

MID-VALLEY BICYCLE CLUB

Spokesman

December 2002

Greetings:

Up front

by Bill Daley, President

It has been a great year for the Mid Valley bicycle club. We have had wonderful weather for riding for most of the year. We have had more riders riding more miles.

The annual dinner party on November 17th was a success with 60 members partaking of good food and food friendship. Brian Cripe and Mike Wilson assembled a stupendous slide show, which entertained all. After dinner we held election of officers for the coming year.

The results of the election:

| | |
|--------------------------------|----------------------------|
| President | Betsy Reid |
| Vice-President | Larry Thurber |
| Treasurer | Richard Burgess |
| Recording Secretary | Becky Steinmetz |
| Membership | Susan Christie |
| Ride Captains | Ann Asbell, Joe Monteleone |
| Newsletter Editor | Lloyd Swanson |
| Webmaster | Mark Newsome |
| Bike Transportation & Advocacy | Walt Prichard |
| Directors at Large | Eric Ahlvin, Rick Ripper |
| Past-President | Bill Daley |

Congratulations to all.

I want to thank Tim Corbett for accepting the challenge of putting on the Covered Bridge century ride. We are all looking forward to another very successful ride.

Also I want to thank the Loop Tour committee, which has been busy working on Loop Tours 2003. Dan Youngberg gave a short presentation on the proposed route, the dates are Loop Tour I June 21 – 29 and Loop Tour II July 26 – August 3. The route will be a variation of the Lakeview Tour.

The final event of the year is the annual Christmas Party. Richard and Lindy Burgess will host the party again this year on Monday, December 16th. The party will start at 6:30 p.m. The address is 3160 NW Arrowood Circle, Corvallis. Please see the party announcement on the back

page of this newsletter.

This is my last article as president. I want to thank all my fellow board members for their help and support this past year. It has made my year in office a pleasure. We are lucky to have a club where so many good and talented people get involved.

Thanks again, Bill



Trailer Test

Tim Corbett

Several years ago, when I started to do Loop tours with the club, I was faced with a fairly significant bike gear decision. I had already determined that I really didn't want panniers and racks so I focused on the purchase of a cargo trailer for touring and round-town shopping.

The intended use for this trailer was loaded, paved-roads touring and general utility use around town. Lauri and I are devoted cycle commuters and we use our bikes regularly for grocery shopping.

The test criteria that were important to me were:

1) Effect of trailer on bike dynamics (stability); steering, pedaling while standing, walking the bike, parking the bike. This was the most important factor as I love to stand a lot and I enjoy the feel of a nimble bike.

2) Impact of trailer on bike components; wear of bearings, wheel loading, drive train wear

3) Quality of Construction

4) Ease of connection to bike

5) Aerodynamics

I compared the Burley Nomad with a Bob Yak in a side-by-side test. Each of these units represents the best of

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Also in this issue

2003 Loop Tours

Trailer Test

Tandem Tour of Lake Champlain

New MVBC Officers

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**Loop Tours 2003 Views of
 the Lakes**
Dan Youngberg

The Loop Tour Committee has agreed on the dates and general route for Loop Tours 2003. The first tour will take place from June 21 through June 29, while the second tour will have the July 26 through August 3 slot.

For the last two years, the Lakeview route has been number 2 on the committee's list. It was decided that 2003 will be the year to do it. However, we also decided that a few changes were in order. Among the first changes was the elimination of Lakeview from the route. This created a bit of a dilemma with the name of the route.

While we are still working out the details, here is the rough route:

- Start Sunriver area
- Location 1 Fort Rock area
- Location 2 Paisley/Summer Lake area
- Location 3 Bly area (via forest service roads)
- Location 4 Klamath Falls area
- Location 5 Fort Klamath area (via west side of Lake Klamath)
- Location 6 Diamond Lake area (via Crater Lake NP)
- Location 7 Crescent area
- End Sunriver area

One layover day is expected, but we have not yet determined where it will be.

The 800 pound gorilla of Loop Tour expenses is the cost of campsite fees. Since this route may involve several private campgrounds (typically the most expensive places to camp), we are not yet certain whether we will be able to maintain last year's registration fees. Marilyn Smith, Becky Steinmetz, and Charlie Steinmetz retired from the Loop Tour committee this year after playing key roles in organizing Loop tours for several years.

George Shaw and Ron Waschmann have recently joined the committee. Maria Monteleone has returned to the committee after taking time off to ob-

tain an MBA. Richard Burgess, Lloyd Swanson, Lori Wilson, Betsy Reid, Will Crawford and Dan Youngberg are returning to fill out the committee for 2003.

