

MID-VALLEY BICYCLE CLUB SPOKESMAN

October 2009

Up Front

by Matt Mathews, President

This article is a follow-up to the one last month about recumbent bicycles. This month I want to talk about the experience of riding a recumbent. I asked the recumbent riders in the club to answer several questions about the ‘bents they have ridden, the kinds of riding they do, what it is like to ride one, what they like or don’t like and any memorable experience they have had on their recumbents.

The brands and styles of recumbents ridden by members of the club cover the map. The brands include Rans, Tour Easy, Gold Rush, Actionbent, Challenge Fujin, Big-Ha, Cycle Genius, Bike-E, P-38, Grover, Burley, Bike Saturday, Bacchetta, home built recumbents and WizWheels Zoomer Elite, a tricycle.



Long- (left) and short-wheelbase (right) recumbents

The styles include long-, short-, and medium-wheelbase, over- and under-seat steering, low and high racers, comfort bikes, and commuters. If any of you want to know more about these individual brands or styles, let me know, and I will pass your inquiry on to their owners. I must warn you though—every person who has borrowed a recumbent from Susan or me to try out has bought one!

The book I have been reading, *The Recumbent Bicycle*, lists the following advantages of riding a recumbent:

- Comfortable position (no pressure points for seat, hands, neck, or back).
- Eye-level eye contact with drivers
- Low height in case of falls
- Faster on flats and downhill

- Legs as impact crumple zone rather than head
- Ability to keep pace with traffic, boosting safety and convenience
- Open, relaxed posture for chest and belly
- Unusual appearance increases visibility, safety, and security
- Natural “heads-up” position improves both close-range and far-ahead field of view
- Less effort and extended range
- Models with fairings offer protection from cold, sun, rain, and road dirt; fairings keep bike clean
- Wide range of clothing options (no special gloves, shorts, or jersey needed)
- Better braking due to low center of gravity
- Better crash safety with low, feet-forward position; with fairings, better over-all crash protection

I received responses from over ten club members who described their experiences with recumbents. They do every type of riding, including commuting, both local and cross-country touring, errands, train and air travel, and day rides.

Here are some of the responses I received from club members to my question about what it is like to ride a recumbent. Some have been edited for clarity or length.

- Jim Gau: “Comfortable. Looking with my head in the normal position, it is easy to take in the coun-

tryside. I had to adjust to starting and stopping. It is heavier than my upright, but my efficiency is (better), and therefore my speed is about the same.”

- Dave Miller: “Fun fun. My lowracer is like floating on a cloud.”
- Rita Mallon: “Fun, fun, fun. Kicked back and relaxed, glidey...smooth, comfy.”

Also in this issue

- Bike Touring in Provence
- CBBT Recap
- Farewell to a Friend
- Cycling Myths
- Advocacy

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- Charles Kuttner: “Addictive. I have a ‘wedgie’ too, but always feel as though I’m going to fall forward. Shoulders and neck feel good at the end of a long ride.”
- Walt Prichard: “It is like riding a lounge chair. You look forward all the time. The balance is a little precarious at slow speeds but after about 5 mph, it is very stable to over 50 mph.”
- Ann Asbell: “Fast downhill; a struggle uphill; have to get over having upright riders looking down on you – literally and figuratively.”
- Parker Swanson: “I find my little ‘bents most enjoyable for two quite different rides: (1) Long rides where the seat on an upright can get to be a bit ‘noticeable’, and (2) just ‘plotzing’ around. A lawn-chair with pedals.”
- Susan Christie: “It uses your muscles a little differently and you have to ride it for a while to build up your strength and efficiency. It takes some people a little while to adjust to the lower balance point. The Gold Rush feels safe and stable on fast downhills. I let it go faster than I do a diamond frame road bike.”
- Bruce Martin: “It is a ‘magic carpet’ ride. It offers speed and comfort with little effort due to improved aerodynamics.”
- Tricia Martin: “My (Bacchetta Giro) handles very responsively but not twitchy, very maneuverable too. Very comfortable ride; nothing hurts after a long ride.”
- Dave Wallace: My (tricycle) is fast, and extremely comfortable to ride, rather like attaching pedals to your Lay-Z-Boy, is stable downhill at speed, and tracks in a straight line even with hands off the grips.”

