansin sealed roller bearing hubs, Aero drum break, 18-speed, Shimano sealed bottom brackets. Minimum maintenance required. \$1,500, OBO. Cannondale ST600 21-speed blue, 47 cm, 700X28C rims, bar-end twist shifting, \$500, OBO. Stan & Joan Sanders. (253) 564-4280

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## Biker Babes in Training

### Carla Gramlich

After some cold and wet rides this past spring it was becoming hard to imagine being too warm on a ride. The first opportunity for that experience happened on the Double

Metric Century, starting at Millersylvania State Park in Thurston County. The temperature was over 80 degrees that day plus some nasty head winds added to the challenge of riding more than 120 miles. I didn't drink and eat enough during this ride which I will try to avoid in the future. I finished with the group from TWBC and we spent the next couple of days recovering.

### **Riding in Chicago**

I had to fly to Chicago the next day. I found out several years ago that it is rather difficult to take your bike on a plane so I invested in a Bike Friday. This small folding bike fits into a regular suitcase. This means I have no excuses not to ride while on trips. I got into Chicago that Monday afternoon and was riding on the Lakefront Trail that evening. The evening class left me the day to explore some local rail-trail.

I returned that Friday ready to start my long holiday weekend. A couple months early I had agreed to a backpacking trip along Lake Chelan. Steve and I headed east of the Cascades that Friday evening and started our trip up the lake on the boat early the next morning. The boat dropped us off at Prince Creek and we set up camp that afternoon. The next day we did an 11-mile hike to the next campsite.

I was thankful that I had only one more day of backpacking because I raised a big blister on my heel and my legs were weak from the first day's hike. All the bicycling riding had not prepared me for this type of exercising. We arrived in Stehekin and took the boat back to Chelan that afternoon.

### **100K Saturday, 100 miles Sunday**

I spent the rest of the week nursing a blister on my heel and my calf muscles. I was feeling better by the weekend to ride the Peninsula Metric's 100k route on Saturday. The weather forecast for that weekend was bleak but it turned out nice. A small group did the ride on Saturday in the sun but fought some unpleasant headwinds. I am glad that I didn't pay any attention to the weather forecast.

On Sunday, Toni Matson and I rode the 100-mile route. This was the first time I rode the in the Peninsula Metric Century in about 10 years. It has been that many years since I rode the 100-mile course which is billed as a great training ride for one-day STP and RAMROD riders. It certainly lives up to this title. There are a couple of hills that you feel would be better to clip out of pedals and walk.

On Fox Island we went straight up the hill instead of turning right and bypassed the hill they call "The Wall." Bob Myrick called us Smart Biker Babes for avoiding that hill. We did the whole course in about eight hours which included a lot of socializing at rest stops.

I will get another long ride in prior to vacation and then there is STP in one day. Vacation will be the Colorado Ride the Rockies. The mileage is under 80 miles each day but some of the days include 10,000-foot passes. I am hoping that this will help me prepare for RAMROD which is just around the corner.

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## **Milton, Edgewood bicycle advocates endorse extending Interurban Trail**

At a recent meeting, Milton's City Park Board opened discussion of extending the Interurban Trail which passes through Milton.

Besides the board members, also attending the meeting were Milton's mayor, Edgewood's mayor, a representative from AHBL, Milton's professional planning agency, and Ken Woolery of the Foothills Trail support group.

A few people spoke positively about the value of the trail to the community and at least one board members supported the idea because he had ridden the King County portion of the Interurban.

Edgewood's mayor also reported that the Friends of the Parks group in his city were enthusiastic supporters of trail development.

Milton and Edgewood will likely form a joint committee to develop plans, seek grants and generate public interest in trail development. They also will ask Fife, Pacific, Sumner, and any other interested parties to join.

Milton already owns the portion of the trail that lies in Pierce County and are negotiating to purchase the King County portion. Edgewood does not own any portion of the trail within the city, but believes there will be no problem in getting the money to make the purchase.

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## Different chainrings turns bike into 'first class act'

*This Wheelmen member recently considered selling her new bike because she felt it did not give her the long-distance power she had enjoyed with her previous 15-year old model. However, she discovered that simply switching the front chainrings turned the new bike into a "first class act."*

Here is her experience:

### **Nancy Block-Olexick**

I had purchased a Cannondale R500 with 650c wheels (the bike is referred to as a "compact triple"). There was a mix of mountain bike and road bike components, which did not give me the power I needed. The front chainrings were referred to as a compact drive system and the back cluster was set up with mountain bike gearing. In the front I had a 46, 38, 25. On the back I had a 14-32. It seemed that the bike was initially set up for short stints and hill climbing. I was amazed at how I could no longer ride effortlessly at my husband's pace over great distances. (He, too, bought a new bike, a Klein Stage).

