

Tacoma Wheelmen's Bicycle Club

Newsletter

March 2000

Founded 1888

This month's articles

- [A non-cyclist's view of club rides](#)
- [Safety Fair set April 1 downtown](#)
- [Past Pedaling](#)
- [Bicycle Advocacy guide available](#)
- [Around the world report](#)
- [From the president's desk](#)
- [Government report](#)
- [Ride notes](#)
- [Trail marking party set March 4](#)
- [Want Ads](#)
- [Bicycling projects sought for TWBC donations](#)
- [Six bikes, four helmets and lots of memories](#)

A non-cyclist's view of club rides

Karin Stephenson

Every Saturday, there is a set ritual at our house. Actually, it begins on Friday nights, upon retiring. "Good night, honey- and oh, by the way- please set the alarm for 5 a.m. there's the "Y2K metric 2000" going on this weekend, and I need to be there with the others by seven!" Too tired and sleepy to offer resistance to such a request, I set the alarm- on the WEEKEND, no less- and.. It's 5 a.m.! UGH.

I am happy that cyclists have so many neat and interesting rides to choose from, and participate in. They are indeed great exercise. However, when my spouse returns from these adventures, he resembles something our two cats have found outside and decided to play with indoors.

"How was the ride?" I cheerfully offer. Smiling, with beads of less-than-fragrant perspiration still lingering on his cycling outfit, my spouse replies "Oh, it was GREAT! Three people showed up, only one flat tire — and if it wasn't for the fact that I bonked

twice and had to pepper-spray a Chihuahua, it would have been perfect!" He then collapses with great drama, on the foot of our bed. I am always so happy to see that he has enjoyed himself so much.

It never ceases to amaze me, that with all the club-sponsored rides we have, that more folks do not participate in them. They seem to have a cycling gene in their biological makeup, which automatically overrides all thought processes that tell them "Hey, it's the weekend — and I really need to get caught up on some much-needed sleep!" I also know, that if I were a cyclist (and I very much respect those of you who are), I would wait until Spring or Summer, when at least daylight is abundant in those early-morning hours.

It pleases me to see the camaraderie that those involved, share on these rides. Not only do they have fun while on their quest for an endorphin high, but they also share good times over pizza and beer afterward, commiserating and boastfully stating how tough it was but that they're all ready to do it again the next day (if they had to do it all over again). And that's why rides such as STP came to be. But, that's a whole different article.

Safety Fair set April 1 downtown

Carla Gramlich On Saturday, April 1, volunteers are needed at the Annual Safety Fair in downtown Tacoma near the Union Station. On this day we have the opportunity to fit helmets on almost 1,000 kids. Their fate is in your hands.

During the fair up to 1,000 children will be given properly fitted helmets. Not all day, just 3 or 4 hours. More volunteers will shorten the lines.

There will be a training session at 6:30 p.m. March 31 at the Westgate Roundtable Pizza, N. 26th and Pearl St. Pizza and soft drinks provided. Volunteers will be shown the new helmet fitting tape and instructed on fitting helmets. Hats and T-shirts also will be included with the bribes.

Steve Brown is the only volunteer who gets the screaming kids, leaving only smiling kids for the rest.

Call, Carla at (253) 752-4038 for more information and to volunteer.

Government report
bob myrick

The following issues were discussed by the TWBC Government Affairs Committee(GAC) which met at Planet Burrito Feb. 8.

Pennsylvania Miracle: In the last newsletter, it was reported that the Washington State Department of Transportation (WSDOT) was encouraged to apply for grant monies to put up bicycle route signage on both urban and rural areas. It was also reported on the need for signage and a strategy for a signage program.

Lobbying activities will begin at Bike Expo. The Bicycle Alliance of Washington(BAW) will showcase this issue and hold two workshops to develop a proposal. Additionally, signatures may be gathered to show support for the WSDOT to apply for grant monies.

Signage is a great idea. One member suggested WSDOT could try a pilot program in a limited area like the Tacoma-Pierce County area or the Southwest WSDOT region. It was suggested the same people who are responsible for the state's car signage could help implement this.

Rail Road Crossing Safety Grants: The club is still trying to persuade Tacoma to apply for grants to fix two dangerous crossings on the way to Roy via the SR 507. Tacoma also owns the dangerous crossing located north of the town of McKenna. South of the town, the tracks pass under the state highway.