In next month’s article, you will learn what riders like and dislike about riding their recumbents.

I also want to make an early pitch to any of you who would like to help make this club continue to run smoothly while serving the cycling needs of its members and the community. We have a good thing going here, but the board needs a constant flow of new people to keep the club viable and energized. We know we will need a new Vice President, a Secretary, a Member-at-Large, and Bike Advocate next year. We are all volunteers here, so if any of you would consider serving, call or e-mail me for details on job duties. We need you. Please think about it.



Farewell to John Aeby

John Morris

While many in MVBC may be unfamiliar with John Aeby’s name, if you’ve ridden the club’s Covered Bridge Bicycle Tour (CBBT) since 2003, you’ve seen his work. John, an avid cyclist, died in his sleep during this year’s Cycle Oregon, September 17th.

In 2002 after riding the CBBT, John found me at the Timber Linn Park pavilion (we started and ended there at the time.) He thought the map could be better and offered to send a sample. That offer continued and evolved for the following 7 years, including this past event in August.

John was not unfamiliar to service. He worked for 30 years at Holt International, an adoption agency headquartered in Eugene. His last project at Holt, which he finished shortly before Cycle Oregon, is a video called “Every Child Deserves a Home.” You can find the video and more information about John at the Holt website, <http://www.holtinternational.org/johnaeb/>. John will be missed.

He is survived by his wife Clarice, three children and four grandchildren; he was 59 years of age. The family requests donations to Holt International Children’s Services, 1195 City View, Eugene, OR 97402.



Advocacy

Walt Prichard

The construction season is winding down after a busy year. There have been a few questions about the work that was done. Why is Fern Road so rough about a 1/2 mile before Llewellyn Rd? This is an area where the road was failing and was in danger of being turned back into gravel. The road bed was very weak. So they decided to use grindings from a highway project to build up the road then an oil mat was put over the top for a riding surface. It is a little rough but will smooth out some next summer but will never be like a new overlay. The main reason is cost! This treatment only cost about 25% of the cost of rebuilding the road bed and putting down a 2 inch overlay. Airport Rd west of Bellfountain Rd is another example of this type of work. In this case we got another foot of road out of the project. Not much but every inch counts.

I probably should explain why Polk County roads are so nice. Several years ago they passed a road levy to overlay most of their paved roads. They were in terrible shape and going fast. This cost all the property owners about \$6 per \$1000 assessed value in added taxes. It was surely a good move by the people but very expensive. This type of road levy was tried in Benton County about 10 years ago and was only supported by about 30% of the people.

On the city news front the downtown business group is trying to eliminate bike parking from the building code. Now they have to provide covered bike parking for all new building projects. They suggested that they pay \$150 into some city fund to provide bike parking sometime in the future. This is a battle that someone else will have to fight. We got the bike parking into the building codes, now someone else will have to keep it or lose it. I personally don't support the downtown businesses. To me they only sell foreign made items with really poor services and block the sidewalks so you can only walk downtown single file in some areas on their special sale days and nights. Let me park my bike in a secure place next to a big box store and get all my shopping done in a few blocks with good bike, pedestrian and public transportation access. Sorry about that but I should be able to get on my soap box once in a while.

If you are interested in the planning process there should be a good exercise before the Planning Commission soon about a fraternity wanting to reduce the parking strip and the number of parking spaces. The presentation by staff and the developer should be interesting. If interested call me (602-3739) and I will get you the time and date of the hearing. Keep the rubber side down.



