



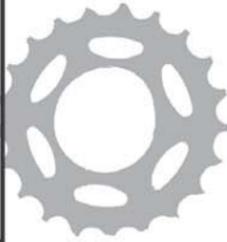
Tacoma Wheelmen's Bicycle Club  
 PO Box 112078  
 Tacoma, WA 98411

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AUGUST  
 2005



mail to:



Please note: You can become a member at [www.twbc.org](http://www.twbc.org). Click on 'Online' under the Join heading.

**Become a member of TWBC**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State: \_\_\_\_\_

Home Phone: \_\_\_\_\_

Work Phone (optional): \_\_\_\_\_

E-mail: \_\_\_\_\_ @ \_\_\_\_\_

Check Box:  New Member  Renew  Addr Chg

Individual person membership \$15 \_\_\_\_\_

Family membership \$20 \_\_\_\_\_

One-time initiation Fee for new members \$ 5 \_\_\_\_\_

Total Membership fee. . . . . \$ \_\_\_\_\_

Thanks for becoming a member of TWBC !

Send this form and a check for the total \$ amount to:

TWBC Membership  
 PO Box 112078  
 Tacoma, WA 98411

Check box if you do not want your phone # or address in the membership listings.

Also...Check boxes if you are interested in volunteering for:

Leading Bike Rides

Events

Newsletter

Club Meeting Programs

Becoming a club officer

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

# AUGUST 2005

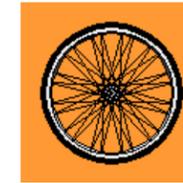
## TIRE BUZZ

By President

**Tim Payne**



**Timothy Payne**  
 TWBC  
 "The Prez"



### CLUB SECRETARY NEEDED

Okay, so I tore myself away from the live coverage of the Tour de France to write my column, tough life, huh? At the June meeting we twisted the arm of our current club secretary, Sandy Byrd, to take on another term. Sandy very reluctantly, but in good spirit, accepted the challenge. Two months later she finds that our persuasiveness has not overcome her concerns about the time commitments to her new position in her career or current family needs. Another way to say that we need to replace Sandy as the club secretary. I hope there is someone in the club who is willing to step up to accept this position to support the club.

Frankly, I am very concerned about the future of TWBC. There seems to be no end of people who desire to become members of the club, but there does not seem to be a willingness to take on the voluntary tasks of keeping the club organized and moving ahead. For example, many of you know the position of Director of Special Events has been vacant for three years. We have reached a point where lack of this position will threaten our ability to offer special event rides in 2006. The secretary position on the board is open and needs to be filled. I am not above twisting arms, however, in an all volunteer club made up of nearly 400 members who belong because they have a common interest in bicycling, twisting arms should not be required. The challenge should be sorting through a large cadre of volunteers who would willingly take on the job. The current slate of officers will not continue indefinitely, several have already indicated a desire to only serve one more term of office. Who will step in to take their place? Our two open positions on the board present great opportunities for members to get to know the inner-workings of the board while there are experienced people present.

If you are interested in brightening the future of TWBC, I hope you are also interested in helping to lead and organize the club. Please, if you are interested in the secretary or Director of Special Events positions, please contact me either by phone (360) 871-4478 or e-mail [president@twbc.org](mailto:president@twbc.org). If you don't hear back from me immediately, just assume I am on an extended bicycle trip and will contact you as soon as I return. Thanks for your consideration.

**BUZZ continued on page 3**

# The COG Home Page

## Club Officers and Volunteers

**PRESIDENT:** [president@twbc.org](mailto:president@twbc.org)

Tim Payne, 360-871-4478

**VICE-PRESIDENT:** [vp@twbc.org](mailto:vp@twbc.org)

Vern Hase, 253-759-7246

**PAST PRESIDENT:** [past-prez@twbc.org](mailto:past-prez@twbc.org)

Ralph Wessels 253-857-5658

**SECRETARY:** [secretary@twbc.org](mailto:secretary@twbc.org)

Sandy Byrd: 253-474-6721

**TREASURER:** [treasurer@twbc.org](mailto:treasurer@twbc.org)

Jim DeYoung, 253-912-0757

**TOURING CAPTAIN:** [ridecaptain@twbc.org](mailto:ridecaptain@twbc.org)

Carol Davis: 253-857-5396,

**DIRECTOR OF COMMUNITY & GOVERNMENT**

**RELATIONS:** [gac@twbc.org](mailto:gac@twbc.org)

Bob Myrick, 253-473-7455,

**NEWSLETTER:** [newsletter@twbc.org](mailto:newsletter@twbc.org)

Editor: Jan Brame, 253-759-6984,

Reporters: Various Members

Deadline for articles, 3<sup>rd</sup> Friday (after meeting)

**MEMBERSHIP DATABASE:** [database@twbc.org](mailto:database@twbc.org)

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**MEMBERSHIP:**

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Ken & Cindy Stagg, 253-770-5530,

**DAFFODIL CLASSIC:** [daffodil@twbc.org](mailto:daffodil@twbc.org)

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Keith Bates, unlisted

Joyce Clifford 253-759-2393

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Donna Daily, 253-884-4473

**HEADWATERS CENTURY:** [headwaters@twbc.org](mailto:headwaters@twbc.org)

Gene Smith, 253-272-6747

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**RAPsody:** [info@rapsodybikeride.com](mailto:info@rapsodybikeride.com)

TWBC contact: [rapsody2005@earthlink.net](mailto:rapsody2005@earthlink.net)

