



MID-VALLEY BICYCLE CLUB

Spokesman

March 2003

Year in Preview

Up front

by Betsy Reid, President

I thought I would give members a peek at some of the events that MVBC members can look forward to this year. A variety of events are being held, new as well as old.

Charlie and Becky Steinmetz are organizing a set of tandem rides in preparation for the Northwest Tandem Rally to be held the weekend of July 4th in Eugene. I enjoy riding on my own, but am definitely looking forward to meeting some more local tandem riders. Be sure to find out more about this by attending the next General Meeting on March 17th.

A club work party will be held on March 29th so that MVBC members can do their biennial cleanup of Plymouth road. We use this road a lot and it's great to see all the people stepping forward and helping to keep our community roads clean. Walt Prichard is organizing this effort.

The beginner's rides will move to May this year in order to improve the chances of some sun appearing during the rides. The first beginner's ride will coincide with the Moveable Feast if someone will step forward to organize the Feast. Last month's article solicited no replies. In order to really do this ride right we need to have an event leader on board by the end of March. Our club policy is that if an event leader does not step forward, the event does not occur. Feel free to give any of the board members a call if you have any questions on what is involved in running this event. It's an easy and fun one. The Beginner's Rides, coordinated once again by Richard Burgess, will occur even if the Moveable Feast does not.

Ann Asbell will organize a special ride on April 12th commemorating Midge Cramer. Come find out how this long time member touched the lives of people in MVBC.

The Ashley Molk Memorial Mary's Peak climb will once again occur on July 4th. Eric Ahlvin is issuing a challenge for club members to fix up an old bike and ride it up the peak and then donate the bike to a bicycle needy individual. You don't have to fix up a bike to participate, just riding any bike up Mary's Peak is a challenge!

The 'View of the Lakes' Loop tour(s) will take place the last

week of June and the last week of July. Already the second tour has been filled with 40 people signed up. There is still plenty of room on Loop 1. Although we have lost the services of Stan Smith, who has done the sagging on Loop 1 for a number of years, we have obtained some experienced help. Your president will sag the first loop tour with the help of Will Crawford and Richard Burgess along with George Shaw will sag the second tour.

Tim Corbett has stepped forward to chair The Covered Bridge Bicycle Tour in early August, perhaps one of the more complicated events in this club to run. The CBBT has an excellent reputation through out the Willamette Valley and I'm sure Tim will do an excellent job. He is in the initial stages of finding volunteers to chair some of the various committees it takes to run this event. And he will need a lot of them. Please consider giving Tim a call and volunteering. Mike and Lori Wilson are stepping forward to run The Crater Lake Ride, a club favorite, in late August. This event is held over two days with camping at Diamond Lake. Participants can opt to either ride the rim road only, or make the climb to and from Diamond Lake as well as riding the rim.

For the last couple of years, MVBC has been helping the Timberhill Shopping Center in running a Bicycle Rodeo in September.

As one can see there are a lot of activities in the club that a member can choose to help with. The only events that don't have chairs at this point, are the Moveable Feast and the Bicycle Rodeo. Please feel free to call any of the event chairs mentioned above, or any board member, to volunteer to help. It amazes me, just going over the events and their chairs, what a lot this club really does accomplish and what a lot of talented people we have in the club!

Also in this issue

- Comments on the Segway
- Coast Tour
- Summer Tandem Rides
- Ride Sheet



Mid-Valley Bicycle Club
P.O. Box 1373
Corvallis, OR 97339-1373

www.mvbc.com

President

Betsy Reid
betsy_reid@attbi.com 754 0707

Vice President

Larry Thurber
larry_thurber@attbi.com 967 8199

Treasurer

Richard Burgess
rwbcustom@aol.com 758 5006

Membership

Susan Christie
matnsusn@peak.org 754 1378

Recording Secretary

Becky Steinmetz
hcbs@proaxis.com 745 7612

Ride Captains

Joe Monteleone
jmonteleone@proaxis.com 754 9677
&
Ann Asbell
ann.asbell@oregonstate.edu 757 7080

