

CRATER LAKE RIM TOUR

MID-VALLEY BICYCLE CLUB SPOKESMAN

August 2009

The Hardest Loop Tour Ever!

Those of you registered for Loop Tour 2 will probably be on the road when the newsletter comes out, so I hope some of you will write articles about Loop Tour 2. In the meantime, here are a few words about each day on Loop Tour 1.

Day 1: To Beachside State Park. Some of us met at the Circle Beanery, and then rode to Ann Asbell's house where several other riders joined us. George Shaw, his son-in-law, Dan Bixler, and Dan's brother, Tad, both from California, left from George's house. Daniela Cawthorne, from the Seattle area, heard about Loop Tour at Northwest Tandem Rally. Rann and Doreen Millar were with us for their first ever bike tour. Bruce Martin met us at Ann's too. Denny Hedges joined us on day 3.

Saturday dawned cloudy and cool, a perfect day for cycling. The twisty area just east of Mary's Peak was not very busy early in the day. Ruth and Gary Mitchell, who drove one of the sag vehicles, met us at the top of the grade to congratulate us. We then sailed on west to Waldport. Susan and I enjoyed an early dinner with Lyle Dalton, the other sag driver.

That night in camp we heard the ominous sound of rain on our tents, but it had stopped by morning. It didn't rain another drop for the rest of the tour.

Day 2: To Honeyman State Park. Since days 2 and 3 were short, we got to be real tourists on our way down the coast. We stopped at Cape Perpetua and went for the 1.5-mile scenic walk. We traversed the Cape Creek tunnel safely and quickly! From one great viewpoint, we saw lots of seals on the rocks far below.

At the group camp site at Honeyman, a few hardy souls went swimming in the lake. The catered dinner was excellent.

Day 3: To Umpqua Lighthouse State Park. Another beautiful day down the coast. Daniela visited the botanical gardens near Gardner. That evening, George Shaw prepared his famous salmon grilled on cedar planks. All of us contributed side dishes and desserts to make a wonderful, well-rounded dinner.

Up Front

by Matt Mathews, President

Day 4: To Clay Creek Recreation Site. This was a tough day, mainly because of the rough chip seal along Smith River Road. I wore myself out charging up the hill to advise Lyle of the need for his sag services for a mechanical problem. It was slow, tough going and we were happy to finish. No showers at Clay Creek, so we made do with a sponge bath. Daniela, who is a fitness instructor, led a yoga class.

Day 5: To Schwarz Campground at Dorena Lake. Nice ride today! The road surface was much improved. Almost all of us stopped together at the quaint café in Lorane. In Cottage Grove, we found the Row River trail and rode most of the way to camp.

Day 6: To Oakridge High School. This was the toughest day, but the route started out with a lovely 11-mile cruise along the trail next to Dorena Lake before heading up into the Cascades. We guessed the grades at up to 16% on narrow USFS roads. Even the downhill into Oakridge was not much fun, because the road was rough and strewn with debris.

There was plenty of room for us on the football field, so we spread out. The men's restroom had only one toilet, so in the morning Susan agreed to share and found herself between a couple of the guys on the women's side.

Day 7: Oakridge to McKenzie Bridge Campground. The Aufderheide Scenic Byway has to be one of the most beautiful bike rides anywhere.

Much of it is an old railroad grade, with a nice surface. These things, along with the canopy of trees, the nearby rivers, and the views, make it very special. There were no showers in camp, so we sponge-bathed it. Denny rode his bike to the nearby hot springs.

Day 8: McKenzie Bridge Campground to Detroit Lake State Park. We rode along three major state highways today, so there was lots of noisy traffic. That night, we shared everything left at the bottom of the food pan-

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- Note the New MVBC Web Site
- Willamette Wine and Wheels
- Meet Our New Members

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niers for dinner. We gathered down by the lake for group pictures taken by a willing fellow camper.

Day 9: Detroit Lake to Corvallis.

The last day was mostly downhill, but it was a warm 73 miles on very familiar roads. Ruth and Gary welcomed us home at the Circle Beanery parking lot.