Cannondale Recall

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Cannondale Corp., of Bethel, Conn., is voluntarily recalling about 800 Gemini bicycles with medium and large frames. The frames on some of these bicycles have been improperly manufactured, causing too much of the thickest portion of the downtube to be removed. This could cause the frame to break during use, resulting in falls and serious injury to riders.

Cannondale has received three reports of frames breaking. One minor injury was reported.

The recall involves the following bicycle models with medium and large-sized frames:

- 2002 Gemini 1000
- 2002 Gemini 2000
- 2003 Gemini 900
- 2003 Gemini 2000
- 2003 Gemini 1000

The bicycles have "Cannondale" written on the downtube, and "Gemini" and the model number are written on the top tube. The bicycles were sold in various colors.

Authorized Cannondale retailers nationwide sold these bicycles from December 2001 through September 2002 for between \$2,100 and \$3,800.

Consumers should stop riding these bicycles immediately and contact their local Cannondale retailer for a free inspection of their bicycle frame. Consumers with improperly manufactured frames will have a free replacement frame installed. For more information, consumers can contact Cannondale at (800) BIKEUSA or visit the company's web site at www.cannondale.com to find a local retailer.



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their respective categories; one-wheeled and two-wheeled bike cargo trailers. Each unit was loaded with about 75lbs of cargo (identical assemblage of stuff) and ridden over a 5-mile course within a half-hour time frame.

Results:

Bike Dynamics – The Burley is far superior in all regards. The Yak loads the rear axle of the bike with approximately ½ of the weight of the trailer and cargo. This has very noticeable effects on bike handling, particularly when standing to power over rollers or to relieve pressure on those sensitive parts. My bike was much ‘heavier’ feeling and much less stable with the Yak attached. Also, walking the bike/Yak assembly was a challenge. There is a critical angle between the bike and the trailer that, when exceeded, causes the two units to want to collapse together. This phenomenon is particularly evident when trying to park the bike. The Burley, though wider, had none of the above issues and, other than the weight holding you back, there is no discernable difference in bike dynamics.

WINNER: Burley by a landslide

Impact on Bike Components – Because virtually none of the trailer mass is born by the bike, I estimated that component wear, except for brakes and chain, when pulling the Burley will be minor. It has been my experience that loaded bicycle touring can be particularly hard on rear wheels. As the Yak relies on the bike to bear about ½ of its mass, which is applied directly to the rear wheel at the axle, rear wheel failure could still be an issue. The tongue weight of the Burley is negligible and therefore, applies almost no load to the rear wheel of the bike.

WINNER: Burley

Quality of Construction – I was able to find no significant differences here. The Burley gets a slight advantage due to use of lightweight materials, aluminum vs. steel.

WINNER: Draw

Ease of Connection to Bike – The Burley has two wheels, so moving it around even when loaded and unattached to the bike is easy. Therefore, connection to the bike is easier. Both units attach to the bike with quality hardware.

WINNER: Burley

Aerodynamics – My initial attraction to the single-wheeled design was partially due to aerodynamic concerns with the wider two-wheeled trailers. However, upon performing this test, which had one leg into a moderate head wind, I found the difference between these two designs to be imperceptible.



WINNER: Bob

Tandem Tour of Lake Champlain

Becky Steinmetz

I had always wanted to see the fall foliage on the east coast. When I read the March 2001 Adventure Cyclist magazine article, *A Fine Champlain*, the idea of doing this via tandem

MAX HEADWIND

Transillumination

Breathless, my workday on my back
I find myself at the bus stop
a few minutes to spare
and in the dark of an autumn dawn
hushed between cars
breathe in the leaves of the tree above
streetlamp shining through fog
the leaves glowing in their colors

Another breathless moment
laboring up an endless mountain road
some ahead above me
others in the pack behind
under a canopy of leaves
under a misting gray sky

was when?

Charlie and I had done a few MVBC Loop Tours, had put on several thousand miles on our tandem, and had sent our daughter off to college, so we felt the time was right for trying this type of trip. That winter the planning began for our first experience doing a self-supported tandem tour. With the plethora of information available on the web and purchasing the Lake Champlain Regional Map and Guide, I was ready to tackle the job of planning a six-day bike tour around most of the lake.

Lake Champlain is approximately 135 miles long and 8 miles wide at its widest point. It runs between Vermont and New York with the most northern part of the lake going into Quebec, Canada. Lake Champlain Bikeways has created route directions for the 345 miles of roads that circle the lake. I was overwhelmed with information available on the www.champlainbikeways.org web site.

