

MID-VALLEY BICYCLE CLUB SPOKESMAN

August 2004

Reality check time.

Have you been working hard at getting in shape these days? Are you feeling more strong and confident? Are you satisfied with the progress you have made towards that goal you set at the beginning of the season? For the most part, I can answer, yes, to these questions. My goal for this year was to be strong enough to really enjoy Loop Tour this year. Although, I have been on many loop tours, I have not always been in the peak of condition and for the last few, I have not had the enjoyment that I knew was possible. I wanted to get past the exhaustion and really appreciate the scenery and the people around me. Don and I have been working hard to get in shape. We even took a bike with us, so that we could take turns riding during our Loop 1 sag duties.

Once back from driving Loop 1, I was excited to be soon riding the Idaho Tour. This is a great tour, scenery wise, and I highly recommend members trying out the *Trail of the Coeur d'Alenes*; a well-executed rails-to-trails route, 72 miles long. I have been riding regularly, and was starting to feel strong and confident.

Sometimes, when you are feeling strong and confident, you start taking a few more chances than you used to. Take that downhill a little faster, go through the intersections on the yellow light or forget to think ahead for turning traffic. From personal experience, I learned a valuable but painful lesson - never forget to be a defensive rider and do regular mechanical checks on your bike. Think ahead, watch for turning traffic, be visible and never go so fast through an intersection with known hazards that you risk a painful reminder that you are riding with little protection between you and that pavement.

Just about a week ago, I was heading down Highland Drive on my way to work. Always, as I approach the intersection, I look carefully at the traffic situation to see if I will need to stop at the intersection with Walnut Blvd. or not. That day was one of those rare ones, when everything was set up with plenty of time left on the green light and no right turners waiting at the intersection. I let the brakes off and prepared to fly through the intersection. I checked traffic again and remembered to

Up front

by Betsy Reid, President

stay to the right of the utility covers in the intersection. The problem is that I had forgotten about the hole in the bike lane, caused by two of the 'buried' traffic sensors coming together. I was traveling between 15 and 20 mph when my front wheel hit the hole. I was still upright at this point, grumbling about the hole, not realizing that sometime in the past few days the nut holding the front brakes to the bike frame had not only loosened up but had fallen off! The jolt to front wheel caused the brakes to separate from the frame. Before I knew what was happening I was sliding on my side across the pavement. My

“I was traveling between 15 and 20 mph when my front wheel hit the hole.”

first reaction was one of high embarrassment for doing this in the middle of the Highland/Walnut intersection. It wasn't until I got over to the sidewalk that I noticed that the front brakes had disconnected. The actual fall was caused by the front brakes jamming on my fairing and grabbing the front wheel. I leave the rest to your imagination.

I was very grateful when a friendly voice stopped to see if I was okay. It's one of the things that

I really like about the people in MVBC. They'll stop and help people in trouble. Thanks again, Maria, for staying with me until Don got there with the car. By the time he arrived, the adrenaline was starting to wear off and I was starting to feel the aches and pains. Yes, I was pretty sore for a few days as my shoulder, elbow and rear took the brunt of the fall. The fairing and my helmet were not so good as the fairing had a small break; a big dimple because I must have rolled the bike somewhat (I don't re-

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member) and a hole where that pavement abraded through the fairing. The helmet was only scraped, but it did its job right, as it would have been my head scraping without it!

After getting the bike checked out, and giving myself a few days of rest, I climbed back on the bike. I was surprised how weak some of my leg muscles felt. I guess the fall took more out of me than I thought. I should be fine for loop next week, although I don't expect to ride as well as I had hoped. I'm not complaining though — at least I'm going!

This experience has certainly reminded me that just because you have been riding a long time and consider yourself a careful rider, doesn't mean that accidents won't happen to you. I can't emphasize enough the importance of being a defensive rider out there. Be aware of the traffic, wear your helmet at all times and be aware of the condition of your bike. Know what is normal for your bike and don't wait to check things out if something doesn't 'sound right'. Two things might have prevented my accident. The first is not taking unnecessary risks, such as hurrying through an intersection. The second is that, had I checked out the brakes after riding several miles over fresh chip seal a few days before my accident, I might have noticed that the nut had fallen off the brake bolt. Certainly, my confidence was shook up some, but I am riding again, with a new perspective. So enjoy the rest of your summer of riding, but ride safely and defensively.