I have heard that this was the toughest Loop Tour ever. Dan Youngberg, Chuck Daellenbach and Ann Asbell inspired us all by carrying all their gear the whole way. I will always remember how great it was to enjoy the beauty of our state in the company of a group of hardy, fun, supportive people who helped to make this a special and memorable Loop Tour.



Advocacy

Walt Prichard

Have you noticed the construction around town! You won't see this much for a long time. A lot of things have been put off for several years and they finally all came together. Of course The Obama windfall helped a lot as well. I hope they can squeeze it for a bit more. The county plans have been redone several times and are somewhat at the mercy of the state and city projects. The county takes all the grindings it can get to rebuild county roads. Those projects have to wait for the grinding and the crews able to put them down. Ponderosa and Reservoir Road are the recipients of a lot of material this year. The grindings in place cost about 25% of what new material would have cost and they often are able to do a much better job, i.e. thicker fill and road surface. Give those people a big hand of applause for stretching their dollars as far as they do.

I have been advocating for a long time to wear brighter clothes so you

can be seen. Well, there are a number of other organizations picking up that cry. BTA in Portland has had several articles in the Oregonian about it and the 2 roadie blogs that I watch are seeing the light (florescent green). We as a group are doing much better and from my riding position at the end of the group, you can really see the bikers as they go across the fields. The yellow and greens really stand out and if you look real close you can see other riders in the gaps. I have heard some remarks about looking dorky in bright colors but I sure want the people driving their big cars and pickups to see me in time to make good decisions on how to get around me. I don't want to see a surprised look on their face as they apply me to their hood! Seriously, tell your LBS (local bike shop) to get more bright colors in their bags and other accessories. Black just doesn't do it. After all, we are not kids anymore and we can keep things clean most of the time and know how to use soap and water to get the dirty hand prints off. When you are following a biker in your car, notice how their black just fades into the background and how much better a bright color would stand out.

There have been very few planning meetings lately. There just haven't been any plans for development. You have probably noticed several developments on the market right now. I get all the meeting notices and most of them are cancellations of the meetings. BPAC is starting to prioritize their wish list for next year. Susan Christie has been appointed to the commission now. I am sure we will be hearing from her. That doesn't mean that I won't still be attending their meeting. With Joe Winnery gone and several new members, the commission will look different now. Keep the rubber side down and the wind at your back!



Reflections on a French End to End

Jenny Nelson

During Christmas 2004 I received a strange present from Phil. It was a Michelin map of France, a ruler, a pencil, and a rubber in a see-through pencil case. I thanked him politely thinking that a pencil and rubber always come in handy and we might lose the two road atlases and fifty maps of France we already had, so the map would be useful then. When my sons started laughing the penny dropped. I had casually mentioned earlier in the year that I needed a challenge. Cycling across France with one of "Portsmouth DA's four most elite and prestigious members" would be just the challenge I needed. A sturdy Burley trailer had appeared in the garage. Phil would tow everything in that and I would whiz along without a care in the world.

I ruled a line from Cherbourg to Narbonne and planned a route as close to this as possible while avoiding large towns, forgetting that this might mean severely limiting accommodation and food buying opportunities. In any event we only had to change the route on one day so that accommodation could be guaranteed. We estimated the route would be 650 miles. How wrong can you be? Ruling a line through the central heartlands of France meant that we would be cycling through some beautiful, remote regions. It also took us through some towns that we wouldn't be in a hurry to revisit.

The departure date was set for September 2005 and Phil's training involved cycling up three famous cols in the Pyrenees and touring round Northern Ireland. Mine involved struggling up the hill from Clanfield to Mercury several times and occasional runs to Hambleton and Rowland's Castle and the use of the tea rooms. The trailer was loaded with so much camping gear that I was forced to carry my clothes in two panniers on my own bike. Thick longs and a winter cycling jacket were included in case the weather turned wintry in the mountains. They were never worn! Phil booked the ferry on 31st August and we left Clanfield at 10.15 am the following morning. He was horrified at my slow progress along Green Lane and wished, loudly, that he'd allowed longer to get to the ferry. Things were not looking good. The first hill out of Clanfield brought the problem to a wobbling head and we had our first disagreement just a mile from home, which was about the cause of my wobbling handlebars. At Cowplain Phil moved my panniers as far forward as they could go, solving the problem at a stroke, and we made it to the ferry terminal in plenty of time. On the dock we chatted to Chris Davies who was going over to watch the Duo Normand race. After an exhausting two mile ride from the ferry we found a campsite next to the beach at Tournaville. As we dipped our hands into the murky Manche (the bikes were locked up at the tent) Phil was obviously relishing the thought of all the cycling to come. I didn't dare tell him that it would be a miracle if I made it to the Loire.