Since we wanted to see fall foliage, we knew our trip could not begin any earlier than September and not later than the end of October. We decided that the latter part of September would be a good time for us. We realized that our chances to see vibrant fall colors were dim, but then it was more important to do a bicycle tour in good weather.

After eight months of planning, the hotel reservations made, the tandem and trailer packed in their suitcases, we were off to the airport to begin our adventure. Our flights took us from Portland to Dallas to Chicago to finally Burlington, Vermont, *Whew!* We were totally amazed to see the suitcases come first off the conveyor belt in Burlington. After arriving at the hotel we began the long process of assem-

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MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

Monday, August 26, 2002

The August minutes were inadvertently left out of the last newsletter—Editor

Present: Susan Christie, Tim Corbett, Bill Daley, John Morris, Mark Newsome, Walt Prichard, Larry Thurber

Those present spent the first few minutes of the meeting sharing information and news. Members not present were all accounted for.

The first item of discussion was the annual all-member dinner and volunteer recognition. Following a brief review of last year's successful event, the Board decided to follow the same format and date and time for this year. The event, organized by the club president, also is the annual meeting and election of officers. Bill will work on the party and check with John about dates and other details.

Old Business:

Covered Bridge Bicycle Tour

Larry Thurber presented his report on the CBBT. The tour was very successful, both financially and as a great ride. The profit appears to be \$3700, before donations. Volunteers heard many positive comments and have received very positive e-mail messages. The 40-mile riders liked the Crabtree stop. It was a perfect break time. Important points in Larry's report included a summary of expenses. Board members noted that we have not figured out the reason for the discrepancy between 2002 and 2001, but we suspect some kind of accounting error for 2001 (for example, a deposit not credited to CBBT). The difference in expenses between 2001 and 2002 was \$1300. Money spent last year saved the club much expense this year. The Board talked briefly about why we do CBBT. What is our emphasis? Great ride? Bike education? Philanthropy? It is our primary money-making event, so that we can make donations to causes we believe to be important. We are proud of

riders an opportunity to learn about our club and about the Valley. Numbers probably will not grow much because of the Bridge Pedal ride in Portland, but greater numbers would strain our resources. There has been some discussion about changing the date, but there would always be a conflict with something. It is possible that the ride will be on Saturday next year. Of the 66 volunteers, 9 were from the Santiam Slow Spokes.

Mention of the Santiam Slow Spokes offered John the opportunity to say that he would like to see us work together more with the Slow Spokes.

There was some discussion of Timber Linn Park as a starting point. It requires preferential scheduling. It would help to have a contact with the City of Albany. Board members suggested that next year's committee consider the new Linn County Fairgrounds. It has lots of parking and restrooms. Larry will check on costs and scheduling. (We pay Timber Linn \$322.) Next year will be the 25th anniversary of the CBBT.

The Board approved amounts for the donations we will make out of the CBBT profits: Covered Bridge Society, \$300; Lyons Fire District, \$100; Scio High School, \$150, Crabtree Fire District, \$200; BTA, \$375. Larry will send out the thank-you letters.

Other suggestions included giving helmets to schools and volunteer fire districts, so they could make them available to children. This discussion should be continued when Nancy and Richard are present.

Larry said that his job was easy because of much good volunteer work, much of it unnoticed. He specifically mentioned Nancy Meitle and Rick Ripper.

New Business:

Bike Safety Rodeo

John Morris reported that the Bike Safety Rodeo, sponsored by Timberhill Shopping Center, MVBC, and the Corvallis Police Department will be held

The event is expected to draw many more people (100-150) than last year because it is taking place after school starts, and Timberhill is allotting more space in their parking lot. As part of their advertising budget, Timberhill has printed 7,000 flyers and will do newspaper and cable TV ads. Events will include a bike safety inspection, a helmet station, a literature table, bike engraving, and a safety course for the kids to ride. Mechanics from bike shops will help with the bikes. Timberhill will provide tents. Merchants are putting together grab bags of little prizes to give away. There will be an article in our newsletter, and John sent out an e-mail request for volunteers.

The Board spent some time discussing who might be willing to fill positions on the board for next year. Some people serving on the board this year will be willing to continue for another year. Bill will contact people about serving. The Loop Tour committee is self sustaining and rarely requires Board involvement. Members did express some concern about Stan Smith's retirement from his position as Loop Tour sag. The Board will request that a Loop Tour committee member come to a meeting, perhaps February, and keep us informed about Loop Tour plans. Bill closed the meeting with comments of appreciation.

Submitted by Susan Christie in Becky Steinmetz's absence.