So the power trip began

The first thing I tried was to change the rear cluster to a 12-26, thinking that would give me more power. After the rear cluster change didn't give me the power, I changed the front cluster to a 52, 46, 32 and the back cluster back to the 14-32.

The 52-tooth front ring definitely solved my problem. The 46 was an excellent choice for the middle chainring as I could climb the worst hills in the 46x32. (My husband was climbing the worst ones in his 30x23.)

I must say I am most pleased with my gearing advantages although my husband is now lamenting the gearing ratios of his former bike.

I am absolutely amazed at how unlike my new bike is from my old bike which is a 1984 first generation Cannondale sport touring bike with 1 1/8-inch wheels. On that bike I have a 50/42/28 front with a 13-34 rear cluster.

All this to say that if you want to make a touring or sports touring bike out of a triathlon-type bike or mix-or-match type bike with 650c wheels, you have to have a bigger than normal chainrings in the front and a good range of small and large gears in the back.

Now it's my husband's turn

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## Bike News

**As part of the Mount Rainier Centennial celebration**, a relay is planned July 17-18 from the top of Mount Rainier to Old Town in north Tacoma. This event will include climbers, runners, antique cars, rollerbladers and bicyclists. TWBC formed a team at the last club meeting to ride two segments of the relay. Saturday, July 17 starting at 10 a.m. the first bicycle team of code 4+ riders will ride 11 miles from the Mount Rainier National Park Carbon River entrance to Carbonado. Sunday, July 18 starting at 10:30 a.m. a second team of bicyclists will ride four miles from the Foothills Rails to Trails trailhead in McMillan to the Puyallup River at Riverside Park.

A team of Kayakers will continue to Old Town Dock in Tacoma. At 2:30 p.m. this event will finish at the Tacoma Mountaineers Clubhouse on N. 30th. Call 253-752-4038 for more information. — **Steve Brown**

**Did you use any transportation option other than driving** alone between June 14 thru 27? If so, you should log these miles as part of the annual Pierce County Carless Commute program. If you didn't get a log sheet at the club meeting call 253-752-4038 and one will be sent. It must be returned in the first week of July so don't delay. — **Steve Brown**

**Volunteers are needed to provide bicycle information** to the downtown Tacoma community on Aug. 19. A booth will be staffed from 10 a.m. to 2 p.m. at the Farmers' Market. This event is sponsored by the Pierce County, the City of Tacoma, Pierce Transit, Tacoma Bicycles, TWBC and other downtown businesses. — **Steve Brown**

**Bicycle Washington, the cross-state bike trip** patterned after Cycle Oregon, has been cancelled. The Bicycle Alliance of Washington called off the event due to lack of registered riders, noted executive director Barbara Culp.

Registered riders will be notified if a “light” version is planned with only a SAG support vehicle. — **Bicycle Alliance**

**Washington State Driver's Guide for the first time** will contain four and a half pages of information about cycling, including, “Every bicycle rider has the same rights, duties and responsibilities of a motor vehicle driver . . .”

The information was added through work between Department of Licensing representative Derek Goudriaan, and the Cooper Jones Safety Act Advisory Committee.

In recognition of cyclists, the Washington Traffic Safety Education Guide (for state Driver Education classes) will include instruction about bicyclists' rights and responsibilities.



Essentially, all motorists will be required to understand that in this state (since 1991) bicycles are considered vehicles and riders are guaranteed the same rights and responsibilities as motorists. — **Bicycle Alliance**

**Kirkland Parks Dept. will hold a series of workshops** to hear public comment on a proposed Cross-Kirkland Trail. The plan calls for a north-south route from Totem Lake to south Kirkland, sharing railroad right-of-way and connect to the Sammamish River Trail and the SR 520 Trail.— **Bicycle Alliance**

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## **Enumclaw named national bike-friendly by the League of American Bicyclists**

**From the Bicycle Alliance Newsletter**

Enumclaw recently was named one of 34 cities nationwide recognized as a “bicycle-friendly” city by the League of American Bicyclists. Qualified cities meeting four criteria:

- A written bicycle friendly street policy
  - Spend at least \$1 per capita per year on bicycle facilities and activities.
  - Pass an ordinance in May declaring National Bike to Work Month and encourage Bike to Work Day
  - Establish a bicycle advisory committee and designate a bicycle-issues person on the city staff.
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## **Cascade drops TWBC from STP**

Following recent negotiations, officials of the Cascade Bicycle Club said they did not believe a financial agreement could be reached with the Tacoma Wheelmen for the Seattle-to-Portland Spanaway rest stop. Cascade said they would contract with a non-bicycling group to provide services.