Advocacy

Walt Prichard

I have been out on the road again for the past two months so I don't have any local advocacy to report. However I did make a few observations about bike facilities on my travels.

To begin with Small Town America is doing just fine. It seems that

every small town of over 1,000 can get federal money (1% of federal highway funds and other programs) for bicycle facilities such as bike lanes and multi-use paths. Most of the cities are using this money for bike lanes on the major streets and are connecting them to their parks where they all seem to be putting in multiuse paths. This is really nice to see and to see all the people using them is remarkable. I think it is surprising to the natives as well. Now those who are recovering from heart problems have an acceptable place to walk and get their exercise with others.

Another thing which became obvious was that there must be a federal program to upgrade restrooms in the city parks. We saw lots of new restrooms in little city parks that were lucky to have an outhouse before. They all seem to be using the exact same plans with flush toilets and sinks. Also in these little parks they are putting in electrical outlets and water faucets for RV camping and making a small charge. These facilities are being used for their fairs and celebrations as well. I don't think we were ever the only ones in these parks. They are being used and do generate a few \$\$ for park maintenance. Besides, bikes and tents were always free. There seemed to be a lot of civic pride about the parks as everyone knew where they were and generally knew you were there. It is obvious to me that there is federal money being used there, as those little cities are just barely making it but I consider it a really good use for the cities as well as visitors (bikes).

It seems to me (maybe wishful thinking) there is some good fall-out from this. It appeared that where there were bike lanes, the drivers knew what to expect from you (riders) and generally treated you better and respected your right to be there. In general, the natives treated us better than six years ago. Of course there are always the rotten apples, even in Corvallis. Keep the rubber side on the road and appreciate where you live.



Walt's Lewis & Clark Ride

Note: This was the last message (unedited) posted by Walt Prichard at the end of their successful journey, leaving Hartford, IL on May 29th and arriving in Astoria on July 25th. Note that Walt's spelling is about on par with Lewis and Clarks! See group photo on page 8. Editor

This will be the last time I use this mailing list. I want to thank my wife for putting up with my wander lust and insatiable appetite for adventure. She has now driven the motor home across the USA 4 times and has put up with missing signs and confusing directions equally spread across the country. she also has found our campsites and negotiated the price for tents and motor home. Her story has saved us many \$s and secured us many privlages along the way. Thanks honey its been great but no trip to hawaii this time. It will be a surprise!

A few things about the trip you might find interesting. Linda did not have a flat in the 3100 miles Bill had two early and Betty had one early. Denny had only one but it was a killer to fix and took 3 of us over a half and hour. George had about 5 and at least one caused a lot of problems Gary had 4 (those tiny tires he runs) and I had 2, One wire and one staple. Not bad for about 20,000 cumlitive miles for all of us.

Mechanical problems were minor. Gary bent a chain link and we got it straightened out and it worked fine untill he found a shop ad got a new chain. George had has seat break and he found a place to get it welded. He also had his disc brake get bent out of shape trying to get a new larger tire on. He found a shop in Portland to fix it on Sunday. I think that shows that we have some pretty darn good bike mechanic and equipment. I also encouraged everyone to clean their bikes and chains every rest day and reoil them for the next week. The absence of mechanical problems sure adds to the enjoyment of the trip for everyone as well as clean hands.

The weather was the same for every trip. The locals tell you it has never been so hot, dry, wet, and cold for as long as they can remember. I actually think that some really believe that. I think the hills are about the same on every trip but this one going from east to west we did get a lot more wind.

On this trip we ate out a lot more because they didn't want to cook and enjoyed the air conditionig. Also the breakfast prices of 4 or 5 bucks for a darn good food was pretty inticing. But when we did cookwe ate like kings. My persoal diet was sadly neglected. I didn't get nearly enough milkshakes or ice cream so I had to make up for it with pie. Denny didn't help any either as he ate pie for both breakfasts, break, lunch, and dinner, OH WELL! I weigh the exact same as I did when I left.

I think we saw every L&C visitors center from Hartford, Illinois to Astoria (at least some of us did) as well as every other tourist attraction. If we missed any George and Betty went there.