Monday, October 25, 2002

Present: Ann Asbell, Richard Burgess, Susan Christie, Tim Corbett, Darrel Cummings, Matt Mathews, John Morris, Mark Newsome, Walt Prichard, Becky Steinmetz, Lloyd Swanson
Absent: Les Boudreaux, Bill Daley, Matt Martel

Old Business

Annual Meeting and Dinner Update: The meeting is scheduled for Sunday, November 17 and will once again be held at the Adair Village Officer's Club. Social hour will be at 5:00 p.m., dinner at 6:00 p.m. and the meeting (Continued)

MVBC EVENT CALENDAR: December - January, 2002/3

Saturday rides meet at Circle Blvd. **BEANERY**. Sign up roster is available until ten minutes past the hour. Rides begin at fifteen minutes past the hour. An ANSI/SNELL approved helmet is required. Recommended equipment: Frame pump, spare inner tube, patch kit, minor adjustment tools, full water bottle, and clothing to fit the climate because we ride, rain or shine. Because of the range of abilities, rides usually break into groups riding at different paces. Group sizes and abilities vary depending on who shows up. Tour Captains: Ann Asbell 757-7080 & Tim Corbett 757-6691.

December 7, Saturday, 9 am: Big winds today, you guess from where

- **Long Ride: Philomath to Kings Valley back via Airlie, 46 Miles (B280)B**
- **Short Ride: Philomath to Decker Road back via Bellfountain Road, 33 miles (B170)B**

December 9, Monday, 7 pm: Board Meeting at Burgess residence (3160 NW Arrowood Circle)

December 14, Saturday, 9 am: Wet, but still fun

- **Long Ride: Independence Hwy to ALBANY/KNOX BUTTE back via Tangent Dr, 47 miles (B300)A**
- **Short Ride: Independence Hwy to ALBANY back via Riverside Drive, 33 miles (B-140)A**

December 16, Monday, 6:30 pm: MVBC Christmas Party at Burgess residence (3160 NW Arrowood Circle)

December 21, Saturday, 9 am: Snow likely, bring traction devices

- **Long Ride: Bellfountain Road to ALPINE back via Bellfountain Road, 44 miles (B-245)C**
- **Short Ride: Bellfountain Road to PETERSON ROAD back via Covered Bridge, 29 miles (B-090)C**

December 28, Saturday, 9 am: Merry Christmas, someone bring eggnog

- **Long Ride: Shedd to BROWNSVILLE back via Tangent, 52 miles (B-330)D**
- **Short Ride: Harvest Drive to SHEDD back via Tangent, 34 miles (A-210)D**

January 1, Wednesday, 9 am: Today is about food

- **Meet at OAC: Riverside Dr. to Elmer's Restaurant (Albany) back via Independence, 32 miles (B-110)**

January 4, Saturday, 9 am: A great weather window, you long riders might want to extend

- **Long Ride: Independence Highway to MONMOUTH back via Highway 99W, 44 miles (B-270)A**
- **Short Ride: Independence Highway to HELMICK PARK back via Highway 99W, 34 miles (B-200)A**

January 11, Saturday, 9 am: Very windy, shifting as the day warms up

- **Long Ride: Through Philomath to Greenberry Store back via Bellfountain Road, 43 miles (B-260)B**
- **Short Ride: Through Philomath to Decker Road back via Bellfountain Road, 33 miles (B-170)B**

January 18, Saturday, 9 am: Bring your sail for the return from Brownsville

- **Long Ride: Brownsville via Bellfountain, 76.2 miles (B610)C**
- **Short Ride: Bellfountain Rd. to Decker, 35 miles (B220)C**