Designated Ride Leaders

10 am Sat—Jerry Rooney
jeroon@peak.org 752 6588
9:30 am Wed—Walt Prichard
prichard@proaxis.com 752 6231

Directors At Large

Eric Ahlvin
ahlvin@attbi.com 753 1848
&
Rick Riper
gearheadosu@hotmail.com 754 6856
&
Bill Daley
wedaley@attbi.com 745 5422

Advocacy Representative

Walt Prichard
prichard@proaxis.com 752 6231

Newsletter Editor

Lloyd Swanson
Lloydvswanson@attbi.com 753 5878

Webmaster

Mark Newsome
newsome@acm.org 752 5378

Advocacy
Walt Prichard

If you have not heard, the Segway lobbyists are hard at work in Salem trying to get the legislature to give them a lot of special privileges that no other company gets. I did some major research on the web on the subject and was really surprised at the success they are having. The only reason for it is they have had no public input and no independent testing to uphold their claims. Here is a letter I sent to my legislators. It replies to the House Bill 2434 which can be found at <http://www.leg.state.or.us/03reg/measure/hb2400.dir/hb2434.intro.html>

February 6, 2003

SEGWAY

Outline of Concerns Regarding Oregon House Bill 2434

Section 2. This legislation is aimed at a single vehicle manufacturer to promote his device, the Segway, in a field of many similar devices (for example, scooters with two wheels). The Segway has not been fully tested by any public or private organization. You are making laws based only on the company's say so.

Section 3 of proposed bill. The Segway costs between \$3,000 and \$8,000 and will be an attractive object of theft. Without a title, the ownership cannot be tracked, and in case of an accident, responsibility will be hard to prove without a title.

Section 4. The vehicle should be registered, just like scooters and motorcycles and other similar devices. There must be a way to attach financial responsibility to each device.

Section 5. Each device should have proper insurance (financial responsibility). The Segway has approximately 25 times as much energy at 12 mph (San Francisco study) as a person walking. In the event of a collision, the pedestrian will definitely come out with major injuries, particularly to the legs and ankles, as well as injuries from a fall.

Section 6. A driver's license should be

required, just as for a scooter or other motorized vehicle. The operators need proper training in the operation of the device, so they will not be a hazard to themselves as well as to the public.

Section 7. A Segway should have the same rights of right-of-way as any licensed vehicle operated in the public right-of-way.

Section 8. As bike lanes and multi use paths are used for a great variety of pedestrians as well as bicycles, I don't think the Segway would be safe. After all, we don't allow scooters and mopeds and other motorized vehicles in these lanes and multi use paths designated for human-powered transportation.

Section 9. The Segway should have the same lighting equipment required of any vehicle when operated in low light conditions or limited visibility.

Sections 10, 11, 12. The Segway should not be exempt from any statutes that deal with motor scooters or similar motorized vehicles.

Section 11 would allow them to be operated on a sidewalk! This is very wrong.

The Segway goes much too fast to mix with people, including children, walking at 2 to 3 mph. At 12 mph, it goes 15 feet before the brakes begin to take effect and then another 6 feet (San Francisco study) before it stops (not proven). When the driver sees an emergency, it takes 20 feet to react and stop. This will certainly cause crashes into pedestrians and/or other vehicles.

The Segway is 21 inches wide, so it takes up at least half of the sidewalk, leaving inadequate space for wheelchairs, strollers, and other users of the sidewalk. The Segway will discourage people from walking to do errands and other normal activities if it forces them into the street.

People with disabilities and the elderly and very young will be at great risk of injury from Segways traveling at such high speeds on the sidewalk. Segway says the device is governed at 12 mph, but other sources say it can go 20 mph.

(Continued on page 3)

(Continued from page 2)

We can't enforce speed limits on the highways, so we certainly won't be able to do so on the sidewalks. Where will pedestrians be safe?

Section 13. Segway operators should be subject to the same fines as operators of scooters and other motorized vehicles for violations of traffic rules and regulations.

Section 14 deals with headgear. The Segway traveling at 12 mph poses the same risks to operators as motorcycles and scooters. Motorcycle and scooter operators are required to use helmets, and all bicyclists are encouraged to do so. The same safety practices should apply to Segway operators.