Max Headwind

Hills and flats

If I lived in the Midwest
my rides would be flat
boring, but not quite so tiring

And as I climb the hilly road
back home after soaring
down to the river

I wonder if I'm over the hill
not the hill of the road
but the hill of my life

It seems like such a strain
my ride is so hilly
and I feel so weak

If I lived in the Midwest
my rides would be flat
but here in the Northwest

It's harder pedaling
when my roads are not flat
and my tyre is.

We cycled only 2.5 miles to our coffee stop the next day at Bretteville which was just as well as the steep hill out of the town came as a great shock to me. Fortified by coffee, Phil sailed up it and was soon out of view. I could hardly walk up it and was soon muttering some rather nasty words under my breath. People had warned me about the Cotentin hills and I had ignored them. The steep hills continued and two days later we found ourselves on the route of the Duo Normand cycle race being overtaken by enthusiastic British cyclists training before the real race the next day. It was easy for them to overtake me as I was walking up every hill by midday. In fact I wondered if I might be the first person to wear out a pair of cycling shoes by walking rather than cycling.

My fitness improved and on one glorious day I managed fifty miles in very hilly terrain. It must be admitted that some of the contents of my panniers found their way into the trailer and on one memorable day in the mountains of the Aveyron region Phil attached my panniers to the top of the trailer so that I could cycle more easily, having strained

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MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

Monday, June 1, 2009

Present: Susan Christie, Brian Cripe, Jim Gau, Ray Gilden, Bruce Martin, Matt Mathews, Walt Prichard, Shirley Schoberg, Charlie and Becky Steinmetz

Reports

Vice-president: Susan reports that the annual MVBC picnic will be held in July and is being organized by Larry Thurber. The August general meeting will have a guest speaker for the Corvallis to Sea Trail.

Treasurer: Bruce reports a savings balance of \$8,886.63 and checking balance of \$5849.57, showing total assets of \$14,736.20.

Secretary: No report.

Advocacy: Walt reports that the road work that was proposed to be done on Tampico Road has not happened as Benton County does not have the funding at this time. There has been a recommendation for adding a bike path on Tampico Road, and at this time the county is thinking about it. Ray Wilson, a retiring engineer and surveyor for Benton County, may do the road surveying for the Corvallis to Albany bike path late this summer/fall.

Membership: Shirley reports MVBC membership now has 104 single memberships, plus 178 family memberships' times 2 = 282, along with 23 businesses.

Newsletter: No report.

Mileage report: No report.

Member at Large: Ray shared that he was recently contacted regarding the proposed White Cloud Quarry located on 724 acre site in Salem's south hills.

This quarry will generate an estimated total of 100 gravel truck trips per day traveling along Skyline Road South and Riverside Drive South. This route is a well used bike route by MVBC riders and other cyclists that runs between Buena Vista, Ankeny Vineyard and Independence. Ray has volunteered to obtain petitions for signatures against this development. He has also agreed to write an article for the Spokesman

with further information. *Thank you Ray!*

Ride Captain: No report.

Director at Large: No report.

New Business

MVBC Web Site Update: Brian reports it has been two years since the MVBC web site was updated. Brian has volunteered to update the site with a new look that will have it not only looking nice and neat, but will be much easier to maintain. After a lengthy discussion and illustration of the new web site by Brian, the board unanimously approved on its new look. Brian will continue to work on it over the next couple weeks with the hope of having it up and on the web in the very near future. *Thank you Brian for keeping MVBC's web site, www.mvbc.com, up to date and looking so cool!*

MVBC Family Friendly Bike Rides: Susan shared that she would like to see the club pursue encouraging more families with young children to participate in club rides. The board agreed it would be nice to encourage families to participate in the club rides and more discussion on how this can be attained will be shared at future meetings.