Ralph Wessels, 253-857-5658

Tim Payne, 360-871-4478 Carol Davis, 253-857-5396

Bob Myrick, 253-473-7455

**JERSEY SALES:** [jerseys@twbc.org](mailto:jerseys@twbc.org)

Peggy Fjetland, 253-841-4458

**ANNUAL PICNIC:**

Vern Martin, 253-212-0781

**EQUIPMENT MANAGER**

Joyce Clifford, 253-759-2393



**TWBC Ride Line  
253-759-2800  
UPDATED WEEKLY!**

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

## RIDE CODE CHART

### Pace Code: Average mph on flat surface:

- 1 - Easy pace, frequent stops to catch up and regroup, 9-12 mph on flats.
- 2 - Moderate pace, occasional stops to catch up and regroup, 12-15 mph.
- 3 - Steady pace, limited stops, cue sheets or maps provided, 13-16 mph.
- 4 - Fast pace, very limited stops, cue sheets or maps provided, 16 + mph.

### Terrain Code examples:

- A - Mostly Flat (Inter-urban Trail)
- B - Gently rolling with one or two steep hills
- C - Rolling steeper hills (Kitsap Peninsula)
- D - Difficult terrain with longer, steeper hills (Vashon Island)

**Next Club Meeting:**

**Tuesday  
September 20**

**Food galore!  
Door Prizes !  
Great Program!**

## Bikepacking the John Wayne Trail - by Max Welker

No, it is not a typo. Bikepacking is a term coined by "Adventure Cycling". It is apt; like backpacking, one goes off pavement through beautiful, often remote natural areas, carrying all the gear necessary for a self-reliant adventure. Lou Vance and I had such an adventure on the John Wayne Pioneer Trail in July, traversing from Rattlesnake Lake near North Bend to the Columbia River near Vantage. In the course of three days we experienced landscape as varied as the verdant forests of the western Cascades to the desert of the Yakima Firing Range.

The John Wayne Trails is rail-trail on the bed of the Milwaukee Road. East of the Columbia, it lies within the Iron Horse State Park. The trail continues west through DNR land to the Idaho border, but that part is as yet undeveloped. Lou and I had ridden to the Snoqualmie Tunnel with Carla Gramlich prior to starting the bikepack in order to get the feel of the trail. Surprisingly, two days later, fully loaded with camping gear, we were almost as fast pedaling up the same 1.5% grade for 18 miles. This part of the trail is well-packed dirt and gravel; we were soon to learn that conditions deteriorate steadily as one travels east.

Continuing along the south side of Keechelus Lake, the trail is still good. It gets a bit rougher as one gets closer to Easton, but is still very rideable. Of course, it is drier east of the Pass and the forest there includes more pines, fewer firs and far less undergrowth. Along the way we passed through two more short tunnels and descended about 400 feet. The thermometer on the front of the store/cafe in Easton read 90 degrees when we arrived at 4:00pm, so we bought cold drinks and spent a pleasant half hour relaxing on the porch swing before heading over to the state park for the night.

It was back to the cafe for breakfast, where we shared the small room with the regulars. They were a gregarious bunch of good ole boys; even refilling our coffee cups without making us join them rolling dice to see who paid that morning. After that, we had a pleasantly cool ride to Cle Elum where the old train depot along the side of the trail is being renovated. I pulled in with a flat front tire, which we found had been caused by the liner that I had put in for the trip to avoid flats...

A state park worker suggested we take the paved road for a few miles, but being purists, we wanted to do the trail from end to end. Deep unpacked gravel is not fun, especially on a fully loaded bike. This section was apparently newly graveled and would eventually be packed, but we learned later that day that horse traffic readily returns the trail to its original, softer state. A few miles later the trail firmed up again as we approached the Upper Yakima River Canyon. This section was a highlight of the trip - remote, scenic, and inaccessible except by boat or trail. We had lunch on a bluff above the river and were entertained by a mother duck and her brood who were diving, bobbing up a few minutes later downstream, and fighting across the current to regain the calm pool where they had started.

Further on, we passed an abandoned farm complete with a bridge for livestock to cross over the rail line. Out of the canyon, the land flattens into farmland that is mostly unfarmed today. Again, it was hot, so we stopped at the Thorpe Fruit Stand for a cool drink before pushing on to Ellensburg where we spent the night with my friend, David. He and I are old (we are both 63) ultrarunning buddies, so we had lots to catch up on. He has also spent some time on a bike, having done the entire Great Divide Trail from Canada to Mexico. He took us on a riding tour through the University the next morning before sending us on our way with sandwiches, and in my case a frozen liter of water. It was to be a hot, dry day.

After a few miles, we stopped in Kittitas for coffee, then continued east. The trail climbs gradually from Ellensburg for about 20 miles and the surface continues to get rougher. At mile 12, we reached a high trestle that crosses the I-90 freeway; unfortunately it has not been restored, so we had to traverse a sandy hillside to a dirt road. It turned out to be an interesting detour as the dirt road provides access to an irrigation channel gushing with cold water. Ok, maybe not scenic in a traditional sense, but we enjoyed it.

Once across the freeway, we entered the Yakima Firing Range. We had to fill out an entry permit, so took the opportunity to snack and relax in the breeze

The Capital Bicycling Club of Olympia  
Is pleased to share this ride with fellow cyclists

# TRYBR-2005

## Tenino, Rainier, Yelm, Bucoda Rally



Revel in the quiet countryside of Thurston and Lewis Counties, enjoy views of Mt. Rainier, the Skookumchuck and Deschutes Rivers, the Llama farms and hawks soaring overhead along the Johnson Creek Road. All rides are well marked, mostly along scenic, low traffic roads. There are CBC and commercial food stops and numerous rest room locations along all routes. The maps and cue sheets offer bailouts along every route. Food, playground and a cold Quarry Pool await riders near the finish.