Section 15 deals with brakes. The Segway should have the same standards as scooters and bicycles, in that they should be able to stop and slide their wheels on dry concrete surfaces. Segway claims the vehicle can produce 1 g of stopping force, but this has never been verified by public tests. The American Association of People with Disabilities notes in an article (August 2002) that the Segway is governed with a key that can be easily overridden to allow it to go 20 mph. At that speed, it must be able to stop and avoid collisions with the young and old, and with people with disabilities.

Section 17 deals with brakes and lights. The Segway should be required to have all the same safety equipment that is required of any equipment operated in the public right-of-way.

These new devices, Segway, are very interesting and should be allowed in Oregon. At this point in time they are probably more like toys for the rich. After they are used for some time regulations will become clearer. At this point in time I think they should yield to all pedestrians and people powered devices. They should also yield to handicapped devices such as wheel chairs. After we have a few hundred in operation it may be apparent that we need more legislation. Thank you for listening. Walter Prichard, Prichard@proaxis.com

A Short Bike Tour Near Us All *Charlie Steinmetz*

With three MVBC Loop Tours under our tires, Becky and I felt we were ready for our own loaded bike tour. We had the desire, skills and equipment; now we needed to plan a short tour. We wanted about a five-day tour that would start and finish from our house. Networking within the bike club helped us come up with some ideas. The basic route we came up with was Corvallis to Logsdan, Newport, Florence, Triangle Lake and finally back home to Corvallis. This was a total of 265 miles in five days.

This tour gave me a chance to try riding with a Burley trailer (thanks to Joe Monteleone) instead of panniers, which I have used in the past on the Loop Tours. I got out several county road and bike maps and used Microsoft's Streets to put together route sheets for us to use. The time came in

MAX HEADWIND

Full load of panniers on my bike
a country road with so much traffic
I'm not sure if I have a light with me
sunset is approaching, the sun is dipping down
and it's getting dark from the rain clouds that are building up
my legs are tired, a good tired

I know the campsite is just up ahead
I hope they'll still let me in
not too much farther to go to get there
I need to set up my tent in time
need to boil up some water and fix dinner
open up my sleeping bag
brush my teeth, go to sleep

I am at my keyboard
fingers tapping at the fingers
like feet on pedals
pushing for time
deadline is past
I hope Lloyd will still let me in

late August, we were ready to go with the trailers loaded and bikes all checked out.

Day 1: Leaving home, the sky was clear and the temperature reached a comfortable 82 degrees by afternoon. We took Hwy 20 to Blodgett and turned right on Summit Hwy. Summit Hwy is a beautiful road through the coast range, but with some logging trucks. (It was a Friday and logging traffic is to be expected.) After about 7 miles on Summit Hwy we turned onto Logsdan Road, which started off nice and windy, but turned to gravel for about two miles. The gravel would not have been bad, but there was some climbing and we confronted a few big trucks. Back on pavement, the rest of the ride was very picturesque, quiet and pretty level riding. We stopped at the Logsdan Store before turning onto the road to Moonshine Park. We bought a couple of beers and some munchies to have with our dinner and off we went to the campground. We arrived at the campground around 2:00 p.m. It is a beautiful campground, with approximately 25 campsites. We were able to find a campsite near the river, which was great for swimming, with large swimming holes and little current. Flush toilets are available in the restrooms along with potable water but no showers. After a bite to eat and a swim, we lounged around the rest of the afternoon. All in all, a very nice 52 mile riding day.