Sumner Blues: As previously reported, part of a traditional route north out of Sumner has been converted to a new 5-lane road with sidewalks and no bike lanes or shoulders. This project is a \$24 million improvement. City officials have asserted that it will include 3,000 feet of trail along the river.

During a meeting at the Pantry Treasure's restaurant in Sumner, Sumner Councilman Mike Connor said he thought the road would include bike lanes. The reason for the omission is still being sought and hopefully, prevent it from reoccurring elsewhere in the state.

The WSDOT has a new professed policy of preserving and enhancing Livable Communities and this project is not consistent with those policies. Club members should call Mike, Mayor Barbara Skinner or Councilman David Enslow and express concern about this road.

It has been suggested that Arnie Tomac of the BAW also be contacted. Arnie sits on the Transportation Improvement Board (TIB) which has \$6.2 million in the project. Arnie's e-mail address is bikeredmond@msn.com. TIB's administrator is Omar Meyhar whose phone number is 360-705-7590. The project's officious name is 142nd Ave. E. Improvement N: Sumner Interchange Project.

TEA-21 Grants: A recent e-mail message listed the \$7,740,865 of Transportation Enhancement Projects that have been approved by the Puget Sound Regional Council and the TIB. The list likely must be approved by Gov. Gary Locke. Local projects include:

- Pacific Interurban Trail Southern Extension: \$418,444
- Pacific Stewart Street Corridor Sidewalks/Bike Lanes: \$612,987
- Pierce County Foothills Trail Cascade Junction to Wilkerson Acquisition: \$325,000
- Pierce Transit Tacoma Dome Area Pedestrian Improvements: \$565,000

- Puyallup Puyallup Riverfront Trail, Phase 3: \$375,000
- Tacoma Neighborhood Business District Nonmotorized Improvements: \$255,389
- Tacoma Center Street Mid-Block Pedestrian Signal: \$ 64,800
- Tacoma Thea Foss Waterway Esplanade (Alber's Mill area): \$342,765
- Vashon Park District Point Robinson Lighthouse Restoration (Design): \$128,500

Sound Transit: The club has been represented at Sound Transit meetings regarding properly integrating bicycles with commuter rail, Light Link trolley and bus service. Bicycle advocates suggested that in addition to bike racks and lockers, there should be bike lids provided at Sound Transit facilities and at park and ride lots. The GAC will continue to lobby for bike lids.

Bike Lanes: It was recent reported that efforts with the PSRC for a meeting with WSDOT and Federal Highway Administration(FHWA) officials to clarify that newly constructed bike lanes should qualify for construction grants. In the past, Tacoma applied for grant monies to apply bike lanes to existing pavement. The application was turned down because the officials declared it was only maintenance. The thermoplastic type bike lanes can cost \$30,000 a mile.

Recent information indicates bike lanes and widened shoulders can be funded through federal TEA-21 funds.

Narrow's Bridge: TWBC has received a copy of the final Environmental Impact Statement (EIS) on the proposed new bridge. Concern has been expressed regarding how the bike-pedestrian path will merge with bike-friendly streets and trails on the Gig Harbor side. City and county staff members have promised to look into this matter and comment on the EIS if necessary. Presently, the path is scheduled to merge with Stone Road under the existing bridge or possibly merge into a new overpass just past the bridge.

Scott Pierson of the City of Tacoma reports that he is coordinating with the County and Gig Harbor to request that WSDOT build a trail connecting the ends of the proposed Narrows Bridge to the Cushman Trail.

Tacoma's Citizen's Transportation Committee: TWBC member Noreen Light and Bob Myrick serve on this important committee. Due to decreasing revenues, the city hopes its citizen's committees will streamline the public input process. The Tacoma Planning Commission is responsible for transportation under the city charter. The neighborhood councils in Tacoma have a joint meeting once a month and it is thought that transportation issues could be presented to them for input and opinion. Our committee is hoping to continue, but with declining revenues, it is unlikely to.

Steve Brown, TWBC president, will send a letter to Tacoma's mayor expressing interest in maintaining the committee or converting it to a non-motorized committee.

Costco Expansion: Costco is expanding into the Lincoln Heights' residential neighborhood.

Tacoma's non-motorized plan envisions a path through this neighborhood linked to the I-5 freeway pedestrian overpass near Jennie Reed School. City staff will petition the city's hearings examiner to require a path through or around the new Costco expansion.