Corvallis Bike Co-Op: Matt reports the Corvallis Bike Co-Op is looking for volunteers with bike mechanical expertise. They also are in need of cleaning supplies, degreaser, rags, soaps, and a washing machine. OSU is donating the space that they presently occupy, which is located on 15th and Western Streets behind the OSU Sustainability Center.

Old Business

Cycle Oregon Weekend Update: Matt reports the lunch stop location has been decided, Buena Vista Ferry boat landing. Susan shared that ~30 volunteers have offered to help run the lunch stop.

Next Board Meeting: The next board meeting will be Monday, August 24, 2009.

Respectfully submitted by Becky Steinmetz

New Members

Jackie Babich, Corvallis
Tad Bixler, Solvang, CA
Kerry Blum, Albany
Sang Bradley, Corvallis
Catherine Dudley, Corvallis
Tom Durkin & Ellen Michaelson, Portland
Angelo & Patty Gomez, Corvallis
Lindsay and Zoe Parker, Corvallis
David Prats, Corvallis
Curt Seeliger, Corvallis
Max White, Albany
Joseph Whitty & family, Corvallis



MVBC Website Redesign

Brian Cripe

The MVBC website (www.mvbc.com) has been updated with a new look. Check it out and send any comments or problem reports to webmaster@mvbc.com. There is a new Events page listing all of the club's annual events. Volunteers are needed to write up short descriptions of each event. You can use the Loop Tour page as a template and send your contributions to the webmaster.



"Moments of Grace"

Jerry Rooney

do you feel the grace or simple elegance
when riding your bike?
I feel it every time
especially when I coast
when my body is moving through
space
zero effort
zero sound except the wind singing
in my ears
I like to think the next life is full of
this kind of magic
is there any way I can make a reservation

MVBC EVENT CALENDAR: August-September 2009

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.

Wednesday 'Show and Go' rides start at **9:30**. Meet at the first gravel parking lot east of Hwy. 99W on Camp Adair Rd. Ride to Independence/Monmouth for Brunch. Moderate pace with at least one regroup. Leader: Joellen Jarvi, 231-1267, baicher_jarvi@comcast.net

Late Saturday (aka Rollers) 'Show and Go' rides start at **9:00** am beginning May 2, at Osborn Aquatic Center. Late rides regroup to keep people from getting dropped. Leader: Jerry Rooney 752-6588

Early Saturday rides below meet at the Circle Blvd. Beanery and usually have ride sheets. Ride sheets are guaranteed if you print them yourself from www.mvbc.com.

Schedule below for early rides:

August 1, Saturday, 8 am: Hot and Dry today

- Long Ride: Lebanon, Sweet Home, Brownsville, 103 Miles (B700)
- Medium Ride: Lebanon via Albany 54.4 Miles (A380)

August 8, Saturday, 8 am: Hot, hot, and more hot!

- Long Ride: King's Valley. 66.9 Miles (C570)
- Medium Ride: King's Valley. 58 Miles (C400)

August 9, SUNDAY, COVERED BRIDGE BICYCLE TOUR,

Linn County Fairgrounds, Albany. Volunteer, Ride, Be There! Best ride in the Valley!

August 15, Saturday, 8 am: Cooling trend... ain't it lovely?

- Long Ride: Stayton 82.2 Miles (B670)
- Medium Ride: Knox Butte. 47 Miles (B300)

August 22, Saturday, 8 am: Fifth Saturday, time to add extra miles.

- Long Ride: Pedee 62 miles (C710)
- Medium Ride: Monmouth 44.3 miles (B270)

August 29, Saturday, 8 am: Fifth Saturday, get some climbing in!

- Long Ride: Alsea to ALSEA FALLS back via Alpine, 69 miles (C590)
- Medium Ride: KINGS VALLEY, return via Airlie. 45.6 Miles (B280)

August 29, Saturday, CRATER LAKE RIM TOUR! See the website for registration & details!