Max Headwind

Time Management

I don't take the time
to watch the Tour de France

I don't take the time
to read about Cycle Oregon

If I did, I'd just regret the
time I'm not riding

I'd be jealous of the people
straining up the hills of the Alps
or of Oregon

And I don't want to spend my time
with regrets

just with riding
or writing about riding

Col du Tourmalet the Easy Way

David Kamp

Last September my wife and I joined a group of 16 on a tour called "Fall in Provence". It was presented by the Bicycle Adventure Club, a nonprofit touring organization that features domestic and foreign tours, hosted by club volunteers, and thus at a lower cost than most commercial trips. We can highly recommend BAC as a touring resource. Our tour leaders did all the planning, including hiring a van to portage gear. We stayed in typically 3-star hotels, quite comfortable and adequate.

O u r
trip to
France began
a week earlier
than the BAC
ride with a
base camp
tour of
some of the
legendary
climbs in
the Pyrenees
out of



Climbing Mt Ventoux

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MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

Monday, August 24, 2009

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

Reports

Vice-president: Susan asked if the board wanted to pursue having the annual barbecue rescheduled for September. The board agreed to reschedule the barbecue and Bruce volunteered to contact Larry Thurber for advice and help in organizing the evening. Susan shared that Sandy Earl, a representative for Bike Friday, will come and speak at the October general meeting. November will be the annual dinner and December will be the holiday party.

Treasurer: Bruce reports that Covered Bridge Bicycle Tour (CBBT) had the largest profit in its history, a \$12,600 profit after expenses were paid. Loop Tours this year also made profits totaling \$2,400. MVBC savings balance is \$8,890.35 and checking balance is \$20,081.48, showing total assets of \$28,971.83.

Secretary: Becky shared that she will be leaving her post as recording secretary at the end of the year. *If any MVBC member is interested in this board position, please feel free to contact Becky or Matt for more information.*

Advocacy: Walt reports that at a recent planning commission meeting he and others were surprised and disappointed to find out that Willamette Park has recently added a new road to the park that does not have bicycle lanes. Evidently the Public Works Department and City Council were also unaware of this new road not having bicycle lanes. Walt also shared that he will not be the road advocate for the bike club next year and would like some club members to volunteer to take over his position. *If any MVBC member is interested in learning more about what is involved in being a bicycle road advo-*

cate for the club, please contact Walt. We need your help!

Membership: Shirley reports MVBC membership now has 104 single memberships, family memberships: 93 x 2 = 186, and 23 business memberships. Total membership stands at 313. There were 5 new memberships since the last newsletter.

Newsletter: No report.

Mileage report: Alan reports that the club is putting in large numbers of miles and riders this year, although the rider turnout for Tuesday and Thursday evening rides are pretty minimal.

Member at Large: Ray shared that he has been talking with the mayor of Tangent regarding the Tangent Harvest Festival parade. They would like to have some MVBC bicycle riders ride in the parade on Saturday, September 12. Ray will contact Jerry Rooney and see if he would like to organize some of The Rollers ride group to participate in this unique and fun parade.

Charlie shared that he will retire his position as Member at Large at the end of this year. *If any MVBC member is interested in wanting to become a Member at Large and attend the monthly board meetings, please contact Charlie or Matt.*

Ride Captain: No report.

Director at Large: No report.

Old Business

Cycle Oregon Weekend: Matt shared an email from Joe Monteleone, who was the CO volunteer organizer. There were 33 MVBC members who volunteered to run the Sunday lunch stop for Cycle Oregon at Buena Vista Park. MVBC received a \$1,000 donation for its help of this very successful event. Joe recommended the \$1,000 be donated to BTA (\$500 for the Corvallis Bicycle Safety and Education Program and \$500 for the Albany Bicycle Safety and Education Program). The board unanimously approved of this donation.