The next meeting of the TWBC Government Affairs Committee will be held at 7 p.m. Tuesday, March 14, at Planet Burrito on Sixth Avenue.

Want Ads

Wanted: One road bike. Have mountain bike but don't want to convert to road use. Looking for cheap road bike to use on your club rides when I renew. Don't know what size I need. I am 5'-6" 145 pounds approximately 32" inseam. I have spare cleats. Please email with offers. Email me at cannon1@nwlink.com. On tight budget. Not looking for pretty but functional.

Louie's Top 10

Here's a list of top 10 reasons that prove you've been bicycling too long. Written by **Louie Boitano** and first published in 1993 10. You cannot remember how to get somewhere by auto that you often go to by bike.

9. You have more money invested in bicycle components than in stereo gear.
 8. You think empty bread bags are for keeping feet dry in the rain.
 7. You have a name for each of your bikes.
 6. You think everybody has a third hand.
 5. You think a century is measure of distance instead of time.
 4. Recycle means buying a new bike.
 3. When a peanut butter and jelly sandwich becomes a fuel of choice.
 2. You put more miles on your bike than your car.
 1. You only shop for clothing at stores that sell lycra.
-

From the President's Desk

Steve Brown

As the bicycle season kicks into high gear we need lots of ride leaders. If you don't see us doing enough 1A or 4D rides then please lead one. If everyone led even a single ride each month, think what variety we would have. We can also hook you up with a co-leader if that helps.

By now the 2000 Seattle International Bike Expo is just a memory, but for those that attended I trust it was the biggest and best ever. If you have an aversion to crowds, don't forget the Portland Bike Show on March 18-19.

The TWBC board meeting is 7 p.m. March 7 at the downtown Tacoma Library, 1102 South Tacoma Ave. I will again be dining at Once Teriyaki restaurant just across the street before the meeting if anyone wishes to join me.

Around the world report

Club member Bob Warfield is bicycling around the world on the Odyssey2000 tour. This report was dispatched by e-mail somewhere from Costa Rica.

The national road (Central America Ruta 1) south from San Jose climbs with little relief for nearly 100 kilometers steepening over the last 70 or so until reaching an elevation of 3,481 meters. Riding through city streets past a graffiti scrawled statue of Cortes and into the urban swarm of morning commerce gave no invitation to linger for missed icons or cultural encounter. We rode on with a mission, bent upon the uncertain goal of reaching San Isidoro by dark.

The road narrowed by city outskirts to two lanes with no shoulder and little margin for the many badly injected diesel juggernauts holding patiently for their moment to pass another yellow helmet grinding slowly upwards into the wet clouds snagged securely athwart our line of advance.

Accumulating moisture began to migrate over my lips, seasoned with silted exhaust and tasting of oddly salt-sweetened condensed milk.

As unpleasant as the weather was, good fortune had shown us favor. The preceding day, wind gusts had snapped trees rising for decades along exposed banks above our route. The previous week brought unseasonal rain dislodging road breaching slides along our way in numerous places.

Here and there yellow earth moving machines remained stationed to resume shoving any further depositions over sharply a falling edge where nature sought redress to human endeavor, great gouges scarring the asphalt where the earth engines had battled gravity. Parts of Costa Rica receive 8,000 mm (315 inches) of rain annually. But this was the dry season.

Along the way, one could not help but admire the astonishing variety and show of blooming flora. Throughout, teams of birds would entice our ears from the incessant road chatter of laboring trucks. Occasional interludes allowed the gentle persistent rain reprise. On we rode, into Saturday and a remnant of Pacific convergence.

The cool air calculated and by 3 p.m., more than half our riders had eddied into a sprawling damp truck stop cafe-restaurant founded on a large concrete slab under a broad corrugated metal roof. Shivering campers began depleting the food line by 3:30, and around 4 p.m. it was apparent that few were considering a further pursuit of daylight with 50 kms to camp.

I left earlier, somehow determined to reach the top of this hill and get to the other side. Truly, this would be a challenging BUT gorgeous ride with good weather and little wind. As it was, long steep, cold, wet, with objective hazards, few were having a great day. Many were still venting about it a week later, here in Panama City.

Eventually, the summit marker came into view, but little else — this was a serious cloud. Still, prospects were excellent that it would be downhill from here. I pressed on, unwisely but determined. What followed was the wildest descent of my life — 46 kms of leaning into curves and balancing weight aft between axles to minimize road shock to the bike. I came through fine, riding through town like I knew where I was going, to finish at Hotel del Sur, San Isidro one hour after dark.