Rides for all Biking Levels  
Great Biking Routes  
20,30,50,80 and 100-miles

Maps, snacks, rest stops, sag support

Questions? Call the CBC Hotline (360) 480-7356  
Or visit us at [www.capitalbicyclingclub.org](http://www.capitalbicyclingclub.org)

**Sunday August 14, 2005**  
Start / finish at Parkside Elementary School 301 Central Avenue, Tenino  
Registration open from 7AM to 12 Noon  
*(100-mile riders please register by 10AM)*  
Pre-register by August 8-\$15.00 After August 8—\$18.00  
*Children 12 and under ride free.*  
Registration fee includes: map with cue sheet, a well marked course, sag until 5 PM, Rest stops with excellent snacks, drink and facilities.  
All ride fees are \$2.00 less for Capital Bicycle Club members. One dollar of each ride fee supports the advocacy of the Bicycle Alliance of Washington, your statewide bicycle lobby.

	By Aug 8	After Aug 8
No of Paid Individuals _____	\$15.00 \$ _____	\$18.00 \$ _____
No. Children 12 or under _____	\$Free _____	\$Free _____
CBC Member Discount _____	(\$2.00) \$ _____	(\$2.00) \$ _____
<b>Total-Ride Fee</b>	<b>\$ _____</b>	<b>\$ _____</b>

Make Checks to Capital Bicycling Club, PO Box 642, Olympia, WA 98507

**APPROVED HELMETS ARE REQUIRED ON THIS RIDE**

Waiver

Name's (please print) \_\_\_\_\_ Rider #/s \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

*In consideration of the capital Bicycling Club (CBC) accepting my registration, I hereby for myself (or parent/guardian if entrant is under 18 years of age), waive and release any and all rights and claims for damages against CBC, it's officials and any other sponsoring body prior to, during and after participation in the TRYBR caused by sickness, accident or any other cause which may occur. I also agree to accept all rules, regulations and policies as set forth by the sponsor.*

*I realize that I will be on the roadways and highways in Lewis and Thurston Counties and must obey all traffic laws. I also realize that an approved bicycle helmet decreases the chance of injury and agree to wear one on this ride.*

Signature \_\_\_\_\_ Guardian (if under 18) \_\_\_\_\_

Signature \_\_\_\_\_ Date: \_\_\_\_\_

The Buzz continued from p.1

### SEATTLE to PORTLAND

Due to the cancellation of the club summer tour, I was in town for the annual running of the STP. So, with less than two weeks to go, I found an unused ticket to buy from one of our members and some good fortune in finding midway sleeping accommodations thanks to that same member and a chance meeting at a bike shop I showed up at the U of W start point at 5:45 am. I did not ride the STP in 2004, so maybe my memory is faulty, but it sure seemed like there was a whole lot more traffic approaching the U of W this time as compared to my last venture on the ride. Once into the parking area the events seemed to match my experience of the other two times I had ridden the STP. On the road at 6:10 am, my start group was consistent with what I had seen in the past. For those who have not experienced the ride, the start is staggered into groups who are let go about every five minutes. In a crowd of what I estimated to be about 200 cyclists, patience is a virtue that is rewarded with a safe ride. I am always struck by how many people crash themselves or are caused to crash in the first three miles of this ride. The "density" of cyclists is very high and the skill levels are very diverse. The situation calls for the utmost in care and consideration to get through safely. Advice: enjoy the scenery in the Arboretum and along Lake Washington, but keep your attention on what is going on around you. Secondly, unless you have been fortunate enough to get to the front of a start group with people you consider your "team," the first 5 miles of this ride is not the place to try to set your pace for the day, relax and take what the situation will safely allow you to ride.

Having survived the first 22 miles, I stopped at the ever popular REI rest stop in Kent, dropped off my morning coffee, ate a couple of bananas, sampled some other "ride food" fare and continued south. Down through the valley I made contact with a fairly large group of riders who were working together in a pace line. I inquired if I might join them and we were soon clicking away the miles into a headwind at better than 22 mph. We were slowed and split up by a couple of events: one; a very serious crash just north of Sumner (I hope everyone involved in that is okay) and two; the county's work at The Cannery in Sumner to fix one of our top ten worst

locations for cyclists. At the time of the STP, it was even worse than "normal" as it was under construction with lots of deep slippery gravel and deep potholes filled with muddy water. Getting through this three-block area was somewhat reminiscent of a cyclocross race. A side note, had I known in advance about how bad this area was, I would have made my own detour through Sumner and into Puyallup. The group reformed following each of these interruptions. Just south of Sumner it became my turn to lead the pace line; head down, tail up, I did my best to maintain the pace from Sumner to Puyallup. By the third turn in Puyallup my heart rate monitor told me I was well past the time to pull off the lead position. Between that decision and the traffic signals in town I soon lost contact with the group.