Day 2 Today we were headed to Newport. Our route took

(Continued on page 4)

(Continued from page 3)

us on the Siletz Hwy, which was a bit heavy with traffic, but all drivers were courteous and there was a good shoulder. Approximately 20 miles into the trip we turned onto Yaquina Bay Road, which meandered along the bay and was quite scenic. We stopped a few times to soak in all the sights along the bay toward Newport, this included seeing the little tug boat, "Beaver", in one of the boatyards to the oyster farm. When we got to Newport we rode down to the Bay Front. We had called ahead to be ferried across the bay instead of using the bridge. (Thanks to Walt Prichard's contacts). At Sea Gull Charters, we met Craig, alias "Crabby", who is the owner of the ferry charter/crab boat business. (Sea Gull Charters is located right next to "The Undersea World" and next to the sea lion docks.) Here we loaded our bikes and trailers onto his pontoon ferry boat. Since we were his only customers and he was flexible on the time, we went for an early dinner of yummy fish and chips. After about 1½ hour we headed back to the boat and for \$6/person we were off for a nice cruise to the marina across the bay. He and other locals stated that a bicyclist was killed pedaling across the bridge last year...a motor home was pulling a car and well, who knows what happened. The ferry dropped us off at the marina dock and it was an easy ride past the aquarium and to Hwy 101. We headed south less than 2 miles to South Beach State Park. The sign on the road said "Campground Full", but being cyclists (Cyclists are never turned away at the hiker/biker campsites), we got special service and were allowed ahead of a long line of cars and motor homes waiting. The hiker/biker camp area has approximately 5 campsites that are well spread out, which we shared with one other pair of cyclists. The cost is \$4.26 a bike...the 26 cents is the Newport local tax for emergency support. We set up camp, cleaned up and took a hike out to the beach (turned back due to very heavy fog). It was an easy 37-

Day 3: Today we stayed on Hwy 101 the whole way from South Beach State Park to Honeyman State Park. Our day started with heavy fog, which stayed with us off and on throughout the day. When the fog cleared, only a few times, we could see our beautiful Oregon coast with all its majestic terrain. But unfortunately these were short peeks of its beauty. We crossed two bridges and went through one tunnel. The tunnel just past Cape Perpetua had a switch for cyclists to activate the flashing warning lights of bikes in the tunnel. We were lucky to have NO traffic while we rode through it. We stopped in the "old town" of Florence for an early dinner at a nice seafood restaurant. It was really nice to have fresh seafood and pasta for dinner, and best of all we did not have to cook or clean dishes when we reached camp.

We headed for Honeyman State Park, about 5 miles south of Florence, for the third night of camping. The bridge leaving town was a bit scary due to being narrow and the amount of traffic on it. We were able to ride/walk on the pedestrian walkway, but it still was very tense. Honeyman is a HUGH campground, but had a nice secluded hiker/biker camp area. It was off a dirt trail that is located quite a distance from the restrooms/showers, but is quiet and much more comfortable than the "sardine" campsites in the rest of the park.

This night the hiker/biker camp area was filled with 9 cyclists. Charlie stayed up and socialized with everyone, while Becky hit the tent early. The other cyclists were a very interesting group. There was the couple from Munich, Germany (We shared the previous night's hiker/biker camp area with them); a young woman traveling by herself, who pretty much kept to herself and stayed in her tent; there was Don, a 60+-year-old man, from San Diego. He had started in Vancouver, BC and was headed for Klamath Falls (he had been on the road 3 weeks). Don had been traveling with Adam, a young man in his mid-20's, who was a

had started in Vancouver, BC and was riding all the way to Mexico. George, a 50+-year old man from Redding, CA, impressed everyone because he only carried 20 pounds of gear. He arrived in camp with a six-pack of beer and two 20-ounce bottles of Rogue Ale. Best of all, he was very generous and shared this bounty with the rest of us. He was interesting, in that he had made his tent out of garbage bags and duct tape. George started his ride in Astoria and was also riding down to the Mexican border. The last of the cyclists in the group was "Game Boy" (We never caught his name either). He was in his mid-20s and definitely was a bit different. He spent most of the time playing with his Game Boy. He had been at Honeyman for a week and was on his way to Newport and then maybe hitchhiking back to the Midwest.

It was a long 51-mile day with much traffic, peeks of the beautiful coastal scenery, and ended with great socialization with other cyclists.

Day 4: Today we headed inland to get dry and see some sun. The main route back to the Willamette valley from Florence would have been on Hwy 126. However, we selected an alternate route to Triangle Lake that took us on the back roads and ended up being a real adventure in itself.