Max Headwind

Remembering Allen

It's never too late to reminisce
or at least I hope so
Because it was just recently
climbing a steep hill

And remembered it was like the hills
that Allen would plan in his tours
and would ironically smile
with his comment of
"zero net elevation gain"

I'll always hold onto the memory
a few of us resting in the shade
of a sag stop atop a punishing,
steep, long, hot hill

We all turned our ears to music
to see the tandem coming
up the hill
Allen, beaming as the Captain
the Stoker, Janet, playing a flute

She was playing
"The bear went over the mountain"
or maybe it was
"For he's a jolly good fellow"

I think maybe it was both
but especially the first.

I guess that is enough for this trip I have enjoyed the encouragement I have recieved. You know more about my journal than I do. I hope you have enjoyed the small things as I saw and felt them. When I get my pictures together with Bills I will put together a program and invite every one to enjoy the sights and signs as I actually saw them. for now keep the rubber side down (shoes or tires) and a dream in your future. WALT

"Every year I can't wait to get to the mountains. I'm really impatient...The real mountains are what I like, where the roads are black with people, where they just move apart enough to let you through. It makes your spine tingle. When you are racing like that those moments are incredibly emotive. You think about them for the rest of the year." — **Richard Virenque**

MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

Monday, July 26, 2004

Present: Betsy Reid, Richard Burgess, Susan Christie, Eric Ahlvin, John Henry, Rick Riper, Walt Prichard, Shung Chieh, Lloyd Swanson, Joe Monteleone.

Absent: Larry Thurber.

Reports:

Treasurer: Richard reports that our accounts (checking plus savings) total \$11,468. We have not yet closed our Citizens Bank account, due to outstanding checks for loop tour. Because of Citizens' new fees, we are moving to business-class accounts at OSU Federal Credit Union. There is a password for transactions on these accounts – see Richard if you have a business need for access. For the calendar year to date, we have had income of \$12,806 and expenses of \$17,669 (large expenses for jerseys and loop tours).

Membership: Susan reports that PEAK is now charging for email lists (like our MVBC-Announce). The cost will be \$15/month. An alternative would be to move to another list provider, such as Yahoo. The board approved unanimously the motion to stay with PEAK at \$15/month and to re-evaluate this in a year. The member registration form in the newsletter has also been modified to ask if the member wants to subscribe to this email list. A question arose over whether non-members should be allowed on the list. The board agreed that only active members and bike shops should be on the list – Susan will cull non-members from the list.

Ride Captains: John relayed that Llewellyn Road is closed for bridge repair between Hwy 99 and Bellfountain Road until fall. Stay tuned for updates or check the Benton County Roads website. He also noted that attendance at the Saturday rides in June was down,

probably because of other local cycling events (such as the Strawberry Century). There were 13 new riders in June.

Eric reports that the Independence Day (Ashley Molk memorial) ride went well, with about 20 riders. We had five new riders on this ride – all had mentioned finding out about the ride on our website (note: Susan mentioned that riders from Texas and California recently joined a Wednesday ride, also found from the website). Big thanks to Ashley Childs and Josh Cooper for helping out with rest stop support. Eric also noted that no bikes were donated this year – not sure if insufficient “advertising” or lack of interest was the reason.

Newsletter: Lloyd had nothing new to report.

Vice-President: Shung has had trouble lining up presenters for the planned August general meeting topic – charity rides - due to scheduling conflicts. This topic will be revisited in the future, possibly September. The August meeting will instead be an “ice cream ride”.

Secretary: Rick had nothing new to report.

Advocacy: Walt has recently returned from his Lewis and Clark ride, and has thus missed several local governmental meetings. He did take note of advocacy-related areas on his trek however, and has written a newsletter article about that. Walt also mentioned that he has now started focusing on cycling AND pedestrian issues – pedestrians are a large, often unrepresented group that shares many issues with cyclists.

Susan reports that the planned meridians on S. Third Street won't be completed this season after all due to a re-design. She also noted that funding for alternative transportation is now back in the city budget. Benton County recently held a bicycle advocacy picnic,

and Corvallis was awarded the Gold award from the League of American Bicyclists.

Old Business:

Crater Lake Tour: Everything seems to be on track for this event.

Covered Bridge Tour: This event is also on track. Clover Ridge Road is scheduled to be paved just one week before the tour, but several alternate routes are available if this isn't completed. Joe reports that we've lost our cell phone sponsor, so the crew will use individual cell phones if another sponsor is not found.