Coming down that road through broad bands of fog and whisper thin views over cloud layers drawn into disappearing folds of distant green darkening under moonlight, trundling along over the unmarked, almost indistinguishable, asphalt hawking each curve desperately for reference and bearing, all at speed that put our number on the line.

Eventually, most slowed and then walked their bikes by the side of the now busy and dark road beyond town to the "hotel." Only 73 riders completed the day. Would this be the worst to come?

We all hope so.

Ride notes

You may have survived Y2K but are you ready for **I2K**? Idaho 2000 is a TWBC two-week bicycle excursion this summer. The ride starts in Boise on Sunday, June 25, and ends in Sandpoint on Friday, July 7.

We will have rest/fun days in Sun Valley and Salmon and will celebrate the July 4 in Missoula with thermal hot springs in between. The total length is about 730 miles and cost \$200. Cost and logistical details are still being worked out. The fee covers the sag support vehicle, camping fees, occasional community meals, and miscellaneous items. Everyone takes a turn as the sag driver. We will eat out as much as possible since, after all, we are on vacation. For information or reserving a spot, contact Roz and Carol Davis at 253-857-5396 (BicyclGuy@aol.com) or Ralph and Dena Wessels at 253-857-5658 (ralphdena@earthlink.net). The trip is limited to 16 so call early.

California wine country: For mostly women, a little spring break is being planned the first week of April. From a motel base camp, the group will tour Napa and possibly the Sonoma wine regions which are listed in Adventurevelo.com. Carpooling is planned (one long day). Contact Carol Davis at 253-857-5396.

Cross Country 2000: If you are interested in riding across the United States or part of it in the year 2000, call Bob Myrick 253-473-7455 Bob is interested in bearing south to Colorado and picking up the old Santa Fe trail to Sedalia, Mo. Then, Bob would ride on the KATY rail trail across Missouri to St. Louis. He could also turn south to Missouri. Several club members have already expressed interest in this self-contained tour. Please feel free to leave your thoughts regarding departure times and routes.

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. Features 15-inch zipper with reflective strip on back pocket and arm bands. Highly visible colors.

March meeting features 'Railbiking'

Steve Brown

Last August on Bob Myrick's "Wimpy Overnite to the Packwood Hotel," we encountered some bicycles unlike any many of us had ever seen. This was in the small town of Elbe and it was my first opportunity to see railbiking in action. Railbiking adds new meaning to the concept of a paceline. When one person brakes, everyone brakes because there is no leaving this paceline.

An outrigger attaches the bicycle to the tracks.

At the March meeting Michael Rohde of Railbike Tours Inc. will tell us more about this unique biking experience. Rohde obtained permission from the Mount Rainier Scenic Railway to use the tracks from Elbe to Mineral Lake. This summer trips for individuals or small groups will again be offered.

The monthly meeting is 7 p.m., Tuesday, March 21 and is held at the South Park Community Center, 4851 S. Tacoma Way, in Tacoma. For more information about this club meeting, call Steve Brown at 253-752-4038. The phone number at South Park is 253-591-5299.

Daffodil Classic April 16

Many helping hands

Jan Brame

The planning group for the Tacoma Wheelmen Bicycle Club 2000 rides met again at Jan Brame's house on Feb. 7. We are making great progress. The Daffodil Classic is just two short months away and the pace is starting to build.

We now have a volunteer chairperson in Kent Wienker (who is past president of the club).

Reggie Tison, Linda Higgins and Robert Deehan are co-chairing the food committee. Bob Cook is going to oversee marking the courses. Carla Gramlich and Dorian Smith are handling publicity.

Cynthia Hammer is handling advance registration while Janice Jensen (past years Daffodil Coordinator) will head the day of ride registration. Dave Parker is covering parking and traffic direction and Bob Myrick is handling the necessary permits.

The Henley shirts are designed and ordered, as are the souvenir pins, thanks to Dolores Fitch.

Ralph Wessels has been coordinating the efforts of all three rides as well as co-chairing with Ernie Stephenson the new Headwaters Century Ride. Carol and Roz Davis likewise have the Peninsula Metric Century well in hand. They are old pros at this, having done a great job on last year's PMC.