We left Honeyman at 8:30 a.m. and headed east on Canary Rd. Canary Road is a beautiful and quiet scenic road that went by Woahink Lake as we start climbing the coast range. The route now started getting interesting as we turned onto forestry roads. This was also quite scenic and after a few miles turned into gravel. However, further down the gravel road it got pretty rough going. We were beginning to question our direction until the road forked and to our left we saw a sign "Mapleton 18 miles" (We were headed to cross Hwy 126 at Mapleton). We followed the sign and ended up going on about 10 miles of gravel road, some of which was a single-track. We were very thankful for the beefy tires

(Continued on page 6)

MVBC EVENT CALENDAR: March-April 2003

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: Ann Asbell 757-7080 & Joe Monteleone 754-9677. 10 am Ride Leader: Jerry Rooney 752-6588

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

March 1, Saturday, 9 am: Clouds, Fog & Showers

- Long Ride: Shedd to Lebanon back via Tangent. 59 miles (A-420)D
- Short Ride: Shedd to Saddle Butte back via 7-Mile/Tangent. 37 miles (A-230)D

March 8, Saturday, 9 am: Cold Winds, Clouds, Heavy Showers

- Long Ride: Bellfountain Road to Bellfountain back via Irish Bend. 53 miles (B-360)C
- Short Ride: Bellfountain Road to Decker Road back via Philomath. 35 miles (B-220)C

March 15, Saturday, 9 am: Residual showers, then clearing

- Long Ride: Independence Hwy to Dever/Conser back via Albany/RS Dr. 60 miles (B-450)A
- Short Ride: Independence Hwy to Palestine back via Albany/RS Dr. 30 miles (B-100)A

March 17, Monday, 7pm: General Meeting, Spring & Summer Tandem Rides Topics

- Becky's Rides, NWTR - Burton's Resturant - 6pm for dinner, 7pm for meeting

March 22, Saturday, 9 am: Clouds increase, showers develop

- Long Ride: Independence Hwy to Dallas back via Airlie-Hwy 99 65 miles (B-560)A
- Short Ride: Independence Hwy to Helmick Park back via Hwy 99 34 miles (B200)A

March 24, Monday, 7pm: Board Meeting, Burgess Residence, (3160 NW Arrowood Circle)

March 29, Saturday, 9 am: Road maintenance day, litter cleanup on Plymouth Rd. Showery

- Long Ride: Bellfountain Road to Harrisburg back via Peoria Rd 61 miles (B-480)C
- Short Ride: Bellfountain Road to Decker Road back via Philomath. 35 miles (B-220)C

April 5, Saturday, 9 am: See April Newsletter for update on Weather for April!

- Long Ride: Peoria Rd to Shedd to Waterloo back via Peoria Rd. 61.3 miles (A-520)D
- Short Ride: Peoria Rd to Shedd to Saddle Butte back via Peoria Rd 37 miles (A-230)D

April 12, Saturday, 9 am: Midge Cramer Tribute Ride & Kiwanis Pancake Breakfast

- If you can make it, meet for Breakfast at Cheldelin Middle School opens 7:00AM
- Arrive early for pancakes at 987 NE Conifer Blvd ~1.5 miles East of Hwy 99W
- Long Ride: Philomath to Alsea Falls back via Bellfountain Road 69 miles (C-590)B
- Short Ride: Philomath to Decker Road back via Bellfountain Road. 33 miles (B170)B

Rides subject to change due to special events - check web for updates!!! Weather from Farmer's Almanac Online

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 Mornmouth 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.

(Continued from page 4)

we had and the trailers handled these conditions with no problems. When we came to the end of the gravel road and hit pavement there was no sign telling us whether to go left or right. We guessed left and found out a couple of miles down the road that it just did not look like the correct direction. We turned around and passed the gravel road and kept going. Approximately 1.5 miles past the gravel road we stopped on the side of the road for a snack. Within a few minutes an old fellow drove by us and reconfirmed that we were going in the right direction. This was the ONLY vehicle we had seen all morning and did not see another for quite some distance.