Club Barbeque: This annual event drew approximately 36 people, and was held this year at the home of Joe and Maria Monteleone (THANKS Joe and Maria!). Many attendees mentioned that they preferred the Sunday event this year over the usual Monday evening barbeque.

Next board meeting: August 23rd.

The meeting was adjourned and everyone enjoyed refreshments.

Respectfully submitted by Rick Riper (with help from Joe – THANKS!)



Jersey News

If you haven't yet purchased the new MVBC jersey, they will be for sale at the Covered Bridge Bicycle Tour. Hopefully, they will be set up next to the t-shirt sales near the registration table. The CBBT ride starts in Timberlinn Park in Albany. The cost is still \$65. If you can't make it on Aug 14th and would like to purchase a jersey, please contact Betsy at 754-0707 or betsy_reid@comcast.net.



MVBC EVENT CALENDAR: August/September 2004

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. Ride Captains: Eric Ahlvin 753-1848 & John Henry 926-1157. 10 am Ride Leader: Jerry Rooney 752-6588

Show and go rides start at 10:00 am at Osborn Aquatic Center

July 31, Saturday, 8 am: Our most beautiful routes

- Long Ride: King's Valley, 67 miles, (C570)A
- Medium ride: Monmouth, 44 miles, (B270)A

August 7, Saturday, 8 am: Covered bridge rest stop preview.

- Long Ride: Roaring River, 80 miles (B650)D
- Medium ride: Lebanon, 52 miles (A340)D

August 14, Covered Bridge Bicycle Tour

- Have you volunteered to help, yet? Maybe it's your turn to ride the CBBT...

August 16, General Meeting: Ice cream ride. Meet at Circle Beanery, 7 pm

August 21, Saturday, 8 am: Should be a nice day...

- Long Ride: Albany, Lebanon, Sweet Home, Brownsville, 103 miles (B700)E
- Medium ride: Dever, 54 miles (B371)E

August 28, Saturday, 8 am: Hills or more hills

- Long Ride: Kings Valley, 61 miles (C510)B
- Medium ride: Kings Valley, 45 miles (B280)B

August 28, Saturday, Crater Lake Rim Tour (see MVBC website for details)

- Long Ride: Diamond Lake to the Rim, one lap then back to Diamond Lake, 61 miles
- Short Ride: One lap around the Rim, 34 miles

September 4, Saturday, 8 am: A long ride on a long weekend

- Long Ride: Marcola Loop, 104 miles (B690)D
- Medium ride: Peoria, 27 miles (A070)D

September 11, Timberhill Bike Rodeo: Another chance to volunteer.

September 11, Saturday, 8 am: If you missed the Built For Speed TT, here's your chance to ride the course

- Long Ride: Harrisburg, 60 miles (B440)C
- Medium ride: Bellfountain, 40 miles (B240)C

September 18, Saturday, 8 am: Ramping down the miles for Fall

- Long Ride: Lebanon, 54 miles (C380)E
- Medium ride: Albany, 33 miles (B150)E

September 25, Saturday, 8 am: It could be the last nice day in September

- Long Ride: Pedee, 62 miles (C710)A
- Medium ride: Helmick Park, 34 miles (B200)A

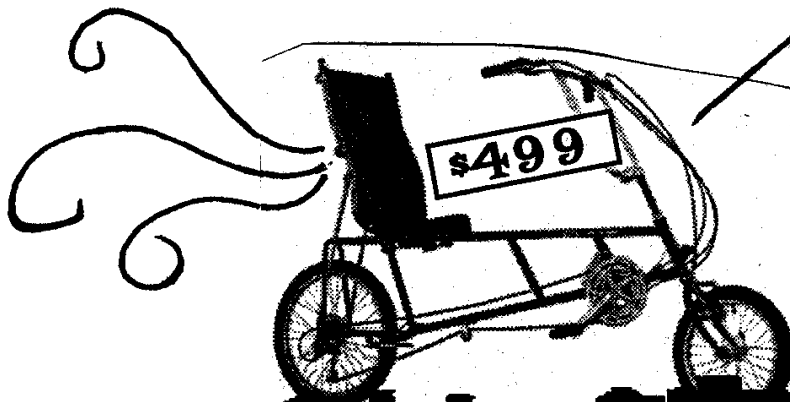
Announcements: (Note that the rides below are "Show & Go" style.)