- Long Ride: Diamond Lake to Crater Lake Rim, around the lake and return, 61 miles.
- Medium Ride: Drive to the Crater Lake Rim and tour around the lake, 34 miles.

September 5, Saturday, 8 am: Long way to Brownsville.

- Long Ride: Brownsville via Bellfountain. 76.2 Miles (B610)
- Medium Ride: Harrisburg via Bellfountain. 61.2 Miles (B480)

September 12, Saturday, 8 am: Ramping down the miles for fall.

- Long Ride: Independence via Buena Vista Ferry, 55.0 miles (B385)
- Medium ride: Jefferson via Buena Vista Ferry, 48.3 miles (B345)

September 19, Saturday, 8 am: Haven't we been here before?

- Long Ride: Harrisburg, 60 miles (B440)
- Medium ride: Bellfountain, 40 miles (B240) Note: Turn west at mile 20.1 in Bellfountain to Bellfountain Park. Adds 3 miles round trip. Running water, flush toilets. Woo hoo!

September 26, Saturday, 8 am: It could be the last nice day in September!

- Long Ride: Pedee, 62 miles (C710)
- Medium ride: Monmouth 44.3 miles (B270)

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

- Every Tuesday/Thursday at 5:15 pm: Meet at the Aquatic Center for a moderate to fast-paced ride.



Corvallis Cyclery
For All Your Cycling Needs!
(541) 752-5952

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my back two days earlier. This imbalance in our loads caused some obvious puzzlement to onlookers. Profound questions sometimes accompanied the rhythm of the pedals turning. Why did the last five kilometres to a town or village always stretch out so interminably, especially when it is the final destination of the day? Why were the last two kilometres to a town in more northerly parts of France always up,

up, up while the last two kilometres were exceedingly down to towns south of the Lot. The joy of these descents was always a bit diminished by the thought of the tough climb back out.

We had no punctures but just outside Evron in the Mayenne Phil's saddle clamp bolt disintegrated. A temporary fix enabled us to continue. Well ahead of me as usual he spied a Citroen garage and dived in to get a new bolt, assuming that I'd spot the trailer as I cycled past. Of course I didn't and sailed on to the next roundabout, puzzled because there was no sign of him. Luckily we were heading for the municipal campsite which I found easily. Still no sign of Phil. My mobile phone refused to work, thinking that it was still in England (or was it the user?). Ten minutes later a very worried looking husband was seen whizzing down the road and we were reunited. The charming girl in the site office soon cheered him up.

During the ride a feeling of dread would come over me when I thought about cycling in the mountains and they assumed, well, mountainous proportions in my imagination. In any event they weren't that high. Our highest col was 1004 metres just south of Lacaune and the roads wound uphill very gradually. The descents were another matter. The most frightening was the incredibly steep hairpin bend descent down into St-Pons-de-Thomieres which could be seen as a cluster of terracotta roofs squeezed tightly into the valley far below. I arrived in the town with hot wheel rims and very stiff hands from braking. In fact the really difficult terrain was in the remote, hilly region of Limousin although this was where I managed fifty miles.

I am a fan of municipal campsites and much prefer them to large, manicured sites with noisy bars and serried ranks of

caravans. My family used these sites in 1962 and some of them have hardly changed since. In the toilet blocks you get to use a weird assortment of flushing arrangements, taps, antiquated showers, and stone laundry sinks and read notices about events which happened three months earlier. The prize for the worst shower goes to Evron campsite where everything within a twenty foot radius got wet except

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the person underneath. These sites are very cheap to use, especially when no-one turns up to collect your Euros. Sometimes there were notices about paying at the Mairie but what do you do if that is closed? We found out that it's a mistake to take an outdated site guide with you. On my record breaking 50 mile day we turned up at St. Germain les B (never did find out what the B stood for!) to find the campsite already closed for the winter apart from a hardstanding area for two motorhomes. With no sign of a hotel in the little town which was up a steepish hill and night rapidly descending we decided to squeeze the bikes into the site through a play area. Our facilities consisted of one tap and one public toilet and a grandstand view of the sun rising over a misty plan d'eau the next morning.