Up "THE HILL" on Pioneer and off toward Spanaway, I passed the group I had been with in the valley as they reformed at the top of the hill. After seeing my heart rate at the head of this group, I decided their pace was too fast for me and resolved to continue on by myself. By the way, I felt good about doing that as I had fulfilled my obligation to this group for the easier miles of fast riding by taking my turn at the front of the pace line. Honestly, there are few things in cycling I think are more uncouth than sucking off someone's wheel to get the easier miles and then fail to take your turn at the front helping them do the same. Proper cycling etiquette demands that you ask someone if it is okay to join them and that you pay them back by taking your turn at the front. A word of warning here, the STP is full of wheelsuckers. If someone decides to use you as a way to get down the road with less effort, don't be afraid to ask them if they intend to reciprocate.

At the rest stop in Spanaway, it was very busy but not intolerable. A moment for an aside here, about a mile up the road from my home reside two members of the West Sound Cycling Club. In the neighborhood, we seldom see each other, but on many organized rides it has become almost customary that we run into one another. Today's chance meeting was at the Spanaway rest stop. So I spent a few pleasant moments chatting with my neighbors and enjoying a bite before getting on the road toward Yelm. The balance of the day's ride was thankfully uneventful. If you have not ridden the STP before, I highly recommend stopping at the Tenino rest stop. Widely known as the "cookie stop," a group from the

Buzz continues on page 4

### Tire Buzz continued from p.3

local high school, in return for donations, offers a smorgasbord of delectable homemade cookies, a “should not miss this” stop.

I stopped in Chehalis for the evening but not before running into member Phil Lux at the Centralia rest stop. You might remember that Phil was using the STP as a launch for a much longer adventure to North Bend, Oregon. He seemed well on his way, but was a bit uncertain about where he was spending the night. I wished him well and continued on. The evening was shared with members Mike Romaine, Peggy and Ray Fjetland and Carla Gramlich. We spent time eating, of course, and recounting to each other the events of the day. Sunday morning dawned with light rain, which would start and stop all the way into Portland. Somewhat unremarkable, my memory of Sunday’s ride one of those less than perfect weather days with varying degrees of headwind all the way into Portland. The most memorable part of Sunday’s ride was a very unpleasant two miles of road in Longview that had been ground down for resurfacing. Not only did the ground-in grooves in the asphalt set up a very significant vibration in the bike, but the pavement grooves also caused the bike to uncontrollably move from side to side. Not much fun, I wish the organizers had set up a detour around that patch of road. On the positive side, the construction on the Lewis and Clark Bridge over the Columbia is finally complete. Unlike its former configuration, it now has a shoulder. It is not a wide shoulder, but it is enough to safely cross this busy thoroughfare if you are riding this route alone or in a small group. The shoulder was quite trashed with bark and bits of wood, but a cautious crossing is now possible. On the STP, however, cyclists are stopped, grouped together and then allowed to cross using the entire traffic lane without cars trying to pass, as traffic is held on the Longview side of the bridge until the cyclists are safely across.

The ride down the west side of the Columbia can be pleasant or it can be very unpleasant. In most places the shoulder is of very adequate width and the surface is okay, but traffic is quite heavy and, this time, the weather was not very cooperative. On and off rain and continuous but varying headwinds made this a part of the ride I will willingly forget (for once that is an advantage of getting older). One of my favorite events on the STP is

first sighting the towers on the St. Johns Bridge; at that moment, I know I have made it. But this time the STP was not ready to give up quite so easily, the headwind increased and a fine rain began to fall as I made my way along St. Helens Road in the last ten miles of the ride. I turned to a lone cyclist I was passing and said with all the sarcasm I could muster, “Welcome to Portland.” The “unknown cyclist” smiled and nodded in agreement.

Reaching the finish line in Portland, near Lloyd’s Center, I found a bite to eat at one of the many food vendors and relaxed for a while. After claiming my gear I headed off to downtown Portland and Union Station for an Amtrak Cascades ride back to Tacoma. I checked in, bought a bike box and spent the next half hour getting my bike into the box. I did have tools with me, but had forgotten a pedal wrench. Fortunately, the very helpful folks in Amtrak baggage handling have lots of experience with bicycles and had a pedal wrench in their tool chest. Taking the train back was a very pleasant way to end the ride. As you might imagine there were many people on the train who were returning from the STP. It was fun to exchange a few short memories in passing. By the way, this would be a great way to enjoy what Portland has to offer cyclists. Take the first train down to Portland leaving Tacoma at 8:18 am ; arrive in Portland at 11:00 am , spend a goodly part of the day, 50 to 60 miles, cycling in the Portland area and return on the evening train at 6:15 pm. A great day-trip with new cycling adventures. By the way, most of the time it is not necessary to box your bicycle, the Amtrak Cascades has a bike rack available on a reservation basis for your wheels. Only when the rack is full is it necessary to box your bike.

I am not sure what it is about the STP; maybe it is just being in proximity to that many cyclists at one time, maybe it is participating in one of the larger and better known rides in the US, maybe it is the feeling of accomplishment riding 200 miles a two days (one of these years it will be one day), maybe it is the built in sense of camaraderie among cyclists, but it is an adventure that I will repeat if I am in the area in future years. If you have not tried it, I recommend you give it a go some year.



## A Recommended Ride

By A. Rider

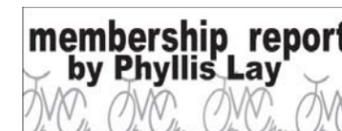
An interesting loop ride that can start at any location includes riding in Lakewood, Steilacoom, University Place, Tacoma, and Parkland. The route is on quiet back roads, mostly quiet city streets, and a ride around Pt. Defiance Park. For this ride description, it starts at the P&R by I-5 and 512 in Lakewood because of its easy access for those who do not live near this loop.

