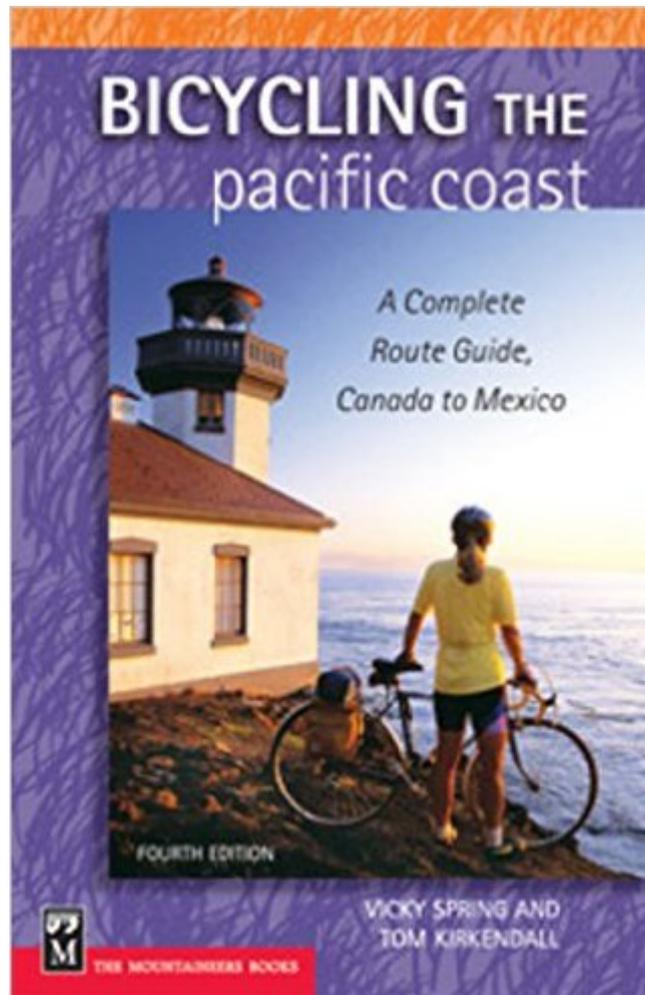


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Bicycling The Pacific Coast



Synopsis

More than a meticulously detailed route, this is an adventure highlighting what to see and explore along the way. *Bike the coast in one trip or four separate adventures *Road directions, points of interest, and available restrooms and provisions all built into daily mileage logs *Elevation profiles and new Table of Essentials overview for each day's ride *More than 50,000 copies sold in previous editions From Vancouver, B.C. to the Mexican border, Tom Kirkendall and Vicky Spring guide you turn by turn along the length of Pacific Coast Bicycle Route-all 1816.5 miles. These forty-two suggested daily itineraries (averaging 53 miles each) begin and end at campsites. Everything you need to know about each day's ride is included: from tunnel- riding strategies to where to buy a new derailleur, from one-of-a-kind museums along the way to side trips to lonely lighthouses and towering sand dunes. New to this edition is a quick-glance Table of Essentials for each daily itinerary, listing availability of bike shops, beach access, hiking trails, youth hostels, and activities.

Book Information

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Customer Reviews

This route guide is one of the best I've seen out in the market place. It has all the details that a long distance biker on a budget would need including: road map, elevation map, descriptions of interesting sites, road conditions, traffic conditions, mileage, camping sites with levels of amenities (esp important shower), and where to get food and other supplies/services. I also liked the fact that it wasn't trying to be everything to everyone by not including detailed information on hotels, motels, restaurants, etc except for the fact that they exist or don't exist in a particular town or area. So why did I not give them 5 stars? 1) Internal inconsistency - there are a significant amount of these. Mostly

it is where the mileage of the description doesn't match with the mileage of the elevation map. Here's an example. In the Oregon Border to Elk Prairie Campground the written route description indicates that the first summit of the Crescent City hills is at mile 34.6 but the elevation map shows that summit at 28 miles. Am I cutting hairs? You decide. But depending on your ride pace a 6-7 mile difference can be 1/2 hour, not so much of an issue in the middle of the day but it might be at the end of the day.2) Updated content - I have a suspicion that the guide hasn't been updated even though the 4th edition came out just recently. For the most part, the guide was written in a timeless manner that prevents it from showing much age. For example, it doesn't recommend particular restaurants. But things do change. For example on the Elk Prairie Campground to Eureka KOA day the recommended route is on Hwy 101. It's very busy and a couple of nice smaller roads are recommended (Patrick's Point and Little River St Beach).

I bought this book from in 2002 and used it during a ride from San Francisco to Los Angeles in August 2003. It's a very good guide. The directions for their main route were quite detailed and usually clear. I got lost a couple of times, but never badly and it may not have been the book's fault. Mileage totals were usually pretty close, although there were a couple of segments that were off somewhat. The guide is much more useful if you photocopy the pages with directions. Then you can use them as daily route slips. The book can be kept in a pannier during the trip to be brought out in the evening to get an overview of the next day's route and stuff you might see along the way. I also enjoy the overall feeling that it was written by dyed-in-the-wool cyclists for dyed-in-the-wool cyclists. This authenticity comes out sometimes in little asides, such as the authors' comment that a northbound tunnel near Gaviota (CA) is like riding through a high-suction vacuum hose. If you've ridden a bicycle through that tunnel, you'd know how dead-on that description is. I didn't give the book 5 stars (although I would have given it 4.5 if there was an option) because it doesn't provide much for the bicycle tourist who prefers hotels and hostels to camping. An appendix with a listing of youth hostels and a selection of cyclist-friendly hotels on the route would make the guide more complete. It would be especially helpful if the authors did this for the more remote regions on the route. The authors also might want to add a little more commentary and detail to the alternate routes they sometimes suggest.

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