Our next big push will be for the Bike Expo where we will be recruiting riders. We'll also be recruiting volunteers at the club meetings and by phone. Please consider helping staff the registration booth and various rest stops on April 16.

Each volunteer gets a Henley shirt, rides free and is invited to a big pizza party afterwards. It is great fun and a chance to get to know other TWBC'ers that you might not normally ride with. Call Kent Weinker at 253-752-0764 to volunteer. PRAY FOR SUNSHINE!

A long history

Kent Wienker

The Tacoma Wheelmen Bicycle Club's Daffodil ride has turned into a classic along the way. Twenty-five years ago the ride started with a small group of volunteers and 200 riders.

Bob Branson was the first chairman, we hope to have him back as the honorary chairman for the 2000 ride. Riders completing 50 or 100 miles were sent custom patches. In 1978 Harvey Lister silk-screened the first Daffodil T-shirts. Jack Williams made cookies and handed them out on the Kapowsin loop.

This year's 25th annual ride will once again give our club an opportunity to host the virtual kick-off of the cycling season. This year's chairpersons are Karen Forbush and Jan Brame. They will have strawberry shortcake and music for you at the end of the ride.

Groups benefiting from our ride are the Orting Lions Club; they'll barbecue hamburgers at the park. The Orting Cooperative pre-school will have their great pancake breakfast and the Bicycle Alliance of Washington.

A new route is being featured this year on the Foothills trail out of Orting to McMillin and back. Bicycling Magazine voted this ride as the Best Organized Ride in Washington in 1999. Please help continue this reputation. Volunteers are needed. Please call Kent Wienker at 752-0764.

Trail-marking party set March 4

Help is needed to paint safety slogans on the Foothills Trail beginning at 9:30 a.m. March 4 at the McMillin Trailhead. The Helmets on Wheels Coalition has purchased stencils that promote helmet usage.

"Be Head Smart, Wear a Helmet", will be painted on the trail in various locations. Afterwards a ride will be held to view the handiwork. Call Carla at (253) 752-4038 for more information.

Bicycle advocacy guide available

The Bikes Belong Coalition has printed a Guide to Bicycle Advocacy. The guide is an excellent resource for bicycle advocates, providing an overview of bicycling related provisions of the Transportation Equity Act for the 21st Century (TEA-21), a "how to" on securing TEA-21 funds and valuable tools and strategies for encouraging bicycle facilities.

To receive a copy, call 202-822-1333 or e-mail bikeleague@bikeleague.org.

Bicycling projects sought for TWBC donations

Each year, TWBC has donated funds to organizations or groups that help promote bicycling.

These donations have helped fund the Foothills Rails to Trail Coalition, Helmets on Wheels, Pierce County Sprocketperson, Bicycle from Heaven, police bicycle units, bike rack installations, and other causes. In 1999, our donations, combined with less than anticipated revenue, brought the Club's account balance down to approximately \$40,000.

TWBC will continue to support bicycle-oriented causes in the future. Donations are normally made after June when the revenue from the Daffodil Classic and Peninsula Metric is known. The amount of funds donated is adjusted based on the revenue.

In order to be fair and give equal opportunity for those seeking funds, the TWBC Board requests that applicants seeking donations within the next year contact our President, Steve Brown, at 752-4038 no later than April 1. This will assist the Board with prioritizing requests and allocating available funds.

Past pedaling

anne heller

Historical highlights of TWBC's 110 years

Spring training and celery

Today's cyclist interested in improving stamina and performance may turn to the latest "natural" remedy or additive. Bee pollen? Garlic? Grape seed oil? Beet juice? Likewise, in 1897 the wheelman interested in improved performance turned to a variety of patent medicines.

An article in the May 1, 1897, Tacoma Herald used the endorsement of a champion cycling racer to tout the benefits of "Paine's Celery Compound." James Michael, winner of numerous races in the United States and Europe, gave his stamp to the benefits found in the celery concoction. Mr. Michael said, "I believe wheelmen who have to undergo the hardships of 'circuit chasing' will find Paine's celery compound of assistance in keeping up their physical tone."

As noted in the article, "With the opening of the bicycle season, many a young person and hundreds of older people who have determined to take up bicycling as a health-giving exercise find themselves really lacking the proper 'snap' or stamina to begin on. Their bodily condition prevents so spirited an exercise. They would like to ride, but they are out of sorts, run down by a winter of work or indoor life. Many who are really sick, who have suffered from debility or wasting disease for a long time until they had begun to think their troubles had become chronic, would turn to bicycling for relief. But this splendid exercise requires strength to undertake. The blood is out of order, the nerves deranged and nature's food for both is needed.