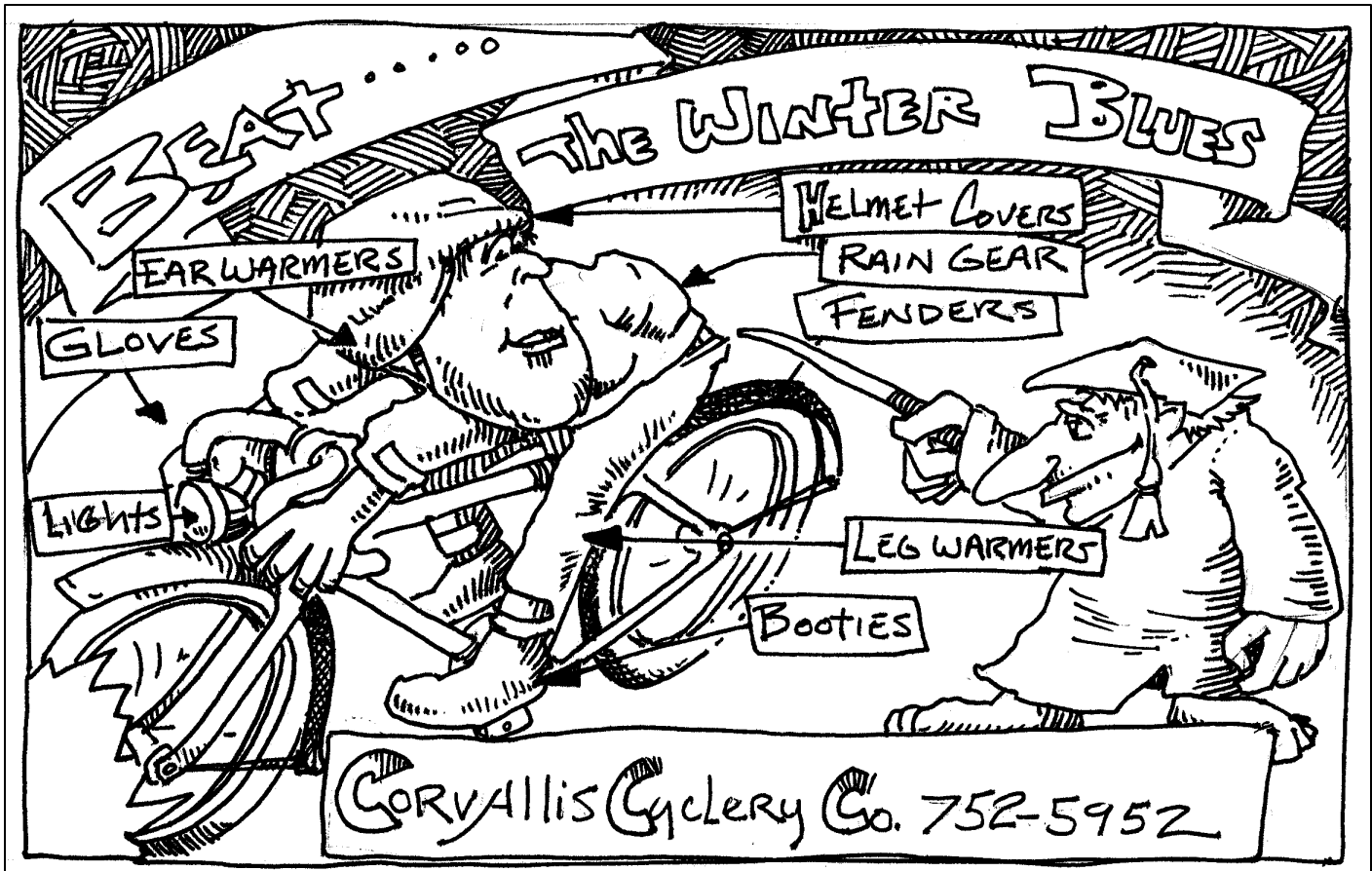
January 25, Saturday, 9 am: Wet, wet, wet

- **Long Ride: Through Shedd to Waterloo, 61.3 miles (A-520)D**
- **Short Ride: Peoria Road to Peoria back via Abraham Drive, 27 miles (A-070)D**

Announcements: (Note that the rides below are "Show & Go" style.)

No host goodies and banter at Circle Blvd. Beanery half an hour before the Saturday rides. Please, only go inside if you plan to buy something.

Every Wednesday at 9:30 AM: Meet near Camp Adair Road -- first gravel parking lot east of Hwy 99W. Ride to Buena Vista or Independence at an easy to moderate pace. Weekly except when nobody shows up. Walt Prichard 752-6231. Counts for Club Mileage if somebody remembers to record it.



December Special—Bike Tune-ups \$35 (Reg. \$45)

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bling the bike and all gear that was to go on the trip. But by the next morning we were ready to head out of our hotel parking lot. We were excited and yet very nervous...did we really know what we were doing? After all we were on our own with no outside support. After some guidance from locals to get us headed in the right direction, we saw the most beautiful sight...Lake Champlain.

Our plan was to ride for six days starting and finishing in Burlington; a 300-mile loop. We rode south to Vergennes, took a ferry to Ticonderoga, New York, headed north to Essex, through Chazy, on into Quebec, Canada where we turned south onto North and South Hero Islands, and finally back onto the mainland of Vermont to complete our trip in Burlington. We found riding approximately 50 miles a day gave us plenty of time to stop and see sights. These sites would include viewing the majestic homesteads and museums, munch at eateries along the way, walk through the old Revolutionary and Civil War era cemeteries and battlegrounds, and even grab a fresh apple or two from the many apple orchards that the rural roads took us through. The route would keep us traveling alongside Lake Champlain on mostly rural roads with some unpaved roads. These unpaved roads proved to be hard packed limestone roads that were for the most part in excellent condition and

not a problem to ride on. We would ride on beautiful paved bike paths in Burlington, over rolling hills and grassy acreage throughout Vermont, by many Holstein dairy farms, through several Macintosh apple orchards, and up some steep climbs in the Adirondack Mountains of New York. Our overnight stays ranged from bed and breakfasts, hotels and travel lodges, to even at an old dairy farm; once again, these places to stay were all available through the web.