“We won’t be doing the STP checkpoint,” TWBC Director of Special Events Ralph Wessels announced at the June 15 membership meeting. Ralph cited the failure of Cascade to offer fair compensation to TWBC and provide reasonable benefits for volunteers who contribute much time and efforts.

Ralph said that in the early years TWBC provided rest stop service for no compensation and even marked the course. After the event had become profitable, Cascade began to provide compensation to organizations and T-shirts to the volunteers.

However, in the last half dozen years TWBC’s compensation declined from \$6,000 in 1995 to \$4,440 in 1998. Last year, Cascade negotiated new contracts with all of the groups that have supported the ride to bolster Cascade's sagging profits. This year, Cascade proposed a contract which was based on 2 percent of the profits (down from 2.5 percent prior to 1998), up to a maximum of \$4,640.

With STP registrations down significantly, Cascade admitted TWBC could receive little or possibly no compensation under the proposal for the estimated 500 volunteer hours, use of club equipment and coordination efforts. Cascade's final offer was only \$3,500, with 50 cents additional for each rider over 6,000.

Cascade also refused to provide more than a T-shirt to volunteers. Other clubs allow volunteers to participate in rides free.

At the membership meeting other club members cited non-financial difficulties working the STP. • Last year many STP riders blamed the Tacoma Wheelmen for the shortage of food at the Spanaway food stop. Some sandwiches were gone by 9 a.m. and hundreds of riders arriving later found popular food items gone.

"I feel very sad about this," said Joyce Clifford, TWBC's STP coordinator. "But last year we ran out of food and it seemed like there would be less food this year." No cantaloupes or watermelons are planned, noted Dave Zehnder.

- In response to last year's food shortage, Cascade wanted the Spanaway food stop volunteers this year to funnel hungry riders through a tightly managed security gate and act as food cops to prevent taking more food than allowed.

- TWBC was not featured in STP literature.

"I feel bad about this," Ralph said, "but the arrangements we made in a good-faith effort have been cancelled."

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## Ride notes

**Southern Oregon:** Two-week trip June 18-July 4 led by Roz and Carol Davis and Ralph and Dena Wessels. Filled.

**North Cascades Highway:** Led by Carla Gramlich. Camping trip Aug. 7-15. Limited to 10. \$25 deposit requested. Campgrounds include Lake Chelan, Lake Wenatchee State Park. 35-65 miles per day. Two mountain passes. Call 253-752-4038.

**TourBC:** Tour, along historic Gold Rush Trail in Cariboo-Thompson area July 18-24. Supported Steve and Phyllis Lay 253-759-1816, or 1-800-330-9926 or [www.tour-bc.net](http://www.tour-bc.net).

**Cycle Montana VII:** "Ride with Louie" 450 miles through northwestern Montana. Catered food, supported, July 31-Aug. 6. Adventure Cycling 1-800-755-2453 or Louie Boitano, 253-922-1168

**Courage Classic:** Are you riding the Courage Classic Aug. 21-23 this year and would like to be on the Tacoma Wheelman's Bicycle Club team, call Robert Deehan at 253-272-9682. You will get a T-shirt and be in a group picture on the third day of the ride.

**Cycle Vermont:** 400-miles (advanced-intermediate) in Vermont's Green Mountains Aug. 21-27. Catered. \$550 includes support. 1-800-755-2453 or Connie and Mat Reitzug at 253-460-1533

**Last minute rides:** If you would like to add a last-minute ride for a weekday, contact Connie Reitzug at 460-1533 by Sunday afternoon. For a weekend call Thursday afternoon. Also e-mail [twbc@excite.com](mailto:twbc@excite.com) so the web page can be updated. The web page and rideline are updated late Sunday and Thursday evenings.

**Riders' essentials:** All bicycle riders are urged to wear a helmet, carry repair items -- such as spare inner tubes -- and first aid supplies on every ride.