"All such persons will find to their immense joy that Paine's celery compound, taken now, will make them well.

"Paine's celery compound works wonders in the spring. If you have labored under the load of repeated headaches, neuralgic pains and days of nervous disability, now is your best time to get well."

The article continues, "Every one needs to take a spring remedy to purify their blood, arouse the circulation and counteract the debilitating effect of months of confining work, worry and excitement.

"The more intelligent portion of every community are the ones who best recommend Paine's celery compound. They have looked into this great remedy, followed its remarkable achievements in the case of friends, neighbors and relatives, and know just what to expect from its use as a nerve and brain strengthener and restorer and an ideal invigorator for a rundown system."

So, if you feel a bit run down and out-of-sorts as the Spring bicycling season begins, check out your local pharmacy to find some celery compound, bee pollen or nasturtium root to perk you up. Failing that, come out on a few short trial rides in March to get ready for the Daffodil Classic in April.

Six bikes, four helmets and lots of memories

Peggy Fjetland

I was not young when I returned to cycling, but I could still vividly remember my first bike. It was a heavy, blue J.C. Higgins that was too big for me, but my frugal parents knew I would "grow into it." I think they loved my brother more because his first big bike was a shiny red Schwinn. My second bike, purchased as an adult, was a green five-speed, ordered from the Sears catalog. It was of questionable components and

even more questionable fit. Nevertheless, I added a child seat on the back for my daughter and away we went.

Years later, my new friend, Joy Roelofs, joined a club called the Tacoma Wheelmen and went on spectacular rides of near impossible distances of 20 miles or more. My first ride with the Wheelmen was on a bike I borrowed from Joy while she rode first class on her super cool mountain bike. I was decked out in jeans (a big mistake I soon discovered) and no helmet (a practice frowned upon by the Wheelmen), so Louis Boitano cycled back to his house to get me one. The Thursday evening ride was a whopping 12 miles long. I couldn't keep up. Mere overpasses resembled mountains. I could hardly walk when we returned to the car.

In 1990, I tried again. I got my very own shiny red Schwinn. I was aghast; they now cost \$200 and that was on sale! I rode faithfully around the neighborhood racking up the miles six at a time. Tour de Pierce was fast approaching with a daunting 30 mile route I was sure I could not complete, but it started close to home.

The assurance that I could call for a ride or even walk home caused me to abandon all sense and ride. I survived. What would be next? Klein Classic. Tour de Peaks. Wolfhaven. The Northwest Women's Ride. Each ride commemorated with an every growing collection of rider numbers. I began eyeing such milestones as STP and Courage Classic.

Well, it has been 10 years, six bikes, four helmets, and several dozen brands of bike shorts as all shorts are not created equal. What part has TWBC played? TWBC took in an old beginner. Carla Gramlich, Steve Brown, and Steve and Phyllis Lay showed me how to decorate a bicycle with battery powered lights and ride in a Christmas Tree Lighting parade. They showed me you can dress in a costume (O.K., mine only marginally qualified as a costume compared to the others) and ride around Tacoma without being arrested.

I've ridden in Daffodil Parades, to an apple squeeze in Steilacoom, and on Christmas light night rides. I have been challenged to set goals and ride harder and faster and farther than I ever imagined. As a result, I have enjoyed century rides, multiple day rides, bicycle camping trips, and an Australian bike tour. I've ridden WIMPROD, humbled by Carla, Tony, Bob and the other dedicated among us who can do RAMROD. Sadly, I have ridden in the funeral procession for a cyclist, the victim of a drunk driver.

And, I've gotten involved with a club whose major organized rides are second to none. I have been introduced to the issues of alternative transportation, the need for bike lanes, safe bike routes, paths and trails. I have become involved in safety issues and participated in helmet fittings and instructional bicycle rodeos for kids. I have learned that cyclists know all the best places to eat.

I was not young when I returned to cycling. Further proof of that will be this summer when I plan to introduce my first grandchild to the world of bicycling. I will continue to cycle with the Wheelmen as long as I am able, but will be found more often on the Foothills Trail, the Interurban, and the Burke-Gilman with precious company on tow.

Cycle on!