Covered Bridge Bicycle Tour: Matt shared that Tim Corbett, organ-

izer of CBBT, has been invited to come to the September board meeting to share details of this year's ride. This was the most successful CBBT with a total of 552 riders. Joe Monteleone, co-organizer of CBBT, requested some of the proceeds should go towards upgrading some of the contents of the first aid kits along with adding four more first aid kits to the eight that the club presently has. The board unanimously agreed on the purchase and upgrade of the first aid kits. A donation will also be made to the radio and ham operator club that helped with the ride.

New Business

Annual Dinner: The board agreed that the MVBC Annual Dinner will again be held at Adair Village Clubhouse and catered by Valley Catering. Charlie will contact Valley Catering for a November date. More information will be forthcoming at the next board meeting.

Fall Festival Lights and Locks: Susan shared that she will again organize the booth at this year's Fall Festival to sell blinky lights and locks. She will contact Corvallis Cyclery for the purchase of the lights and locks; they will be sold to the public at their cost plus 10%. She will be needing volunteers to help at the booth for both Saturday and Sunday.

Next Board Meeting: The next board meeting will be Monday, September 28, 2009.

Respectfully submitted by Becky Steinmetz



On the Midge Cramer Multi-Use Bike Path

MVBC EVENT CALENDAR: October/November 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 Osborn Aquatic Center. Late rides re-group 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

SLEEP IN ! - EARLY RIDES START AT 9:00 A.M.!! ROLLERS SWITCH TO 10:00 A.M.

**** NOTE THE OCTOBER 3rd RIDE CHANGE !!**

October 3, Saturday, 9:00 am: Time for some community service - ROAD CLEAN UP!!

- Long Ride: Harrisburg via Bellfountain Rd 60 miles (B440)
- Short Ride: Decker Road via Bellfountain Rd 35 miles (B220)

October 10, Saturday, 9:00 am: Last chance for big miles!

- Long Ride: Harrisburg to Armitage Park back via Harrisburg. 79 miles (A640)
- Medium Ride: Peoria to Brownsville back via Shedd. 53 miles (A350)

October 17, Saturday, 9:00 am: Is it raining yet?

- Long Ride: Waterloo. 61.3 Miles (A520)
- Short Ride: Saddle Butte, 37.4 Miles (A230)

October 19, 7:00 pm, MVBC GENERAL MEETING, Osborn Aquatic Center

- Sandy Earl, from Green Gear in Eugene, will do a presentation/demo on Bike Friday folding bikes

October 24, Saturday, 9:00 am: Rider's choice, how long is long?

- Long Ride: King's Valley. 66.9 Miles (C570)
- Medium Ride: King's Valley. 58 Miles (C400)
- Short Ride: Monmouth. 44.3 Miles (B270)

October 31, Saturday, 9:00 am: Halloween Cemetery Rides!

- Long Ride: Dever/Conser/Scravel Hill via N. Albany, Millersburg, 60 miles (B450)
- Short Ride: Albany via Independence Hwy, return via Riverside Drive 30.2 miles (B100)

November 7, Saturday, 9:00 am: Short trip to B'ville.

- Long Ride: Brownsville via Shedd. 52 miles (B330)
- Short Ride: Head to Shedd. 34 Miles (A210)

November 14, Saturday, 9:00 am: Warm and wet!

- Long Ride: Independence Hwy to Dallas, back via Arlie. 64.5 miles (B560)
- Short Ride: Independence Hwy to Monmouth, back via Hwy 99. 44.3 miles (B270)

November 15, Sunday, MVBC ANNUAL DINNER & MEETING. Don't miss it!

November 21, Saturday, 9:00 am: Unusually cold...

- Long Ride: Shedd to Lebanon back via Tangent. 52 miles (A340)
- Short Ride: Harvest Drive to Shedd back via Tangent. 34 miles (A210)

November 28, Saturday, 8:00 am: Work off that turkey dinner!