- 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 Independence or Monmouth 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.

Tour de France

Merchandise coming soon!

Help cheer Lance on!



CORVALLIS CYCLERY



344 SW 2nd St.
Corvallis
752-5952

EZ-1 Recumbent Bicycles

Travels with Charlie (and Becky)

Note: This is the latest report from Becky and Charlie Steinmetz, who left Corvallis on July 15 and hope to reach Maine in October. Editor Sunday July 25

Hi from the "Hi-Line"...that is what Hwy 2 is knick-named. As some of you know, Hwy 2 is the most northern highway in the USA and is only 40-60 miles from the Canadian Border....we are still in Montana in case you wondering (it is a loooooonnnnggggg state).

We thought we would share some of our thoughts about riding on the Hi-Line and what we have seen. Well it is straight, it is 2 lanes, sometimes has a shoulder and some-

Adventure Cycling Northern Tier Route



times not, for much of the road the railroad is parallel to the road on one side and the other side has telephone poles, the terrain varies from flat to small rollers, from dry irrigation to watered irrigation, lots of wheat grown in northern Montana, there are large silos for grain along the railroad tracks, the white crosses of Hwy 2 (they are put up by the American Legion for each fatality that has occurred on Hwy 2....too many for us to count!), towns have tall water towers with the name of the town on it, from Cut Banks to Shelby we saw oil pumps in the fields, in dry irrigation areas wheat is grown in strips so that the sections can lie fallow for the following years crop to be grown, Havre (for you non-locals it is pronounced "Have-errr") irrigated fields begin using the Milk River and fields include oats, alfalfa, and wheat, wildflowers along the roadsides are beautiful and quite varied (miniature sunflowers are in abundance and are considered a weed here), there is an incredible abundance of prairie dogs, crickets and lots of...small dead birds (swallows, sparrows, and LPJs..."little pretty jobs"), we have seen no birds of prey (vultures or hawks, but have seen lots of sea gulls or as we call 'em...prairie gulls...on the irrigated fields). Whew, so you can see Hwy 2 offers a lot of variety and beautiful countryside. Regardless of what you have heard, it is not a boring landscape and Montana is beautiful and the countryside is

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always changing.

With that description of what we have been riding, I would like to share with you our latest wonderful experience. We have met Linda and Bum, our new Road Angels. Outside of Dodson today we were riding down the road and were flagged down by Linda and Bum who live in Malta. They run a well drilling business there and offered us to come to their home for dinner and the night, oh and they said they have internet access, showers, and air conditioning! Now the weather has lately turned to the high 90's and we have been riding with headwinds for the last three days, so take a guess as to our reply. Yep, we jumped at their offer and what a wonderful couple they are. They left us with directions on how to get to their home and made it clear that if they were not there when we got to their house to make ourselves comfortable. Their hospitality is everything that we could possibly have hoped for and reinforce to us what a great state Montana and the folks that live in the state are like. Ahhh, this is just an incredible adventure when you meet people as warm and nice as this.

So since we last wrote we have ridden through a few towns: Cut Banks, Chester, Havre, Harlem, Chinook, Dodson, and Malta. These towns range in population from 900-2300 and all have been nice towns to take some time in. In Chester we stopped for the night at the city park which had showers; all the city park asked was for a donation for the stay and it is a beautiful place to put your tent up for the night. Next night we stayed in Havre and actually stayed in our first motel for the night (yep we do splurge occasionally!) Next night was in Harlem at the city park next to the city hall and community pool, and tonight you know where we are at.

We have met a few cross country cyclists along the way the last few days. In Chester at the city park we met five other cyclists spending the night there. They varied in age from in their 20's to ~68. All have a unique story, but the most inspirational is "Ben". He is ~68 years old and is traveling cross country from Anacortes to Maine solo pulling a Bob trailer! We have been pedaling off and on with him for the last three days and have so enjoyed our evening chats and listening/comparing stories. He pedaled the Transamerica route in 1999 and is someone who definitely shows us that you are never too YOUNG to take on a "daring adventure" like this.