My favourite site has to be the one at the medieval town of St-Cere in the eastern Dordogne. We had a special emplacement reserved for cyclists and walkers furnished with white tables and some chairs and a fence to lock the bikes to. Such luxury was rare. However there was a price to be paid. The only toilet block open was so far away that we used the bikes to get to it. It also had an excellent library and very cheap Internet connections which actually worked. When we were doing a self-guided walk of the old town, we met an 82-year-old Englishman now living there who had an animated conversation with Phil about his new Roberts bike with a Rohloff hub.

You may have got the impression that we only stayed at campsites. However, we stayed at a variety of hotels, one gite, a chambre d'hote and an ancient caravan. The gite belonged to a charming couple, Bob and Lizzie, who had moved to France ten years earlier to live a true life version of the good life keeping sheep, horses, hens, dogs and cats on their 4.5 acre vertical farm. We arrived at Coupiac, a tiny town in the middle of nowhere a little way from the river Tarn, drenched from a heavy thunderstorm to find its one hotel

completely boarded up and for sale. Phil took charge and dived into a minute puppet museum next door and was directed to Bob's shop which sold really beautiful handcrafted objects. Bob directed us to a mountainside overlooking the town and soon we had dripped our way into their rustic gite which had a huge fig tree outside our bedroom window. We were invited to dine with them and two friends in their equally rustic farmhouse. All the food came from their farm including the delicious, tender lamb chops. If you don't mind sleeping to the accompaniment of scampering sounds in the attic and would like to stay in this idyllic spot we have Bob and Lizzie's website address.

Roger and Beryl were the owners of the ancient caravan. At the end of an extremely hot day we were heading for Tassy-sur-Vire south of St. Lo when Roger passed us in his battered Volvo on his way to walk their dogs. On his return he spotted us again and stopped to offer us a tent pitch in his garden and as he warmed to us it became their spare bedroom. Following his directions we soon found his house surrounded by fields of sweetcorn. Beryl had reminded him that the contents of their old home in Hindhead were stored in the spare bedroom so we were installed in possibly the shabbiest caravan I have ever been in. However they fed us admirably and allowed us the use of their bath. Now retired Roger entertained us with stories about his job as a childrens' TV producer in England and Canada. In the seventies he gave two fourteen year old girls a starring role in a new programme. Their names were Pauline Quirke and Linda Robson. He also claimed to have produced a programme in Canada on which the Simpsons were based. Like most of the people we met he tried to redirect our route for the next day. We listened politely but followed our own route anyway.

If you have read Josie Dew's amusing accounts of her cycling exploits you will know about the excessive amounts

of food she consumes. I have always wondered how she managed it but I soon found out that cycling daily makes you ravenously hungry and my diary was soon full of details about meals consumed. Luckily, Phil has an unerring eye for those superb little restaurants often found in large villages which offer excellent food and wine thrown in for a very reasonable price—usually 10 Euros. How he does it I don't know. He will stop and listen intently, peer round a corner and spot some workmen's vans. The next thing I know I am seated at a table bedecked with plastic flowers surrounded by the hum of happy eaters who cast us surreptitious sidelong glances and Phil is piling up his plate at the buffet. In the evening we made up for the unhealthy lunch by eating salad and fresh fruit. Upon our return from France I was astounded to find that I'd lost six pounds despite all the eating. Phil failed to lose weight much to his disappointment.

Cycle camping really brings you into close contact with wildlife but our combined ignorance of natural history means that if we had seen an extremely rare bird, insect or plant we would be unable to identify it. I will never forget the handwritten notice on the ladies loo-block door St. Pierre-de-Maille which contained one Turkish toilet as well as three normal loos. In five languages it said, "Please shut the door so that hedgehogs don't drown in the toilet." I had to peep in but no hedgehog was in evidence, thankfully. The same site had posters about poisonous snakes which reminded me to be more careful when answering calls of nature. One bird we could identify was the starling. At our Le Dorat campsite north of Limoges everyone was transfixed one evening by the aerobatic displays of hundreds of starlings swooping and twisting in the air before finally landing in the garden of a house near the campsite. They sounded as if they were having a good gossip about the day's events as they settled on the branches. At every