- Long Ride: Scio via Crabtree, return via Riverside, 73 miles (A600)
- Optional - Medium Ride: Crabtree/Jefferson via Peoria/Tangent/7 Mile, 61 miles (B490)
- Short Ride: Albany via Peoria Rd/Tangent back via Riverside Drive 35 miles (A160)

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

(541)-752-5952

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the town of Bagnères-de-Bigorre, southwest of Toulouse. We took our S&S tandem, flying to Toulouse and then travelled to Bagnères-de-Bigorre by car. We stayed at Hotel La Residence, half board (breakfast and dinner included), however, while there we discovered Laurent Fignon's (TdF yellow jersey) hotel and conference center just out of town on the road leading up to the Col d'Aspin. Rates at Fignon's hotel are about the same as what we paid, and of course they emphasize cycling in the area, so the "cycling culture" factor is more evident there. There are nu-

merous lesser cols around Bagnères-de-Bigorre and nearby Lourdes. They kept us busy while getting our clocks reset to France time: Col de Loucroup, Col de Peyresourde, Col de this and Col de that. The short Col de Courade was one of the steepest climbs ever done on our tandem. We were tapped. We took on the famous Col d'Aspin, the Col du Tourmalet, and others. We had to wimp out when it came time to ascend Luz Ardiden (I wanted to see the exact spot where Lance hit the floor in Stage 9 of the 2003 Tour), but it wasn't in our legs that day. Hautacam, quite steep, was also saved for another time. After the Tourmalet we were cooked. It's hard to imagine the professionals ascending those 6-10 percent gradients at the amazing paces they maintain, while we labored like dogs for one or at most two cols a day. Sunny in the lowlands, misty and wet at the summits, those ascents left us with fond memories. Fast forward by car to the starting point of our BAC tour in Avignon.

Avignon, in the Rhone valley, a 3-star Michelin city, is the location of the Palais des Papes, a massive Gothic complex of buildings that served as the home of the papacy in the 14th century. There were many other historic sites inside the walled city in Avignon, accessible on foot or by bicycle. We rode a loop tour to Pont du Gard, the large aqueduct (featured in tourist photos of Provence) constructed by the Romans in the 1st century CE to bring water to Nîmes in southern France. It is one of the wonders of the ancient world, and quite spectacular. Retired military officers were sent to Provence, far from Rome and thus not a threat to the central government, and to make Nîmes like Rome they needed fountains and running water for the retirees, thus the massive aqueduct. While strolling back to the hotel after a fine evening dinner, we encountered a tour group from the Davis (CA) Bike Club,

offering an opportunity to connect with old touring friends. What a surprise.

We cycled to St. Remy de Provence, another site of Roman ruins, and a gastronomic awakening for this writer. Struggling with French, I tried to decipher the menu at a highly recommended restaurant in town. "Veau" was on the chalkboard; it would be a good bet. The "rest of the story" on that menu item would be translated as "organ meat". I missed that part. So my veal was calf's liver...Hmmm...Certainly it was the best preparation I've

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ever experienced, but liver is not my top choice. When I related my experience to a fellow traveller, he recounted his first dose of veal kidneys under similar circumstances years earlier. My companions enjoyed fish, and it, too, was excellent. Lesson one: read ALL the words. Lesson two: fish is a safe bet. Vincent van Gogh lived and did much of his work in St Remy, and en route to St Remy we found an interesting side tour of an old quarry site, with van Gogh images projected on the huge walls, accompanied by music; it was a great discovery. St Remy is the



A cold day on top of Mt Ventoux

gateway to the Alpilles, an area of small limestone mountains and lesser hills, popular with local cyclists.