The weather on the most part was very nice and beautiful. It was in the 70's during the day with 70-80% humidity, and the evening temperatures would drop with storms blowing through that left us with dry pavement by morning. We did see some color changes in the foliage, but not as much as we had hoped for. However, two days after we finished our trip, Hurricane Isadora hit the area we had been riding in and it sure slammed Lake Champlain hard with rain and wind. We sure were thankful that we did the tour when we did!

Charlie and I found that bike touring by ourselves versus with one of the many bike tour companies available opened the door for locals to approach us and for us to approach them. The significant cost savings of organizing this trip ourselves was also quite appealing.

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ately follow the dinner. The cost of the dinner is \$16.95 per person and is payable via check or cash at the door. The invitations are printed and are due to be mailed out to all club members within the week. Bill and Darrel are taking replies from club members attending this event. John will be in charge of awards this year. Suggestions or specific awards should be directed to him. Brian Cripe will once again be presenting a multimedia slide show for the evening.

Nominees for 2003 Board Officers: The officer nominees are as follows: President: Betsy Reid, Vice-President: Larry Thurber, Treasurer: Richard Burgess, Membership: Susan Christie, Recording Secretary: Becky Steinmetz, and Ride Captains: Ann Asbell and Joe Monteleone. Other board members: Bike Transportation and Advocacy: Walt Prichard, Newsletter Editor: Lloyd Swanson, and Webmaster: Mark Newsome. Members at large are still yet to be determined.

New Business

Saturday 10:00 a.m. Ride Leader: Ann nominated Jerry Rooney to be recognized as the Saturday 10:00 a.m. Ride Leader. He has been an excellent leader of these rides and has been involved with the club for many years. Many of the riders are long-term club members and also many newcomers come to the ride on these rides. It is the hope of the Board that he will accept this position and continue to encourage these riders to feel welcome and participate in more of the club activities. Richard seconded the nomination. Ann will contact Jerry and encourage him to come to the Board meetings.

Wednesday Ride Leader: Walt was nominated and approved by the Board to be the Wednesday Rider Leader. Lloyd will make the necessary change in the Spokesman to reflect that in the future the contact person for this ride be listed as Walt instead of Dave Wallace.

Tandem Rides for 2003: Becky announced that she and Charlie would like to organize tandem rides for the coming new year. These rides will occur once a month on Sundays from April to October. Each ride will have a different starting location throughout the Willamette Valley. The mileage to pedal will be from 30-50 miles and are meant to be social rides, will involve food stops, and are mainly to encourage tandem bicycling. The rides, descriptions and summaries would be announced in future Spokesman issues. The Board approved this proposal.

Classified Ads in the Spokesman: Lloyd has recently been contacted by nonclub members requesting placement of ads in the Spokesman selling their bicycle related items. The Board agreed that these ads should be placed in the newsletter unless the demand becomes too great and then the issue will be revisited in the future.

Purchase Trailer for Loop Tour: Darrel received e-mail from Dan Youngberg, Loop Tour Chairman, asking the board to consider purchasing Stan and Marilyn Smith's trailer. This trailer has been used for many years when Stan was sag driver for loop tours. Since Stan is no longer wishing to sag the tours, he has offered the club first opportunity for purchasing this trailer for \$1,000. The loop tour committee has discussed this purchase and did not come up with a strong vote in favor. Due to many concerns and not enough long-range information on this purchase, the Board decided to have the loop tour committee again rediscuss this issue. Tim will ask Dan that the committee bring back to the Board a 5-year proposal regarding long term plans and expenses that may incur in purchasing the trailer vs. renting a trailer/truck for these tours.

Treasurer Report: Richard reports that the MVBC checking account has \$3,533.05 and savings account has \$6,524.14; totaling \$10,057.19. Richard also reported that the club re-

ceived a thank you letter from the BTA for the club \$2,500 donation.

Membership Report: No report.

Newsletter Editor Report: Lloyd reports the newsletter for October is in the mail and that there will be a November/December newsletter. The August minutes will be put in the November/December newsletter.