**Ride leaders:** Cue sheets or maps are recommended for rides longer than 35 miles. Also turn in your ride sheets if you are a ride leader. Or else the club won't know how many rides you led through the year by the annual banquet in January.

**New TWBC jerseys:** In small, medium, large and extra large. 2XL and 3XL. Some sizes are limited so get yours before they are gone. Price is \$53 and still a bargain when you compare to similar quality from retail outlets. Features 15-inch zipper with reflective strip on back pocket and arm bands. Highly visible colors.

**Decide to Ride:** These rides are scheduled because no one has offered to step up to the plate and lead a ride. But it is known that people want to ride whether one is on the calendar or not.

So, these rides are added to give people a chance and a place to meet and spontaneously spawn a ride . . . or two . . . or three.

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Government report  
bob myrick

Last month, the TWBC Government Affairs Committee meeting included Ralph Wessels, Carla Gramlich, Steve Brown and myself. Scott Pierson represented the City of Tacoma.

**Two County Double Metric:** On behalf of the Tacoma Wheelmen, I wrote an e-mail message to the Capital Bicycling Club regarding the high cost of their ride. They wrote back indicating there was considerable comment on the costs from within and outside their club. The letter-writer said he hopes a more reasonable charge for the ride will be reinstated next year.

**Puyallup Riverwalk Trail and Train Station:** Also on behalf of the Tacoma Wheelmen, I wrote an e-mail message to the News Tribune regarding the opportunity to connect the new train station to the trail by using 4th Street NW in Puyallup (see page 5). I also indicated the city needs to encourage transit-oriented development around the train station.

**Tacoma Neighborhood Grants for bike lids:** Scott presented information indicating the city had received \$13,000 in grants for 12 bike lockers throughout Tacoma. The bicycle lids (which protect two bikes each) are tentatively planned for the following locations:

- Four at Swasey Library
- Two at Kobetich and Norpoint Center in Northeast Tacoma
- Two at Moore Library
- Two in the New Tacoma Neighborhood Council area
- Two at Jason Lee Middle School.

There were other grants awarded for bike racks, walking paths and street scape improvements.

Carla and Steve will coordinate this work. Call them if you have ideas or want to help.

**Pierce Transit Bikes on Buses:** Steve will investigate Pierce Transit's new rules of the road. He is fearful that their new rules would only allow two bikes outside a bus and none inside the bus. So, if three or four people showed up with bikes, only two people would be allowed to travel with their bikes.

**City Water Ditch Trail:** Scott reported the Department of Public Utilities is still reluctant to approve TWBC's request to adopt this trail as a "Tacoma Cares" project. In the future, TWBC also wants to open the "pipeline" road as a mountain bike and equestrian trail. The utility seems to forget it is part of the community and owned by the City of Tacoma.

**King Street Station:** It was suggested the bicycle community should send letters to the Federal Highway Administration regarding Rep. Karen Schmidt appropriating \$5 million for the King Street Station. She took monies intended for transportation enhancements and are supposed to go through a competitive process and review by several groups including a public review.

**Helmets on Wheels:** Carla reported receipt of a grant for \$850 to produce a safety video. The state grant is part of the Cooper Jones Bicycle Safety law passed last year by the legislature.

**Bike Lanes:** For the next cycle of Tacoma Neighborhood grants, TWBC will lobby for grants for bike lanes in several Tacoma neighborhoods.

**SR 16 Improvements and Bicycle Trail:** Carla and I attended a presentation to the Oakland-Madrona neighborhood group on Wednesday evening, June 9.

The DOT representative indicated the state is aware of a commitment to build a trail 25 years ago. Now, they are wondering where they will find the money. The contingency funds for the SR 16 project should be able to pay for the trail, but the state representatives haven't said that yet.

**Sprocketman Vacancy:** The job is still open. Call Cara at 253-798-4739 for a good part time job helping kids protect their heads and bodies.

The next meeting of the TWBC Government Affairs Committee will be held at 7 p.m. July 13 at Planet Burrito on Sixth Avenue. You are welcome to join in the fun.