Exit the P&R on the south end to S. Tacoma Way, right to Pacific Hwy. and left about four blocks to 108<sup>th</sup> St. Immediately after crossing a set of railroad tracks, turn left on to Lakeview Ave. which becomes 112<sup>th</sup> St. Cross Bridgeport Way and continue straight ahead to the next signal light for Gravelly Lake Dr. Turn left approximately ¾ of a mile and right on to Lake Steilacoom Dr. This is a very quiet road that twists and turns, crossing Beach Lane and Interlaken Dr., eventually coming to Mt. Tacoma Dr. at a “T” in the road. Turn left a short block to Hipkins Rd., then a quick right and left on to 95<sup>th</sup> St. and ends on Elwood Dr., the east side of Fort Steilacoom Park. Turn right, parallel to the park, then left into the north parking lot by Steilacoom Blvd and on to the bike trail.

At the end of the trail, exit onto Steilacoom Blvd leading to Steilacoom. At the first four-way stop in Steilacoom, turn right, down the hill one block and right again on the road leading to University Place. This takes you by Sunnyside Beach Park, along Chambers Bay and up the Chambers Creek hill to 64<sup>th</sup> St. Turn left and shortly it becomes Grandview Drive. Stay on this road; eventually turn right on S. 19<sup>th</sup> Ave. and up the hill and crossing Bridgeport Way. At the top of the rise, turn left to Meyers St., left on S. 16<sup>th</sup>, right on Geiger Circle and right on Meyers St., coming out by St. Charles Borromeo school and church on S. 12<sup>th</sup> Ave. Continue north and at the first opportunity, turn right two blocks to Oxford St. This crosses 6<sup>th</sup> Ave. and leads to the Skyline bridge over SR 16. Continue north on Skyline Dr. to N. 24<sup>th</sup>, left for a short block to Narrows Dr. and in about a half mile, left, still on Narrows Dr. (Going straight, becomes N. 26<sup>th</sup>). As you continue north, Narrows Dr. becomes Vassault St., and leads to the entrance to Pt. Defiance Park.

After riding around the park, exit south on Pearl St. and left on 46<sup>th</sup> St., turn right on Cheyenne to N. 37<sup>th</sup> and turn left. Stay on N. 37<sup>th</sup>, crossing Stevens, to Proctor. Turn right on Proctor and then left on N. 26<sup>th</sup>, right on Alder and left on N. 21<sup>st</sup> which becomes “T” St. and leads you past Wright Park. This will shortly merge with Yakima Ave. Continue south on Yakima Ave., cross over I-5 and past Lincoln Park. After crossing S. 38<sup>th</sup>, turn left on S. 40<sup>th</sup> to Park Ave., a quiet street, before continuing south. At this point, the route continues south to 112<sup>th</sup> before turning right (or turn right off of 96<sup>th</sup> or 102<sup>nd</sup> to Ainsworth Ave. and south to 112<sup>th</sup> before turning right). Follow 112<sup>th</sup> along the top side of McChord Air Base to S. Tacoma Way, back over I-5 and right into the P&R.

The round trip is about 42 miles with a variety of scenery, good road conditions and is, for the most part, an easy route to follow. There are many variations to this loop route; however, if it is your first time with friends or by yourself, some basic directions may be helpful. As a TWBC ride, it is at a comfortable pace, as are many TWBC rides, intended to see new areas, meet new people and/or visit with friends both during the ride and at the various food stops. Hope to see you on a ride this month.



### New Members:

David Killen, Kathryn Stein, Bob & Donna Levin, Joe Small, Darol Tuttle, Kris Symer, Paula Duvall-Cook

### Renewing Members

Phil, Helen & Gary Burgess, Dorian Smith, Steven Burgess, Barbara Arlett, Janelle Baldwin, Tony Thomas, John Ernest Berry III, Phil Lynch.

Welcome All!

## Bike Bytes continued from page 6

limit of 1,000 is reached. Register today at <http://www.rapsodybikeride.com>.

### 4. Save the date Auction, Footprints, WCPA annual meeting

Lots of stuff happening this fall! The Bicycle Alliance's auction is Saturday October 1. We always sell out, so get your seats early! The biannual Footprints and Biketracks Conference will be held November 1-3 in Tacoma, with a Safe Routes to School training scheduled for the first day, and the Washington Coalition to Promote Physical Activity will be holding it's annual meeting in Seattle on Monday, December 5. Details soon.

### 5. King County Negotiating to Acquire Rail Corridor

King County Council voted unanimously to authorize a \$3.8 million deposit to allow County Executive Ron Sims to negotiate exclusively with Burlington Northern Santa Fe for the acquisition of a 47-mile rail corridor. The corridor stretches along the east side of Lake Washington from Renton to Snohomish and averages 100 feet in width.

If acquired, the corridor has the potential to serve rail and trail, or trail and mass transit. A trail in this corridor could make connections to a number of regional trails, including the Centennial Trail, Sammamish River Trail, and Cedar River Trail. Thanks to all of you who contacted council members and voiced your support for this effort!

### 6. FAQs for Share The Road plates

Move over Huskies and Cougars! Bicyclists will soon be able to buy a specialty license plate that will show their own, two-wheeled colors. Beginning in January 2006, a Share the Road license plate (available through the Department of Licensing) will go on sale, with proceeds supporting bicycle safety and education. Want to know more? Check out the FAQ's on our webpage:

<http://www.bicyclealliance.org/announce/FAQ%20draft%20to%20DOL%202005.pdf>

### 7. Highly Successful Safe Routes to School Mini Grant Program Completed

The Bicycle Alliance, with funding from the Washington Department of Health, awarded 12 mini grants this spring. Ranging from \$900 to \$6,000, the grants went to schools in Seattle, Auburn, Moses Lake and Buckley as well as to Samish and Quinault Indian Nation schools. The grant-funded programs and projects included bike rides, walk to school days, designing safe biking/walking routes, teaching bike safety/riding skills, community promotion and outreach, and preparing and distributing safety and promotional materials.