We then cycled to Arles, another 3-star Michelin city, for two nights. This allowed us time to explore the walled city and also to ride a loop to the Camargue, a flat, salt-marsh area stretching to the Mediterranean Sea. The grey Camargue horses are featured in popular photos of this region. We took the opportunity to enjoy lunch on a Saturday afternoon in a proper French seaside setting, enjoying fish soup and other delicacies. It's practically impossible to turn the cranks for an hour or two in the afternoon after such a nice midday dinner, with the sun, and the sea...but we had to make it back to Arles for the night. So we rested briefly, then rode like maniacs to finish before sundown. Next day we proceeded to Aix en Provence, the old regional capi-

tal, another walled city with art everywhere. In Aix we dined at Les Deux Garçons, a restaurant frequented by Paul Cezanne, enjoying an elegant dinner. Cezanne's studio is nearby and open for tours.

Our next major stop was in Gordes, a hillside city in the Luberon region, popularized in the book "A Year in Provence" by Peter Mayle. Gordes can be thought of by the cyclist as "city of hilly terrain". Nearby was the village of Roussillon, where the pigment ochre was mined for artist paint. We took a long loop tour through the spectacular Gorges de Nesque on our layover day, well worth the extra effort. We found a beautifully restored medieval village en route, typical of the discoveries one makes while ambling through the French countryside. Lunch that day was secured by a visit to one of numerous boulangeries/patisseries that are all over France. No golden arches in Provence, but the best olive bread we've ever experienced, accompanied by regional cheeses. Of course one can buy pizza, found world-wide.

Ascend to the high end of the Gorges de Nesque, take one pedal stroke, and coast for miles through rough limestone canyons and reentrants.

From Gordes we rode to Viason la Romaine, ascending more of the never ending supply of lesser cols in southern France. Viason la Romaine, a quaint medieval hillside town, was a two-day stop with a stay in a restored 6th century hostellerie, actually a 3-star hotel with excellent breakfasts and dinners. Very elegant. On our layover day we rode the physically challenging ascent of Mont Ventoux, one of the toughest climbs we've ever done. It's long, steep, and on our summit day, freezing cold at the top. The wind was howling. We snapped a few quick photos, and then donned all our warm clothes and shivered on the descent, ending in Bedoin for a huge plate of pasta and hot tea. We barely had legs for the last

segment back to Viason la Romaine. We returned to Avignon through the beautiful wine region of the Cote du Rhone, experiencing on the last day the high winds of late summer in Provence, the mistral. When the mistral unleashes its fury, the peleton rides in echelon formation to survive the day. We noted that single bikes seek the shelter of tandems in such conditions.

We covered about 1300 km in two wonderful weeks of cycling in Provence, and we'd go back in a heartbeat. The beacon on the summit of Mt Ventoux is visible for miles in all directions, reminding us of what pain can be inflicted by nature. And what beauty. Provence left us with memories to treasure.



CBBT Summary

Tim Corbett, CBBT Organizer

Riders: 552

Gross Income: \$18,300

Expenses: \$9,900

Donations: \$1,300

Net Profit: \$7,100 (Excuse the rounding, Bruce)

- We sold out of last year's jerseys except for two sizes
- T-shirts sold out except for two shirts!
- Weather was perfect
- No major injuries, just lots of bee stings

I've included several comments below. Please understand that whenever I am addressed and given credit, it is a statement to the group. Volunteers were fabulous, reinforced by the feedback below. Where I've included names, I've received permission to reprint.

Our club membership, the volunteer staff, make this event what it is. I hear repeatedly that the volunteers are friendly, knowledgeable and caring.

Comments:

- The ride was excellent and I had a blast. Even despite a yellow jacket sting to the forearm and a flat tire, but hey, things happen. SAG crew

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OUR RIDE CAPTAIN REPORTS

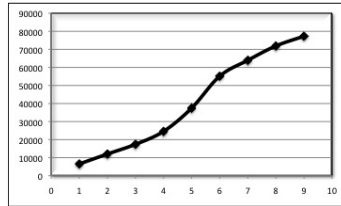
LEON UNGIER & ALAN ACOCK

Starting October 3rd the early ride meets at 9:00 am for a 9:15 start. The days are shorter and the mornings are cooler, so think of this as a good change. This has a fixed route for the long ride and the short ride—although folks often make changes. The official rides are posted in the newsletter and on the web page at www.mvbc.com. Rides are usually shorter till next spring.