So we have been on the road now for 41 days and covered 1864 miles....I know still a long way to go...but we are continuing to enjoy this little pedal that we started in June. We average between 10-12 mph and cover between 40-60 miles during the day, which takes us around 5+ hours to accomplish. The temperatures have been getting pretty warm lately, but we have been told that it should start cooling soon. The headwinds have been fierce and we have also been told that that they usually are coming from the west...wish the winds would change direction soon!

Our "Rolling Therapy" is definitely worth all the effort and when things start looking down, something as wonderful as Linda and Bum come along and quickly our spirits pick up. You just have to let your barriers down and embrace these opportunities when they come along.

Thanks again for the Notes from Home that you are sending. Just to let you know, we will be having our first General Delivery pickup in Dilworth, MN in a few weeks (~ Aug 8-9) and if you want to send us some cookies, handwritten notes, cookies, goodies, cookies,

little treasures, cookies, etc. you can send them...cookies that is :)....to us at General Delivery, Dilworth Main Post Office, 1 1st Avenue SE, Dilworth, MN 56529. But if nothing else, just remember to...Pedal On!

2004 NWTR

Grace Swanson

The Northwest Tandem Rally this past Memorial Day weekend was well attended by MVBC'ers with about 20 attending. 450 teams participated, some from as far as Switzerland. St Martins College in Lacey, WA was the location for registration, exhibits, dorm rooms, camping, the ice cream social and the banquet. Motels and restaurants were also nearby.

Mass starts were from the campus, but the police escorts didn't take us "out of town" because the town blends into Tacoma on one side and Olympia on the other. The routes were scenic and interesting, especially on Sunday when many of us got caught in a drenching shower. Rest and lunch stops were plentiful. One was even held in a greenhouse – warm and dry on a wet day.

The organizers had been very thorough in organizing and planning this rally and had solicited many freebies from various sponsors, like ice cream, treats, fruit and many items for the drawings that were given out at the ice cream social on Sunday night. The heart warming and humorous banquet speaker was Eric Miller who also rode with the rally. His young son has lost his sight due to a malignant brain tumor and Eric has started a foundation that donates tandems to sight-impaired children. Two tandems were presented to local families at the banquet.

The food was good, rides were great, people wonderful, but best of all were the orange and yellow socks that were free with registration

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OUR RIDE CAPTAIN REPORTS

The month of June saw quite a few weekend cycling events attended by our members, which is normal this time of year, so our monthly total was a little lower than usual. The Wednesday riders had a real good turnout this month though. The Saturday total was 5,259 miles. Adding the Wednesday ride total of 2,019 miles gives us a grand total of 7,278 miles ridden by 153 riders for the month of June. The total mileage for the year thus far is 46,577 miles.

All previous consecutive Saturday streaks were broken in June. There aren't any consecutive Saturday streaks going right now; the Strawberry Century caused a big gaping hole in the attendance this month.

Mileage leaders for the month of June (includes Wednesday rides) were (2 months straight now) Lloyd Swanson, 341; Grace Swanson, 294; Bud Ames, 274; Elise Ross, 237; Henry McCarthy, 237; Jim Munford, 206; Leon Ungier, 173; Ann Asbell, 162; Jan Konzack, 161; Shung Chieh, 158; John Henry, 153; Lon Carlson, 152; Becky Steinmetz, 147; Betsy Reid, 147; Robert White, 123; Rod Inman, 103.

We had 13 new riders this month, which is a very good showing for any month. Welcome to Lon Carlson, David Maxfield, Rand Milam, Gary Yoder, Peggy Yoder, Julia Maloney, Mitzi Schad, Tom Cordin, Patrick Rieder, Carl Newton, Sarah Trevisol, Mike Murphy, Jody Murphy.

As I promised in last month's newsletter, here is a year-to-date status report for overall total mileage leaders. As of July 24, 2004 the following members have 1,000 miles or more for Saturday rides (mileage in parenthesis indicates added Wednesday mileage): Henry McCarthy, 1732; Elise Ross, 1,634; Betsy Reid, (1606); Dan Youngberg, 1548; Jan Konzack, 1524; Tim Corbett, 1444; Becky Steinmetz, (1207); Shung Chieh, 1115; John Henry, 1091; Lloyd Swanson, (1078); Glenn Peltier, 1073; Walt Prichard, (1022).