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## Members

**New Members:** Jim Giacolone, Steve Settle, Reba Jean Cain, Kathy Kovich, Mary L. Osborn

**Renewing members:** Susan Weitzel, John Palmeteer, Bob Myrick, Lois Leavitt Marquart, Mike and Marcia Madden, Thomas L. Harrison, Dolores Fitch, Julia Ehr, Pat Donovan, Chris Bacon, Bob Burton, Ron and Liz Cooper, George Kelley, Melody Mayer, Terry Brown, Cynthia Hammer, John Loesch, Linda Shiraiwa, Jill Smith

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## Volunteer opportunities

### **Greater Tacoma Senior Games**

Bicycling volunteers are needed for the Greater Tacoma Senior Games which will be held Aug. 26-29 at various venues in the Tacoma area.

The games are for seniors 50 years and older. Sports include aquatics, badminton, bowling, lawn bowling, horseshoes, golf, bocce, disc golf, tennis and board games (bridge, cribbage). The event coordinators this year are determined to include bicycling.

The Greater Tacoma Senior Games, affiliated with the National Senior Games, is a newly formed non-profit corporation.

For more information contact Ruth Offutt at (253) 756-7945 or 4702 South 19th St, Tacoma, WA 98405.

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## TWBC Board highlights

These topics and issues were discussed at the Tacoma Wheelmen's June 1 board meeting.

**Peninsula Metric Century:** Five days before the TWBC-sponsored ride on June 6 all volunteer positions had been filled. More than 100 pre-registrations had been received, including 51 in one day.

**Seattle to Portland lunch stop and reduced bicycle attendees:** Estimates put the largest bicycle ride in Washington at about 5,000, half of previous years. One reason for low pre-registration was the Cascade Bicycle Club's decision to market the event as unlimited instead of limited to 10,000. Many riders now know they can sign up at the last minute and be guaranteed a ride.

TWBC was offered a reduced percentage for staffing the lunch stop. The board discussed negotiating for a minimum rate against a percentage.

The board discussed reports on the reduction of riders in major bicycle rides, such as STP and the Chilly Hilly. Bicycle Washington was cancelled due to too few riders willing to pay \$500 for a sagged trip in Northeastern Washington.

The weather and the popularity of riding mountain bikes versus road bikes were cited as possible causes. Other causes could be rides offering nothing besides a map and food stops.

TWBC has frequently been praised for gifts such as head bands and this year's flashing lights. Possibly they contribute to TWBC's relatively constant ridership. Other suggestions for bolstering attendance included developing the rides as an event with food booths.

**TWBC donations:** The board discussed donating significant sums to cities and other governments to help pay for costs of improving dangerous railroad crossings.



**Club picnic:** The picnic will be held July 17 at Manitou Park. The club is looking for someone to lead rides to the picnic. It will start at 11 a.m. with food served at noon. Event at Old town when relay.

The picnic will be coordinated with the short route that Wheelmen members will ride as part of the Mount Rainier Centennial Relay.

**Complimentary e-mails:** Several e-mails (some humorous) were sent to Janice Jensen, praising the Daffodil Classic. (See page 2.)

**Special Olympics:** TWBC members and the Helmets on Wheels (with Mary Bridge) program donated helmets and water bottles and T-shirts for the bicycle event of the local Special Olympics.

**Treasurer's report:** As of June 1, the club had \$24,512 in checking and \$26,159 in a certificate of deposit, for a total of \$50,672.

**Bike path liability:** The club and other organizations will lobby the legislature for legislation to encourage bicycle paths. The proposed bill would relieve cities and counties from potential liability for injuries on non-motorized pathways.

**Next year's Daffodil Classic:** Karen Forbush and Jan Brame are considering coordinating the ride and trying to build it to a larger event. Possibly food booths, entertainment and other activities would keep more people in Orting after the ride.

**Shelter:** The club purchased a 10-foot by 10-foot pop up shelter for \$200 to accommodate registration, food and other support work during the future club rides.

**Website:** There were 3,900 "hits" on the TWBC website (twbc.org) during May, the third highest month in two years. The ride calendars are being used more with 321 hits for May and 79 hits for the June ride calendar even before the month started.

The website needs members to describe local routes in Tacoma and nearby areas. The "Routes" page is very popular but only lists four routes.

**Newsletter:** The third month's issue for the new editor (Dorian Smith) at 12 pages went much smoother with the early deadline (second Tuesday of the month). Members are encouraged to submit photos and articles.

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Past pedaling

anne heller

*Historical highlights of TWBC's 110 years*

Ever creative and imaginative, people have tried to perfect the bicycle since 1816 when the Draisene or "Dandy Horse" was introduced in France. The Draisene had two wheels and a seat but no pedals. To move forward, the rider walked or ran while sitting astride the contraption.