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OUR RIDE CAPTAIN REPORTS

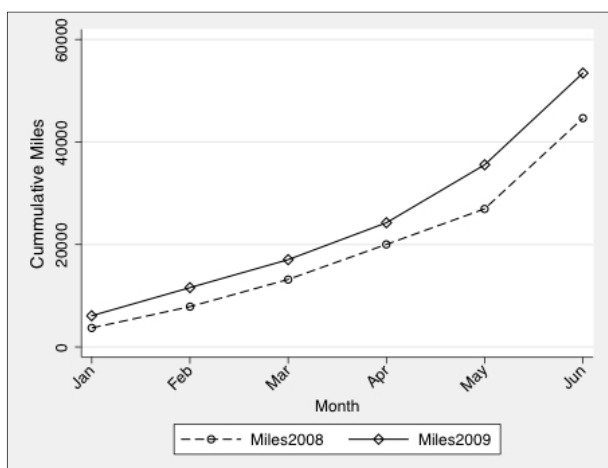
LEON UNGIER & ALAN ACOCK

The big news for riders is that the Stimulus Package is providing \$3.2 million for a new ferry and ramps. Nearly all of us count rides that cross the ferry as among of our favorites. Most of us had accepted the end of the ferry as inevitable because there was no money to replace it. What a wonderful surprise!

This year the 4th of July Mary's Peak ride was unsupported. But, there was a bright side! Given the long history of cold and wet conditions, this 4th we had warm and sunny. One year when we provided support at the top the most popular treat was a garbage bag to wear going down—to prevent freezing.

The first half of 2009 has been outstanding. The chart below shows that by the end of June our official club rides have totaled 59,507 miles. Last year was a great year with just under 45,000 miles by the end of June, but we are on a record pace so far this year. Keeping track of the mileage is a chore, but this information is extremely helpful when Walt Prichard and others advocate for us. We may go over 120,000 miles this year on club rides and local decision makers take note of that. We all see many riders on the roads who are not club members and most club members ride many miles beyond what they do on official club rides. It is a bit reckless to estimate what the total of all these miles must be, but it is surely extraordinary for Linn and Benton County. I doubt many other counties our size come even close to this. This is being written in mid July and we already have 5,618 miles to add for the first 2 weeks of July.

Cumulative miles for 2008 and 2009 through June



Just as impressive as the miles we've ridden this year is the number of us doing it. So far we have 219 people join our rides. Some of them rode with the club only a few times and are not yet members. It is important to encourage these newcomers to join the club. Given local discounts available to club members, the membership cost rates as a best buy. With the newsletter keeping us posted, our organized bicycle advocacy, our support of safe cycling programs for young riders, the informative club meetings, and hundreds of club rides each year all riders should join our club. A lot of organizations may be bragging about their membership number, but our members really keep the rubber to the road.

Both Saturday rides are having huge turnouts this summer. The total mileage of these two rides is pretty close with the early ride being a bit smaller, but going a bit further, and the late ride having more riders. Wednesday morning rides are impossible for many members because of work obligations, but the turnout is still strong with 23 riders on the most recent trip. JoEllen Jarvi has spent a lot of time developing new routes for Wednesday rides. The most recent ride crossed on the ferry, rode to Jefferson, then on to Albany to see the mobile Vietnam Commemorative Wall. The only ride that has not had a large turnout is the Tuesday/Thursday evening ride lead by Lyle Dalton. Lyle is anxious to have more participants. This is our only early evening club ride. The timing might be right for people who are working and for those who are busy with kids on Saturdays. Contact Lyle.

Do you care that your club miles are tracked accurately? Jerry Rooney, Joellen Jarvi, and Lyle Dalton send the captains emails listing names and mileage. They go to considerable lengths getting accurate reports from riders by writing emails and making phone calls to check with riders. These are easy to enter in our database. The early Saturday ride has a sign-up sheet. Each rider is to sign their name AND PRINT their name. Last year Larry Thurber did an amazing job of mating our scribbling to his list of over 300 names. We tried to maintain this accuracy this year, but enough is enough. Think about it. We see the first name might be "Jerry," so we do a search for all Jerry's in our list of 300+ names and then we see if any letter in the last name can be matched with the last name the person "printed." So far, about 10% of

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Join the MVBC

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. To join the club, go to the website at <www.mvbc.com> and click on the Join link at the top of the page. Or you may contact the membership secretary (Shirley Schoberg, 979-1129) to obtain a sign-up form.