Support among school and community leaders was very high and the students were very enthusiastic. Students discovered local bike paths and schools decided to incorporate bike riding skills and lessons into their curriculum. The most common lessons learned are that the students crave such programs, love to ride their bikes, and wonder why such opportunities aren't readily available. As one P.E. teacher stated, "A lot of work was involved, but the payoff was tremendous. Having students excited about bike riding and fitness was satisfying." One of the biggest success stories was the Quinault Tribe's project. Their first walk to school day had over 91 students participate. Many continued after the first day, resulting in a bus driver filling a complaint about so few students on her bus.

For more information about this or other Bicycle Alliance Safe Routes to School Programs, contact Dave Janis at 206.784.7176.



**We would like you to come out and ride with us... but you have to wear a helmet!**

## BAW Call for Nominees

Here's your opportunity to recognize a valuable individual, public official, business leader, community group, or business who has helped to make your community in Washington State more bicycle-friendly!

The Bicycle Alliance of Washington's Recognition and Awards Program honors outstanding contributions by individuals and organizations who have improved bicycle transportation and safety in their communities in the State of Washington, reflecting our mission to advocate for bicyclists and a bicycle-friendly Washington.

We are actively seeking nominations for three award categories. Nominations must be received by August 19th, and may be mailed, faxed or emailed to the Bicycle Alliance. Award recipients will be honored at a luncheon at the Footprints and Bike Tracks Conference in Tacoma on November 2nd. Information on the Bicycle Alliance's Awards categories, criteria for nominations, and nomination forms are attached to this message.

Award categories:

**Susie Stephens Award:** Overall award for bicycle advocacy. Recognizes public or private activism and/or event that causes change in policy, environment or infrastructures that promote "bicycle friendly" communities. Awarded to an individuals only.

**Bicycle Safety Award:** Encourages bicycle safety through advocacy or education. Public or private activity that causes a change in policy, behavior, or practice to improve bicycle safety. Individuals, organizations and committees are eligible.

**More People Bicycling Award:** Increases the number of people bicycling in a community or workplace setting through technical assistance, education, or infrastructure improvements. Individuals, organizations, businesses and employers are eligible.

Bicycle Alliance of Washington PO Box 2904 Seattle, WA 98111 206/224-9252

## Bicycle Alliance Auction – October 1, 2005

TWBC has reserved three tables (24 chairs) at the 13<sup>th</sup> annual Bicycle Alliance of Washington auction. As has occurred in past years, TWBC will pay half the cost for members to go. Instead of the regular \$55 price, you can attend for only \$27.50. The savings hopefully will give you the funds needed to out-bid your fellow attendees

This is a really fun event and the tickets for it normally do not last long. Plus it is a good opportunity to get some items that at a great price provided you are the successful bidder. In the past, TWBC members have brought home ski vacations, fancy bicycles, rafting trips, hard-sought ride entries, and lots of other cool stuff. Why not join in the fun and help support statewide bicycle advocacy?

The new location will at the Naval Reserve Building on South Lake Union in Seattle. More details will be posted on the BAW website [www.bicyclealliance.org](http://www.bicyclealliance.org) as the auction approaches. If you would like to contribute something to the auction (what would an auction be without something to bid on?!), contact the bicycle alliance at [info@bicyclealliance.org](mailto:info@bicyclealliance.org) or call them at 206-224-9252.

Remember, the tickets go fast and they are only for TWBC members. The first 24 people to send their funds to the TWBC mailbox or give to the Treasurer get to go. No payment, no reservation!



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

**Bob is still on the road, so no report at this time**

## Support your Bicycle Alliance of Washington

It's summer and we hope you're out there riding your bike! Please consider signing up for one these upcoming rides that support the Bicycle Alliance of Washington:

**July 28. RAMROD (Ride Around Mount Rainier in One Day).** This popular ride organized by the Redmond Cycling Club is full! [www.redmondcyclingclub.org/RAMROD](http://www.redmondcyclingclub.org/RAMROD)

**July 31. Tour de Kitsap.** Start/Finish in Silverdale. Choose from scenic courses of 15, 30, 65 and 100 miles. Organized by West Sound Cycling Club. [www.westsoundcycling.com/homepage/](http://www.westsoundcycling.com/homepage/)

**August 14. TRYBR.** Start/Finish in Tenino. Revel in the scenic and quiet countryside of Thurston and Lewis Counties. Loops of 20, 30, 50, 80 and 100 miles. Organized by the Capital Bicycle Club. [www.capitalbicycleclub.org/index2.htm](http://www.capitalbicycleclub.org/index2.htm)

**August 27-28. RAPSody (Ride Around Puget Sound).** Start/Finish in Tacoma. Ride through some of Washington's most scenic countryside and along the spectacular shores of south Puget Sound. Designed with plenty of rest stops for refreshments and socializing. One and two-day options available. Organized by BIKES of Everett, Capital Bicycle Club, Tacoma Wheelmen's Bicycle Club, Seattle Bicycle Club, and West Sound Cycling Club. All proceeds benefit Bicycle Alliance of WA. [www.rapsodybikeride.com](http://www.rapsodybikeride.com)