As the century progressed, the basic design was improved and modified. In 1899 David Devine of Philadelphia took out a patent on an unusual bicycle tire that he hoped would replace the pneumatic tire.

Mr. Devine's design involved two rims on one tire. The inner rim connected to the hub with spokes. The outer rim attached to the inner by a series of flat springs.

As shown in the Daily Ledger of July 2, 1899, "This combination is said to be more comfortable to ride than the pneumatic tire, as there is a wider range of movement."

Never having encountered such a tire in a modern bike shop, I must assume Mr. Devine met disappointment in his endeavor.

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**TWBC sends letters to public officials**

*The following letter was sent on behalf of the Tacoma Wheelmen regarding a proposed bicycle/pedestrian pathway project by Lakewood officials.*

**Bob Myrick** Director of Community and Government Relations

The Tacoma Wheelmen's Bicycle Club (TWBC) lends its strong support for the proposed bicycle/pedestrian trail project from 75th St. W and Bridgeport Way to the Onyx Drive and Phillip's Road area in the Oakbrook Subdivision.

This trail will provide a missing link for the bike routes (as designated by Pierce County) that already exist at both ends of the proposed project.

This trail will provide a much safer route for cyclists who travel to the Fort Steilacoom Park area from northeast Lakewood and the surrounding cities of Tacoma and University Place. Currently, cyclists must travel one of several heavily traveled arterial streets to reach the area around the park.

In addition, this trail will increase the commute trip options for employees working in and around Western State Hospital and Pierce College. It provides a linkage to the trail improvements on Grandview Drive in University Place, to the new park improvements in the lower Chamber's Creek area, and eventually to the town of DuPont and Fort Lewis. In addition, the trail will provide a much needed linkage to the State of Washington's Game Farm park.

**Bob Myrick** Director of Government and Community Relations

The City of Puyallup has a unique, golden opportunity to connect it's new Puyallup Riverwalk Trail to the planned Sound Transit Commuter Rail Station on Stewart Avenue between 4th St. NW and Meridian.

I am suggesting that the City improve non-motorized amenities on 4th St. NW from its connection to the trail to the rail station. This improvement would provide convenient and attractive non-motorized access to the rail station.

Commuters would be able to shop on their way home by following the trail. In my non-motorized travels through Puyallup, I have found most of the streets to be very bicycle- and pedestrian-friendly.

I regret the recent Puyallup City Council's talk regarding changing their commitment to have up to 50 percent multi-family housing in the City. Last year, the City claimed a 35 percent multi-family rate. Also, the council wants to limit growth in the City. These two proposed changes will limit the effectiveness of the rail station and will contribute to continued "sprawl" type development in the river valley.

These changes are not consistent with protecting our environment both for human quality of life and for protection of the aquatic environment. It only adds to our traffic congestion problem. Puyallup's multi-family housing lands should include a one mile radius of land around the rail station and the transit center in downtown Puyallup.

I am looking forward to the day when Puyallup's Riverwalk Trail easily connects with a trail to Sumner and eventually to the Foothill's Trail in Orting. It will improve my quality of life immensely. The improvement would be less than one mile from the station to the river. The really big need is about two blocks between the river and River Road.

## **. . . and gets letters from public officials**

In way of brief introduction, I am the city Manager of Lakewood and love receiving your monthly newsletter. I find it very well done and full of great information.

However, in your June issue the Government Report contains a statement as follows:

"I fear that officials in Auburn, Sumner, Puyallup, Tacoma and Lakewood are not taking proper steps to encourage high density housing within a quarter mile of their rail stations and transit centers."

I would like to suggest that TWBC contact either Dave Bugher or Deborah Johnson of our Community Development Department to review Lakewood's planning in the

area of our proposed commuter rail station. You will find that Lakewood is clearly not only encouraging, but almost requiring, this type of development in this area.

In addition, we are taking strong steps to assure that there are bicycle and pedestrian linkages not only from such nearby future developments, but also from throughout the City, as we work toward addressing bicycle and pedestrian issues throughout our City. As Dave and I are both avid bicyclists, this is an easy task for us to assure is well represented.

Again, while I am not sure what other cities are doing, I wanted to make sure that your membership did differentiate the current planning in Lakewood from the statement made in that article.

**Scott Rohlfs**, Lakewood City Manager