Starting October 10th the late ride meets at 10:00 am for a 10:15 start. I don't think the shorter days are an issue but it will usually be warmer at 10:00 so that is a good thing. This is a show and go ride, regardless of weather. We can't recall a time when the weather was so bad that nobody went on this ride.

Except for the Loop Tour we have had pretty nice weather this summer and it is reflected in the mileage. We don't have mileage recorded from the first Loop Tour nor from Crater Lake for club members yet, but we still have lots of miles.

We are on target for another 100,000 plus miles as a club just counting official rides. Here is a graph of the cumulative mileage



from January thru the first three weeks of September.

Some of riders have peak fitness as their goal. They ride often, fast, and great distances--many more miles each week than get recorded as club mileage. On the early Saturday ride a group of them sign up for whatever ride we list as the longest and they extend that by 20 to 50 additional miles. It is not unusual for them to do more than a century ride on Saturday mornings. Unless they note additional mileage on the sign up sheet, they just get credit for the regular ride. This makes it hard to report on individual mileage with the club but this is probably not too important because these riders already know what they have accomplished.

Another group of club members ride for fitness but with a high premium on fun. This group is typified by the Late Saturday ride. The weekly ride reports that Jerry Rooney emails to the group are fun to read whether you were on the ride or not because Jerry has

a way of making readers appreciate how much fun they had. There are a lot of other folks who contribute mightily to having a great experience. Jerry posted the attached picture from a September ride that gives meaning to the idea that a lot of us "ride to eat."



The Wednesday rides are unavailable to most club members who have to be at work at this time. Those of us who can get away from work once in awhile know how enjoyable these rides are. Several years ago these rides started on Camp Adair road, went to Monmouth on the Old Helmick Road, and then returned. There was nothing wrong with that, but Joellen Jarvi must spend a lot of time thinking of alternate rides and this group is able to have a ride for everybody each week. This can vary from some riders just riding to the starting point and back home, about 20 miles, to other riders who ride over 70 miles/week during the summer. Some go to the ferry, some to Independence or Monmouth, Dallas, Pedee, Jefferson, the roller coaster road or Albany. Your Ride Captains like the ride that goes across the ferry and then comes back into Independence with a stop in Monmouth for the best New York bagels in Oregon.

As fall season has just started you might be interested in who has been putting a lot of club mileage on their bikes—remembering that many of these people ride a lot of miles that are in addition to official club miles. Some riders are doing this with just one club ride a week and others are doing it with two club rides a week, but miles are miles so here is the list. Remember this doesn't include the first Loop Tour.

The 2,000 mile club: Lyle Dalton, Mr/Ms. Unreadable, and Dan Youngberg.

The 1,500 miles club: Alan Acock, Vladimir Baicher, Tim Corbett, Terry Dibble, Jim Gau, Joellen Jarvi, Matt Mathews, Jack Pinkerton, Lloyd Swanson, Leon Ungier.

1,000 miles club: Ann Asbell, Susan Christie, Tricia Martin, Doreen Millar, Rann Millar, Walt Prichard, Shirley Schoberg, George Shaw, Becky Steinmetz, Charlie Steinmetz, Grace Swanson.

This is written in late September, before our October 3rd Clean-Up ride that Walt Prichard organizes. Both the early and late Saturday rides are starting at 9:00 am so they can combine for this project.

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 on the left side of the page. Or you may contact the membership secretary (Shirley Schoberg, 979-1129) to obtain a signup form.

(Continued from page 7)

was great in helping assist with the tube change. Also, I was particularly amazed at the quality of the roads out there. A lot better surfaces than what I'm used to.

• Tim,

I had a GREAT century ride! The weather was perfect, the route very well marked, rest stops were well supplied and staffed, attentive SAG units passed several times and the crowd was friendly.