Since we did a tremendous amount of climbing in the first 15 miles, we had a great downhill for several miles. Once we got onto Sweet Creek Road, which was to lead us to Mapleton, it was flat and very pretty riding. By the time we

had reached Mapleton, it was noon and we had only gone 20 miles; we still had another 40 miles to go! However, we stopped at Frank's Café in Mapleton and had large burgers and fries (We always have a big appetite when bike touring). At this point we got onto Hwy 36 and headed toward Triangle Lake. Hwy 36 is a pretty quiet road which travels along the Siuslaw River and then later along Lake Creek. We stopped a couple times to view the river up close and see its many twists and turns.

We finally got to Triangle Lake around 5:00 p.m. and were both pretty tired. We found the campground (It is a private campground and the only one around), which is on the right side of the road, just before the lake but next to a little stream. The campground had both flush and porta-potty's for restrooms, but no showers. Unfortunately, the water out of the pump was sulfur tasting. We washed ourselves in the stream (warm!) and were able to finally dry out all the camp gear that was definitely very wet from the heavy coast fog. It was a real interesting 59 miles that took us deep into the woods and finally back onto regular roads.

Day 5: We awoke early (5:00 am) to the sound of logging trucks passing the campground (it was Monday). Other than that, we had a very quiet and restful night. Departure time from Triangle Lake was at 8:00 am. The skies were clearing and looking to be a typical warm summer valley day.

Continuing on Hwy 36 toward Cheshire, we rode through several small dying logging towns and were surprised to

(Continued on page 9)

(Continued from page 6)

see a little high tech company in the town of Blachly; the post office was as big as a single car garage. We stopped in Cheshire at a small grocery store to get some orange juice and to refill our water bottles (needed to dump the sulfur water). Then onto Territorial Hwy, toward Harrisburg where we stopped at the gazebo next to the Willamette River for lunch. The sun was really up by now and the temperatures were climbing by this time. It was a nice place for a lunch break.

Back on the road after lunch, this time onto Peoria Road, which of course had its usual headwind to greet us all the way home...groans! Even though the ride was flat for the next 30 miles, we both agreed that the downside was not getting out of our saddles enough like the varied terrain in previous days forced us to. We definitely felt our bottoms this day. We stopped at the Peoria boat landing for respite and then continued on into Corvallis. Last stop was Dairy Queen in downtown Corvallis for a well-deserved treat, a Blizzard, before the final 7 miles home. A long 66-mile day, but ending back home and to our own comfortable bed.

Conclusion: This was our first loaded tour that we had planned ourselves and it was a great trip. We enjoyed the scenery, the people we met and even the little experience of getting lost on the forestry roads. We learned we needed to add another item to our gear list, a compass! I became convinced on using a trailer instead of panniers and am now a happy owner of my very own. The contrast between the coast and the mountain range on this route gave us such great variety in terrain and weather for a tour to remember. We are all so lucky to have beautiful bike touring so close to home.



Keep On Tandeming! Tandem Ride News Becky Steinmetz

With the spring weather upon us.....*I refuse to believe that it is still winter...*I hope you are getting the itch to get on your tandem or are at least dreaming of getting on it. Regardless of which category you are in, get your calendar out and let's pencil in "*Gone Tandeming!*" on a few days for the upcoming months.

However, before I give you the ride dates and some ride information, please be sure to come to the Monday March 17th club meeting. Not only will Charlie and I go over ride information and details, but two of the coordinators for the Northwest Tandem Rally (NWTR) will be there to share information with us on what to expect at this year's three-day event that is being held in Eugene.

The tandem rally this year will be July 4-6. With the event being so close to home, Charlie and I invite you to think of extending the long weekend another day and join us on Thursday, July 3 when we will pedal our tandem down to the event and spend three nights at the Eugene Hilton where the banquet and festivities will be held. The organizers of the tandem rally have reserved 100 rooms for tandem enthusiasts that are interested in overnighting there...price is \$68/night for two which I have found is a very good price! Anyway, if you are tempted to join us, don't procrastinate in making reservations because the hotel price is good only until June 1 or as long as there are rooms available. For more information and pre-registration for the rally, check out the website, www.nwtr.org.