## BYKE BYTES

### Bike More, Drive Less, Get Active

1. BG Ribbon Cutting
2. Spokane Hosts League Instructor Seminar
3. RAPSODY registration reminder
4. Save the date Auction, Footprints, WCPPA annual meeting
5. King County Negotiating to Acquire Rail Corridor
6. FAQs for STR plates
7. Highly Successful Safe Routes to School Mini Grant Program Completed

### 1. Burke Gilman Trail Ribbon Cutting

The City of Seattle has finished installing the irrigation system and has completed a good portion of the landscaping work on the Burke Gilman's new Locks-to-NW 60th Street end. Join the City in a celebration of this section on Monday, July 25th, from 6:30 p.m. to 7:15 p.m. in the parking lot adjacent to the trail at NW 54th St and 32nd Ave NW. Look for the white tent.

### 2. Spokane Hosts League Instructor Seminar

The League of American Bicyclists trained a group of new League Certified Instructors at a seminar in downtown Spokane June 17-20. Twenty bicyclists from Spokane, Walla Walla, western Washington, Oregon, Montana and Arizona attended the conference. Participants included bicycle advocates, educators, firefighters, law enforcement personnel, a traffic engineer, and a commute trip reduction representative. The 20-hour course qualified students to lead Road 1, the League's™ basic traffic skill class for adult riders, and gives the background and materials needed to lead work site and school based programs.

The Spokane Regional Chamber of Commerce, the Spokane Regional Health District, David's™ Pizza, and the Washington Traffic Safety Commission gave support to the project. Site coordinator was Eileen Hyatt, Bicycle Alliance of Washington board member.

### 3. RAPSODY registration reminder

The 2nd Annual Ride Around Puget Sound RAPSODY is fast approaching! Presented by 5 local bicycle clubs (B.I.K.E.S. of Everett, The Capital Bicycle Club, Tacoma Wheelmen's Bicycle Club, Seattle Bicycle Club, and West Sound Cycling Club), RAPSODY is a 165-mile bicycle ride that raises funds for the Bicycle Alliance and starts and ends in Tacoma. Riders can choose from a 1 or 2 day option but either way, they'll be doing approximately 9,000 feet of climbing. The registration fee of \$80 (before 7/22, \$90 after) includes luggage support, overnight campsite (for 2 day riders) and showers, rest stops with food/drink/water, sag support along the route, cue sheets/maps, ride souvenir, ferry fares, lots of music, special treats, and great community involvement and support. There's a \$10 discount for current BAW members but you can join BAW for \$25 and receive an immediate discount. Registration closes 8/12 or earlier if the rider

**Bike Bytes continued on page 7**

### Bikepacking continued from p 10

(notice, I didn't say "cool breeze"). The next four miles were hell as we pedaled through soft sand, taking a butt, hand and sanity breaks every mile. We knew that the surface improved slightly after going through a tunnel so were alert for signs of its approach. When we finally got there, it provided another unexpected sight. The approach consisted of a cut through a basalt formation and there is enough moisture trapped there to support a few shrubs and grasses. Consequently, it was alive with birds - sparrows and pigeons - which nest in the rocky walls. At the other end of the half-mile tunnel there was a small spring, which actually created a stream down the trail for a short way. The greenery here was more abundant, as was the avian population that included red-tail hawks (and possibly owls and sparrow hawks, although neither of us could be sure). We were able to experience this a bit longer than expected while we fixed the flat on my rear tire that had been caused by its liner.

Once out of the basalt cut on the east end of the tunnel, we were in serious desert, with only scattered sage to cover the dry sand. It was genuinely scenic, however. The absence of heavy vegetation reveals the curves and contours of the land, and hard as it is to believe, the topography could only have been shaped by flowing water. We marveled at the enormous task of building a railroad across this barren landscape; as far into the distance as we could see, the trail passed through a series of cuts through rocky hillocks alternating with deep channels which had been filled provide a level rail bed. Some of these fills were over 100 feet deep and had slopes approaching 60 degrees. The trail had hardened a bit, but unexpectedly it would return to soft sand so riding required mental concentration as well as constant physical effort. We could only view the scenery when we stopped. And to make matters worse, the cuts which we passed through every mile or so were littered with fallen rocks, creating periodic obstacle course for our enjoyment.

At the east end of the Army land is a pump house that provides relatively cool water. We each drank about a liter, not because we had run out, but because we had been drinking warm water for our bladders and bottles for the last several hours. Trail's end was

another two miles, at which point we hit the pavement for half an hour to get to the Wanapaum Recreation Area and set up camp. Lou's wife, Karel, was kind enough to drive over the next morning and brings us home.

Bikepacking is hard work. We averaged about 40 miles a day and had no trouble sleeping at night. Unlike after a hard century, our legs were just moderately tired at the end of each day, but the overall physical and mental effort was much more tiring. We also learned that you couldn't drink enough in really hot, dry conditions. We both felt that we had stayed reasonably well-hydrated through the desert, but we each drank two to three liters of water in camp before dinner and kept drinking well into the night. Nonetheless, our feelings about the trip are best expressed by noting that we agreed that we'd like to do it again.