• Tim,

You put on another epic event! Lunch, as usual, was great! (And thanks for the cooler weather in the morning.)

I'd volunteer, but I like riding the event so much!

Cheers, Mark

• Hi, Tim,

Sunday's Covered Bridge Tour was the best cycling event I've participated in. I believe the route is the best of any cycling event in the Willamette Valley. The route was very clearly marked. Lunch was delicious. And the ride support was superb.

Here's a brief story to illustrate just how good the course support was for us riders. I had left the Crabtree rest stop and had just turned onto Highway 226 when my rear tire blew. Not having something with me to repair the inch-long rip in my tire, I called my wife and told her that I would probably be home much later than expected. Instead, about two minutes later, Steve pulled up on his bike, dismounted, asked me what the problem was, and called one of the sag vehicles on the two-way radio he was carrying. Not more than five minutes later, Larry and Terry pulled up, stepped out with a spare tire and a pump and helped me replace my tire. I was back on my bike about 15-20 minutes after my tire blew.

Overall, during the entire event, I felt there was a great, supportive volunteer group making all the right things happen. And I felt proud that my hometown bike club put on such a first-rate event.

In appreciation,

Andrew Ould, Corvallis

• Hello,

I am writing to pass along my thanks to you and everyone involved with the Covered Bridge Century. It was my first time riding your event and I was very impressed. The rest stops (the lunch stop was awesome) and volunteers were great and the root beer floats at the end were appreciated. In particular, I have never done another ride where the SAG vehicles were so abundant and well marked. Kudos also on a great route - wonderful country roads and very little traffic.

Your ride was my wife's first metric century and she definitely appreciated the presence of the SAG vehicles (although she didn't need them) and the great rest stops. We're already looking forward to returning next year.

Thanks,

Jeff and Trish

• Hi Tim,

Sure, feel free to use our comments. As a side note, I spent 3 years as ride director for a big cycling event so I appreciate all the hard work and time it takes to pull something like that off.

Thanks again, Jeff



Modern Bicycling Myths

Myth: Bicyclists break laws. They don't deserve respect.

Car drivers break laws, too, yet are not subject to this frequent rational used to oppress minorities: "You are responsible for the behavior of others of your kind." Every person is responsible for their own behavior. Every driver is responsible for sharing the road safely with other road users.

Myth: Roads are primarily for cars.

The public roads are for transportation; have been for thousands of years. The California DMV agrees: "Farm tractors, animal-drawn vehicles, and riders of horses...are entitled to share the road with you...Motorcyclists have the same rights and responsibilities on public roadways as automobile drivers...Bicycle riders on public streets have the same rights and responsibilities on public roadways as automobile drivers...vehicles must treat bicycle riders the same as drivers...Bicyclists are not out of place on the roadway—they are part of the traffic and share the road."

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

Address Service Requested

Meetings & Announcements

MVBC Annual Dinner November 17

AAA, long a foe of the two-wheeler, launches roadside assistance for bikes

- Bicycle transportation service is provided for the rider whose bicycle is disabled
- Service will be provided to any point of safety within a 25-mile radius of the bicycle breakdown
- Service applies to all bicycles and tandems, including rental bicycles.
- Service is only available within the AAA Oregon/Idaho coverage area, which includes Oregon and the southern 34 counties of Idaho.

Note: this service is only available if you're signed up for Plus, PlusRV or Premier service. Also note that they don't fix your bike or your flats—they give you a ride.

General Meeting

Monday October 19, 7 pm, Osborn Aquatic Center

Sandy Earl, former member of MVBC and past president, and now with Bike Friday, will be here to do a presentation on the Bike Friday travel system. She will bring some to demo. As part of the fun, we will try to gather a group of MVBC Bike Friday owners to escort Sandy out to dinner (5:30 pm) before the meeting.

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the November MVBC Spokesman no later than October 26.

Please send this material to the editor in Word format:

Lloydvswanson@comcast.net