2004 ABC Bicycle Ride Saturday, August 21

The Third Annual ABC (Activity to Benefit Children) Bicycle Ride fundraiser has something for everyone

this year. This year's event includes three bicycle rides ranging from 10-62 miles, the usual end-of-ride feast, and a bluegrass concert presented by Oregon Thunder. In addition, both riders and non-riders can enjoy a new book sale and open house at the Providence Benedictine Child Development Center in Mt. Angel, where all rides begin and end.

Proceeds from rider registrations and the book sale will benefit the ABC Scholarship fund, which provides childcare support to homeless and low-income families at the nationally accredited Child Development Center. According to Jean Brougher, director of the program, this project has positive, lasting effects for everyone involved. That is, eligible families benefit from a quality experience that they would not otherwise be able to afford, and the program is enriched by its ability to serve a broader, more diverse clientele. And supporters can enjoy the pleasures of the events and feel good about contributing to a good cause.

Participants are encouraged but not required to do additional fundraising. Incentives include a week-long bicycle tour from Cycle America, overnight stays, and special art by a local artist.

For more information or to receive a registration form, please call Jean (or leave your address) at 503-845-2662, or e-mail jean.brougher@providence.org.



Lewis & Clark Riders

This is a picture of our whole group in one place at the same time. That is pretty remarkable just before layday. They are from left to right George Shaw, Gary Ratzlaf, Bill Ferry and Betty Martinsen sitting, Walt Prichard, Denny Hedges and Linda Koberstein. This was taken by the nice lady at the Chamber of Commerce office where we stopped for directions, cold water and maps of South Dakota.

- 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: _____

Family member names: _____ Email: _____

Please check here if you wish to be added to the MVBC-announce list (MVBC-announce is a monitored email list which screens for spam.)

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

Tour de France 2004

A few statistics from the Tour:

On the 9.3 mile Stage 16 L'Alpe d'Huez climb (8.3 miles of climbing a 7.9% grade [H.C. Category] with some sections much steeper) he averaged 14.5 mph. There were an estimated 1 million spectators (2,036 spectators per foot of roadway) in this stage.

In the 34.18 mile Stage 19 individual time trial in Besançon, Armstrong averaged 30.68 mph.

Armstrong averaged 25.2 mph for the entire 2,107 mile event, the 2nd fastest tour in history.

(Continued from page 7)

(Lloyd came home with 3 pair) which were comfortable and colorful.

You can learn more about the NWTR by going to this site: www.nwtr.org/forum

The 2005 rally will be the 4th of July weekend in Bend, and 2006 in Corvallis!

Classified

Wanted: A quality hybrid or road bike (51 - 53 cm) for under \$200. I'm not looking for anything fancy, just a bike to withstand a daily commute (6 miles round trip) and an occasional long trip (50 to 60 miles). Joe McVeety, 757-8660 (H) 715-0782 (W).



A non-stoking stoker at the 2004 NWTR

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

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you to
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Meetings & Announcements

Future Events

July 31-August 8 - Loop Tour II, MVBC
August 1 - Blackberry bRamble, www.eugenegears.org
August 6,7 - RVSP (Ride from Seattle to Vancouver and Party), <http://www.cascade.org/Home/>
August 7—Torture 10,000, pwtc.com
August 8 - Providence Bridge Pedal, http://www.providence.org/oregon/events/rose_pedal/default.htm
August 8-14 - Oregon Bike Ride, <http://www.oregonbicycleride.org/>
August 14 - Covered Bridge Bicycle Tour, MVBC
August 21 - ABC Ride, Mt Angel, 503-845-2662
August 27-29 - Crater Lake Rim Ride, MVBC
Sept 11 - Oregon Coast Cycling Festival, <http://www.oregoncoastcyclingfestival.com/>
Sept 11-18 - Cycle Oregon XVI, cycleoregon.com
Sept 26 - Peach of a Century, salembicycleclub.org

General Meeting

The MVBC *General Meeting* in August (Monday, August 16th) will be a social ice cream ride. One route will start from the Circle Beanery at 7 pm. Feel free to take a different route and intersect at Baskin Robbins in downtown Corvallis (366 SW Washington Ave) by 7:30-7:45 pm.

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the September MVBC Spokesman no later than Monday, September 6.
Please send this material to the editor in Word format:

Lloydvswanson@comcast.net