Bicycle Advocacy Report: Walt reports that Benton County has applied for funds to place bike lanes on both sides of the street of 19th Street to Bellfountain Road. The bridge on Chapel Drive in Philomath is scheduled to be replaced next year. The county is working on placing striping and signs on Bellfountain Road making it not a truck route and is actively working on trying to slow the speed down on it.

Webmaster Report: The website is receiving lots of hits. Mark states that Friday is the busiest day of the week for people checking out the web site and viewing the ride schedule for Saturday.

Ride Captain Report: Ann continues to write articles for the Spokesman with mileage reports and rider updates. Ann also has requested that future Plymouth road clean-up ride days should be done on the 8:00 a.m. ride days rather than 9:00 a.m.

President Report: No report.

Vice President Report:

Next General Meeting: Annual Dinner and Meeting, Sunday, November 17th (see *Old Business*)

Next Board Meeting: Monday, December 9^h 7:00 p.m. at Richard and Lindy Burgess' house. This will be the transition board meeting with all new board officers and members being asked to attend.

The meeting was adjourned and everyone enjoyed refreshments.

*Respectfully submitted,
Becky Steinmetz*

OUR RIDE CAPTAIN REPORTS

ANN ASBELL

Around the World Four Times and More

Since some members were unable to attend the Annual Meeting and dinner on Sunday, November 17, the Ride Captain's Report will be a summary of the awards from that event. Beanery Bucks were given to those who volunteered to lead a ride at least one Saturday. Thanks to the following members: Walt Prichard, Richard Burgess, Dave Wallace, Grace and Lloyd Swanson, Darrell Cummings, John Morris, Bill Daley, Jerry Rooney, Jim Munford, and Lyle Dalton. Here is a summary of the mileage for the year through November 9 and some comparisons to the previous years:

Total Club Miles = 106,646 miles (more than 4 times around the world!)

Total riders = 1728

Average miles per rider = 61.7

#1 Rider for MVBC, All Club Miles = Walt Prichard, 2834 miles

Total Saturday miles = 59,745 miles

Total Saturday riders = 1301

Average miles/rider on Saturday = 46

Total Wednesday & Loop Tour miles = 47,331 miles

Total Wednesday & Loop Tour riders = 427

Highest Saturday only rider = Henry McCarthy, 2062 miles

Highest Wednesday + Loop Tour rider = Chuck Daellenbach, 1408 miles

Club Improvement from 2001 (through October) = 8,108 miles

Club Improvement from 2000 (through October) = 20,772 miles

Most improved: (+ means that the rider did not get a 1000 mile award last year; improvement miles are based on 1000 last year): Jan Konzack, 1036+, Eric Ahlvin 681, Glenn Peltier, 677+, Becky Steinmetz, 574, Lyle Dalton, 408, Shung Chieh, 388+, Robert White, 374+.

Of our young members, Michael Dalton rode 860 miles and Kyle Thackray rode 470 miles. Eleven young members rode the Loop Tour this year (430 miles). On the other end of the membership roster (in terms of number of years of riding), Bill Daley rode 1721 miles; Dave Wallace clocked 928 official miles; Jan Prahll had 851 miles; Benton Richardson rode 742 miles, and Ken McLaren had 287 miles.

Here are the members that received 1000+ mileage

awards: Walt Prichard, 2834, Henry McCarthy, 2431, Becky Steinmetz, 2404, Dan Youngberg, 2329, Tim Corbett, 2243, Lyle Dalton, 1914, Eric Ahlvin, 1726, Bill Daley, 1721, Lloyd Swanson, 1716, Richard Burgess, 1714, Alan Acock, 1697, Elise Ross, 1694, Glenn Peltier, 1676, Lori Wilson, 1653, Ann Asbell, 1534, Charley Steinmetz, 1437, Shung Chieh, 1388, Robert White, 1373, George Shaw, 1333, Leon Ungier, 1305, Kelli Cripe, 1245, Rafael Miranda, 1217, Grace Swanson, 1187, Terry Dibble, 1158, John Morris, 1127, Ms. Unknown, 1070, Kim Thackray, 1065, Linda Koberstein, 1006,

Many people could care less about how many miles they ride in a year, but there are reasons to keep ride sheets. First, it is a record of who is on the ride in case there is an emergency. Second, some people do enjoy the challenge of getting as many miles as possible - receiving the award certificate. Third, Walt Prichard is able to use the rider participation numbers in his advocacy efforts. Fourth, the numbers are a record of participation and, in this year, shows an increase in membership participation. So, whether you care about your mileage or not, please sign up each time you ride. It does help support the Club's efforts! Thanks for your cooperation throughout the year. The only applaudable mileage drop this year was for Ms. Unknown. (The place where miles are recorded for names that cannot be deciphered.) See you on the road!