Now let's talk about the tandem rides and dates. All the scheduled rides will be on Sundays so as to not interfere with Saturday rides or other activities. Most of the rides

will begin outside of Corvallis so you will need to plan on driving to the start of the rides. *Sorry, but there are other beautiful roads to ride outside of Benton County!* As with all MVBC events, helmets will be required and there will be a sign-up sheet and waiver to sign at the beginning of each ride. There will be **NO** sag support, but there will be other kindred tandems to offer moral support...*and advice!* In other words, come prepared for taking care of repairs to your tandem. A few other packing items to bring with you include snacks/food, water and a first aid kit. Charlie and I will supply route sheets and ride information. Some of the rides will have restaurant(s) on the route, others will rely on you bringing food for a picnic; we will warn you ahead of time of services available.

These rides are meant to spend the day enjoying the scenery with your ride buddy and to stop along the way for photo opportunities. We will also have regrouping spots on the route to take a breather. Please plan on taking the **WHOLE** day so you can enjoy these unique rides; these are not pace line rides! These rides are meant to leave no one behind and for you to meet and exchange stories with other tandem souls. It would be a good idea to get out on your bike ahead of time to be sure your tandem is in good working order and that you are aware of your riding distance capabilities. The rides will range from 30-50 miles and will be quite varied in terrain...flat, rolling hills, climbs, and of course some incredible downhills, which means to definitely check out the condition of your brake pads and rims ahead of time!

The first tandem ride is sched-

OUR RIDE CAPTAIN REPORTS

This month's report of mileage will be misleading as there are only three Saturdays included in the mileage. In spite of that, our total mileage for the year is still above last year's, 8589 v. 8470. Only one Wednesday ride report is in as of this writing. Seven 9:00 riders and two 10:00 riders did not miss a ride in February accumulating 128 and 79 miles respectively: Shung Chieh, John Henry, John Morley, Henry McCarthy, Glenn Peltier, Elise Ross, Jerry Rooney (our 10:00 ride leader), and Milt Cardwell.

If you have been reading this report each month you know that Henry McCarthy has not missed a Saturday ride since October 26. The string is now 18 rides. Shung Chieh now has 10 rides without missing. Milt Cardwell's string of 11 rides was broken in January. There was only one new rider this month, Jim K.

The list below includes people who rode several miles with the Club last year but do not belong to MVBC. If you know any of these people, please encourage them to join. Although we do not require membership to ride with the club, we should all encourage riders to join and support the Club's activities. Your suggestion to join may be all that is needed to motivate these people. The riders are: Al and Helen Aloman, Brian Ratliff, Bruce Stephenson, Chuck Shell, Dave Hart, Dave Lewis, Greg Bennet, Gretchen Tucker, Jeanette Brewer, John Morley, Ken Trammell, Kevin Sparks,

Larry Mull, Laura Gannon, Lee Tucker, Les Gutches, Michael Hickson, Michael Packard, Milo Clausen, Nathan Barnett, Neal Meyers, Parker Swanson, Patrick Layton, Randy Huber, Sandy Earl, Shane Young, Steve Brant, Steve Gerts, Tom Hayden, and Yvonne Hilton

An important event in March is our road clean-up on March 29th. If you normally ride at 10:00, consider joining the 9:00 group this day. Not only will you give the Club another set of hands to speed the process, it is a nice way to socialize. The Midge Cramer Ride will be April 12 with a pre-ride gathering at Cheldelin Middle School for the Kiwanis Pancake Breakfast. The start of the ride will be at the Beanery, but those that

can rise early enough are encouraged to meet at the Pancake Breakfast. More on this next month.

(Continued from page 7)

uled for Sunday, April 6 - we will meet at Willamette Mission State Park and ride across the Wheatland Ferry for a 35-39 mile ride around the Eola Hill area. We have recently pedaled this ride and it is definitely a route through some very scenic areas. It is mostly flat with rolling hills with two very steep climbs; in other words, you will use your granny going up and your drag brake going down!