**twbc monthly event schedule**  
call the ride line for the latest additions and corrections...253-759-2800

Day	Date	Time	Distance	Ride Code	Leader	Contact at (253)	Ride or Activity
Sun	07/31	7:30 AM	12, 30, 65, 100	All	West Sound Cycling Club	360-779-1819	<b>Tour de Kitsap.</b> Start: Silverdale. www.westsoundcycling.com
Tues	08/02	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Sat	08/06	Early	Varied	All	Ralph Wessels	857-5658	<b>RAPSody Volunteer (Pre-)Ride.</b> Start: Tacoma Community College.
Sat	08/06	10 AM-6 PM	???	???	New Belgium Brewing Co.	503-226-0676	<b>Tour de Fat;</b> fundraiser for the BTA; parade, ride, festival. Start: Portland, OR. www.newbelgium.com/vibe_tourdefat.php
Sun	08/07	Early	Varied	All	Ralph Wessels	857-5658	<b>RAPSody Volunteer (Pre-)Ride.</b> Start: Shelton.
Sun	08/07	7-10 AM	8, 14, 35,62	All	Snoqualmie Valley Chamber of Commerce	425-888-4440	<b>17th Annual Tour de Peaks,</b> through the Snoqualmie Valley. \$30. Start: Snoqualmie. www.tourdepeaks.com
Tues	08/09	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Weds	08/10	6:30 PM	00	00	Tim Payne	360-871-4478	<b>Board Meeting</b> @ the Kim Ahn Restaurant across from TCC on Mildred.
<b>Sat</b>	<b>08/13</b>	Call	Ride	Line	<b>TWBC</b>	759-2800	<b>TWBC Club Picnic.</b> More info to come! Start: Call Ride Line for details.
Sat	08/13	6:30 - 9 AM	30, 72, 100	All	Portland Wheelmen Touring Club	503-666-5796	<b>Torture 10,000 Century, OR.</b> Start: Mt Hood Community College. \$25. www.pwtc.com
Sun	08/14	9 AM	60	2 B	Louis Boitano	922-1168	Lake Washington Figure 8. Start: Gene Coulon Park, Renton.
Sun	08/14	7 AM	20, 30, 50,80,-100	All	Capital Bicycle Club	360-480-7356	<b>Tenino-Yelm-Bucoda-Rainier Rally.</b> \$15-\$18. Start: Parkside Elementary School, 301 Central Ave, Tenino www.capitalbicycleclub.org
Sun	08/14	6:30 - 9:30 AM	38, 24, 14	All	Providence Health System	503-281-9198	<b>Providence Bridge Pedal, 10th Annual,</b> Portland, OR. \$20. Begin at specific times to pedal over 10, 8 or 6 bridges over the Willamette River. Fundraiser for BTA. Start: Start SW Naito Parkway & Stark. www.providence.org
Tues	08/16	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.



**twbc monthly event schedule**  
call the ride line for the latest additions and corrections...253-759-2800

Day	Date	Time	Distance	Ride Code	Leader	Contact at (253)	Ride or Activity
Sun	08/21	10 AM	42	2 B	Jim DeYoung	912-0757)	Lakewood to Pt. Defiance, via Steilacoom. Start:Lakewood P&R by I5&512 near McD's.
Sun	08/21	10 AM-6 PM	Your Choice	1 A	Seattle Parks	206-684-4075	Bicycle Saturday, Bikes only on Lake WA Blvd between Mt. Baker & Seward Park. www.seattle.gov/parks
Tues	08/23	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
Thurs	08/25	9:30 AM	???	2	D. Hushagen J. Clifford	922-5801 759-2393	Java Jump. Start: Call Ride Line for details.
<b>Sat - Sun</b>	<b>08/27-0828</b>	6 - 8:30 AM	165	All	5 Sisters, TWBC	Ride Line, 857-5658	<b>Ride Around Puget Sound, RAPSody;</b> Must be pre-registered-Aug12. Start: Tacoma Community College.
Tues	08/30	Call	Call	Call	Call Ride Line	759-2800	Tuesday AM Ride. Call Ride Line for details.
<b>Sun</b>	<b>09/11</b>	7 AM	45, 65, 100	All	<b>TWBC</b>	272-9682	<b>Headwaters Century;</b> Start: Enumclaw High School.

**Here is an out-of-area ride that may be of interest to TWBC members:**

Silver Triangle, September 2-5 (Labor Day weekend). Loop route in southeast BC. Tour fee of \$120 (Canadian) includes three nights camping, luggage truck, snack stops, plus one dinner and one breakfast. Check the Elbow Valley Cycle Club web site: elbowvalleyCC.org.

**My name is Darren Marr, and I am the President of the Greater Victoria Cycling Coalition as well as a member of our recreational rides committee.**

On Saturday, Sept. 3, the GVCC will be hosting our inaugural members' ride along the Olympic Discovery Trail From Port Angeles to Sequim, WA. The ride will start in Port Angeles as we depart the Coho ferry dock at around 8:30 (allowing time to clear Customs). We are also tentatively planning to make a side trip from Sequim to Dungeness Spit as part of the ride.

We would like to invite members of the Port Townsend Bicycle Association to participate with us for all or part of our ride. As the closest bicycle advocacy group in the U.S. in proximity to us, I feel it would be a good opportunity to connect with American bicycle enthusiasts in the spirit of neighbourliness and friendship, as well as to share ideas which we may be able to take back to our own communities.

We are also pleased that your organization has chosen to mention us in your recent Clallam County Bicycle Map as a source of cycling information for visiting American bicyclists. Perhaps your members can point out some routes in your area which are recommended as "must rides"! If your group or any of its members are interested, please reply. We hope you will be able to participate in this "bridge building" exercise.

**The next special events meeting will be at Round Table Pizza on Pearl St at 6:30pm on Monday 7/25.**