Mike's Tip of the Month

Mike Viles

In case you haven't noticed, there is a growing anti-bike sentiment among motorists. Some of this sentiment is well earned by cyclists as indicated by comments I commonly hear from motorists. Typical comments are; "I never know what bikes are going to do" and "bikes never stop at stop signs."

The other side of the anti-bike sentiment is due to unrealistic expectations of motorists. I was yelled at by motorists ("get on the bike path") on Lower River Road almost weekly during the Thursday night Time Trials. Their expectation is I should not be riding on the road when their tax dollars were spent to build the parallel multi-use path. They do not realize that while the multi-use path is acceptable for casual bike riding, it is not a safe alternative to the road at the speeds we are riding. Another unrealistic expectation that motorists have is that a cyclist needs to put a foot down to come to a complete stop. I can completely stop my forward momentum and yield the right of way without putting a foot down. You don't see cars opening their door and the driver putting a foot

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- Club Information -

The Mid-Valley Bicycle Club is a recreational touring club for cyclists of all ages. We ride rain or shine! Helmets are required for all riders. Social and educational meetings are held regularly. Check this Newsletter or our website at www.mvbc.com for current information.

I (We) want to join the Mid-Valley Bicycle Club. Enclosed are annual dues as checked below.

Membership: \$15.00 Individual or \$20.00 Family

Name: _____ Phone: _____

Address: _____ Email: _____

Family member names: _____

Please check here if you do NOT want to be included in the club roster published in the newsletter

In consideration of my application, I hereby, for myself, my executors and administrators, waive and release any and all rights and claims for damages I may have against the Mid-Valley Bicycle Club, its officers, and members, prior to, during, and after my membership or association with the club or any event. I agree to accept all rules and regulations of the club.

Signature(s): _____

Date: _____ Signature of parent or guardian if under 18: _____

Send to: MID-VALLEY BICYCLE CLUB, P.O. Box 1373, Corvallis, OR 97339-1373

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One day we had ridden what seemed a particularly long and hard day to our night stay at a small bed and breakfast. The owner, Rita Rae, the wife of a retired dairy farmer, greeted us with hospitality that I will never forget. Fresh cookies were on the table and ice tea was offered as she just had finished sweeping the porch and was wiping the sweat from her forehead. We were to be her only guests for the night. When we asked her about recommendations for a place to eat dinner at, she told us that the closest one was 5-8 miles away. She politely said that after we had showered and cleaned up, we were to drive her car into town for a bite at one of the two small restaurants there. She would not accept any money for gas or the use of her car, and just had found that when cyclists came to her house to stay she always did it this way! Charlie and I found this type of kindness at other times during our trip. People would want to come up and chat asking us about our trip.

There were many memories of our trip around Lake Champlain that will remain imprinted in our minds and I have only shared but a few of them. If you have ever pondered riding in this area, I highly recommend this route. The trip was easy to plan with the Champlain Regional Map and Guide. With a little homework done ahead of time and allowing ourselves to ask for directions or help along the way, this trip turned out to be incredible experience and one that I hope you will try sometime.



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down to indicate they have come to a complete stop. Having said that, I do put a foot down at 4-way stop intersections when there are vehicles at the intersection so it is clear that I am stopping.

The bottom line is the bicycle is a vehicle and has the same rights and responsibilities as an automobile. Cyclists need to understand their responsibilities as a vehicle and motorists need to understand the rights of cyclists to reduce the anti-bike sentiment. Until more cyclists start riding like a vehicle, they will continue to be considered a second-class road user. We will never be able to make all motorists love cyclists, but we should at least try to get their respect by riding predictably and obeying the traffic laws. *From October 2002 The Wheel Truth*

MID-VALLEY BICYCLE CLUB
P.O. Box 1373
CORVALLIS, OR 97339-1373

Address Service Requested

Is it
time for
you to
renew?

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Meetings & Announcements

In Ireland, the roads and ferries were sometimes rather small.

MVBC Christmas Party

Monday, December 16, 6:30 pm at Richard & Lindy Burgess' house, 3160 NW Arrowood Circle. Come for an evening of gathering together for conversation, celebration and fun. Traditionally, everyone brings a food item: either hot or cold hors-d'oeuvre or holiday sweets. Hot cider, coffee, tea & punch will be served. There will be a gift exchange (\$5 limit), white elephant or other (optional).

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the January MVBC Spokesman no later than December 27. Please send this material to the editor in Word format:

Lloydvswanson@attbi.com