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the early Saturday miles are going to "rider unknown." It is probably the case that most riders appreciate documenting club miles for a variety of purposes, but simply don't care how many miles they ride with the club. They have a cyclocomputer to track their total miles and whether the miles were with the club or on their own is not very important to them. Some retro riders may think it is indecent to track their personal mileage or even to own a cyclocomputer. Still, many members like to have their miles tracked and it is important that this be done accurately. The only way this will happen for early Saturday riders is if they print their names carefully. From now on, if it is not easy to read, it will immediately move to the "unknown rider."

Willamette Wine and Wheels

August 16th 2009

Enjoy a leisure filled bicycle ride through some of Benton Counties' most beautiful back roads while exploring our bountiful wine country. Join us on the 3rd Annual **Willamette Wine and Wheels** bicycle tour. This year's twenty-nine mile route begins at Belle Vallee's Wine Cellars, visits Spindrift Cellars and Tyee Wine Cellars, and ends with a delicious outdoor meal and music at Belle Vallee's new tasting room on the riverfront. The \$25 cost includes wine tasting, support vehicle service, transportation for purchases, lunch and entertainment. The event will begin at 8:30 am and run until 2 pm. Proceeds benefit **iSalud!**, which provides mobile dental and medical care for winery workers. For more information, visit www.visitcorvallis.com or call 541-757-1544

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campsite except the coastal ones we were treated to the soothing to-whit-to-whoop calls of Tawny owls from late dusk till dawn. According to David Attenborough, the female is responsible for the first section "to-whit" and the male, often sitting quite far away, will call "oo-oo". Not so pleasant were the blood

-curling screams of animals which punctuated the night.

The weather was very kind to us for most of the trip and we only cycled in wet weather gear on two days and then only for a short time. However, the weather had some nasty surprises in store for us at the Mediterranean. We emerged from the Montagnes Noir on the 28th of September to smell warm air perfumed with flowers and herbs and the grapes on their way to the Minervois Co-operatives. A heat haze shimmered on the horizon in the direction of Narbonne. Jubilant with pleasure we lunched in the ancient central square of the town, luxuriating in 24 degrees of heat. After setting up camp at Les Mimosas we finally got to dip the wheels of our bikes in the Med at Gruissan Plage, having cycled 800 miles. The sea was disappointingly chilly and rough as the Tramontane wind had blown up since our arrival three days earlier. Plans had been made to relax and explore the area for a few days but by the 3rd of October the temperature had dropped to 11 degrees and a fierce storm with lashing rain blew in overnight. It was time to return home which we did in a hired Renault Kangoo in which we managed to pack two bikes, trailer, camping equipment, six panniers and eventually twenty-one bottles of wine! Back in Portsmouth I surprised myself by whizzing up Portsdown Hill leaving Phil struggling way behind me, but that may have been something to do with the wine in his trailer.



Cycle Oregon Weekend Ride Lunch Stop

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

Address Service Requested

Meetings & Announcements

Future Events

July 25-August 2 - MVBC Loop Tour II
August 2 - Blackberry bRamble, Eugene
August 9 - MVBC Covered Bridge Bicycle Ride
August 16 - Willamette Wine and Wheels, Corvallis
August 16 - Yaquina Lighthouse Century, Newport
August 28-30 - MVBC Crater Lake Rim Ride
Sept 12-19 - Cycle Oregon, www.cyleoregon.com/
Sept 27 - Peach of a Century, Salem Bicycle Club

General Meeting

Monday August 17, 7 pm
Osborn Aquatic Center
It will feature a report on the Corvallis To Sea Trail.

"Cars are all right on occasion, but they are not moments of grace, as bicycles are."

Coleman McCarthy, Journalist/Bicyclist

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the September MVBC Spokesman no later than August 31.

Please send this material to the editor in Word format:

Lloydvswanson@comcast.net