I don't want to go into details of the other rides now and will just give you the dates for your calendar with more information supplied at the March 17 meeting and in future Spokesman articles. Here are the *tentative* dates and scheduled planned rides: April 6-Wheatland Ferry (Salem); May 18-Dorena Reservoir (Cottage Grove); June 8-Old Columbia Hwy (Portland); July 4-6-NWTR (Eugene); August 10-Yaquina Bay Road (Newport); September 7-Mt. Angel; and October 4&5-McMinnville (a B&B overnight!).

Lastly, I am organizing an e-mail tandem ride distribution list. This e-mail list will be sent out with route information, updates and/or changes. If you are interested in joining us for these rides and have e-mail, consider adding your name to the list for this information. Please contact us at hcbs@proaxis.com or 745-7612 and we will add you to it.

Hope to see you at the March meeting and **Keep On Tandeming!**



The New Year's Day ride was a hit!

- Club Information -

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

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

Membership: \$15.00 Individual or \$20.00 Family

Name: _____ Phone: _____

Address: _____ Email: _____

Family member names: _____

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

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

Signature(s): _____

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

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

Mike's Tip of the Month

Mike Viles

As the temperatures warm up, I have had problems with the glue that holds some of the Velcro in my helmet coming loose. The problems have been with the Velcro that holds the Roc-Loc adjustment straps and the visor on my Giro helmet. You may have also had problems with the foam pads changing position due to the Velcro moving. My solution to this problem is to replace the standard Velcro with industrial strength sticky back Velcro. It uses a stronger bonding agent and is available at your nearby Home Depot. I recently got a flat tire and was trying to find what caused it. I couldn't find any punctures in the tire so I suspected it was a pinch flat since I had recently hit a lip on new pavement pretty hard. The hole was large enough that I couldn't get the tube to hold any air no matter how fast I pumped air into it. Finally I started folding small sections of the tube and holding it clinched in my hand while trying to pump it up. I kept moving the clinched portion of the tube until it started to hold air. By using this process of elimination I was able to determine a small portion of the tube where it was leaking. I quickly found two holes about 20 mm apart that confirmed it was a pinch flat. I put a new tube in and completed the ride with no additional problems.

When putting a tube in a tire, make sure to align the valve stem so it comes straight out of the rim and not at an an-

gle. If the valve stem is at an angle, it can put extra stress on the rubber around the stem and lead to failure of the tube. You cannot patch a tube that fails around the valve stem. Sometimes you cannot patch a tube (failed stem, hole too big, etc.) so it is important to make sure you carry a spare tube that will hold air (not one that you forgot to patch).

Reprinted from *The Wheel Truth*, May 2002

Classified
1999 TREK 1200 aluminum series, 53cm road bike - 1034miles - never ridden in the rain. Many extras. Asking \$650. Jerry 752-6588. <jeroon@peak.org>



The meter is running!

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

Address Service Requested

Is it
time for
you to
renew? |

Mailing Address
Goes Here

Meetings & Announcements

Board Meeting

March Board meeting, March 24, 7 pm, place tba

Future Events

April 11-13 - Central Valley Tandem Rally, Visalia,
www.fresnocycling.com

May 4 - Monster Cookie Ride, Salem Bicycle Club,
www.salembicycleclub.org

May 31 - Race Across Oregon, (541) 753-7009

June 21-29 - Loop Tour I, MVBC

June 14 - PWTR Spring Century,
kevinm@westcoastmet.com

July 4-6 - NWTR, Eugene, www.nwtr.org

July 12 - STP, www.cascade.org/stp/

July 26-August 3 - Loop Tour II, MVBC

Sept 7-13 - Cycle Oregon XVI,
www.cycleoregon.com

Sept 28 - Peach of a Century, Salem Bicycle Club,
www.salembicycleclub.org

General Meeting

Date: Monday, Mar 17, 2003. (St. Patrick's Day -
ride your green bike!)

Location: Burton's Sunnybrook Restaurant

Time: 6:00 Social & Dinner

7:00 Program

Program: "All Things Tandem" presented by Becky
& Charlie Steinmetz with guest hosts from the
Northwest Tandem Rally

Everyone Welcome!

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the
April MVBC Spokesman no later than April 1. No
fooling!

Please send this material to the editor in Word
format:

Lloydvswanson@attbi.com