



## MID-VALLEY BICYCLE CLUB



August 2000

# Spokesman

### Translations

Happy summer, ladies and gents! Nothing heavy this month, just a few observations....Have you ever noticed that road signs mean something totally different to cyclists than they do to motorists? Here are some "translations" ....and, a first-ever(?) newsletter contest!

"Passing Lane Ahead" – get a drink, there's a hill coming!  
*and, of course...*

"Passing Lane Ends" – aaaahhh, almost done!

"Safety Corridor Next 17 Miles" – watch out, the next stretch of road has a lot of traffic, quick turns, and no shoulder!

Similarly, "Bicycles on Roadway" – no shoulder, watch out for cars! But, seeing that sign always makes me smile, like I've got special dispensation or something to be out on the roads.

Then, of course, there are the signs that convey a bit too much information – like:

"Summit Pioneer Mt. el 337"

Now, if you've just struggled up a "mountain" on your bike, why in the WORLD would you want to know that it was only 337 feet tall? Too much information... way too much. Better to lie ("el 3370"), or to remain silent on the topic: "Summit Pioneer Mt. – HOO-RAY!!! You made it!"

And then there are the bumper stickers. My current favorite? "Not all who wander are lost". (*Would it fit on Dan's bike?*) Also, what about the folks who are NOT

wandering, but ARE lost? Those are the ones that I'm worried about.

Of course, it's not just signs that are subject to several interpretations. Sometimes the simplest of spoken words can mean entirely different things, depending on who's talking:

"Car back!" could mean....

"There is a car behind us; it will be even with the last cyclist in our paceline in about 25 seconds", OR

"You've been pulling too long, so as soon as this car is past us, get to the back!", OR

"There's a really good sign sprint coming up, and I don't want you to even THINK of coming around".... I have heard all of these translations (you know who you are, and no, I'm not complaining, either!).

OK, here it is! The first ever, biggie MVBC Newsletter Contest. For a small, tasteful, cycling-related prize (not to mention everlasting fame – winners will be posted in the next newsletter), tell me WHERE IN THE WORLD you can see the sign that reads "Summit Pioneer Mt el 337". It does exist!

Put your answer on a postcard, along with your name, and mail it to:

Sandy Kenny  
314-1/2 NE 61<sup>st</sup>  
Portland, OR 97213

The first correct answer wins. To be "correct", you need to give me, at a minimum, the road that it's on, and the location (milepost, or distance to nearest town, as appropriate). If there's a tie, the "best" postcard wins...so don't be afraid to get a little creative!

**Up front**  
*by Sandy Kenny, President*

**Also in this issue**  
New rides  
Tour reports  
Ride calendar  
Covered Bridge



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**CBBT2000**

August 13... Be There!

Whether you come to work or come to ride, if you're in town come to Timber-Linn Park in Albany for the 21st Annual Covered Bridge Bicycle Tour. Registration is from 7:00am to 9:30am on Sunday, August 13. Your rider fee of \$10 will get you into the short rides (15k and 55k) - \$15 for the whole family! Or pay \$20 per person for either of the longer rides (100k and 100m).

Original Vic Russel-created t-shirts will be available for sale at registration for \$22 and event water bottles are available for \$5. The longer rides include lunch at Roaring River Park. Come for the covered bridges (5 in total on the 100m route!) Come for the food and fun! Come to help out, but just come!



John Morris 758-8135

**SATURDAY RIDES**

We've had two Sat 10am rides. Our first was to Albany via Metge Rd where we stopped at the two Rivers Market for refreshments. Our second was to Shedd via Green Valley Rd where we stopped at the Shedd Market for generous, custom made sandwiches. Distance: 24 and 34 miles. Pace averaged about 12 MPH. There have been 7 - 9 of us each week, and we expect our group to grow throughout the summer. We regroup occasionally so no one gets left behind, and we are fortunate to have club veterans, Ken McLaren and Benton Richardson, as mentors. Come join us at the Beanery at Richie's Plaza on Circle at 10AM on Saturdays.



Jerry Rooney 752-6588

*Note: It is too late to write, but is of interest to us all. Of course, if the Tax Initiatives pass ...*

*Editor*

**BIKE BILL under attack...again**

Dear BTA members and friends,  
You and the BTA saved the Bicycle Bill a year ago, but we knew it wasn't the end of the fight. This time it isn't the State Legislature that is trying to pull the plug on bicycle and pedestrian funding, it is ODOT which is struggling to find the money to fund maintenance of the roads. To their credit, they have cut out all new road construction projects, focusing on maintenance only. However, we think that cuts should not come out of the minuscule Bicycle and Pedestrian Program (\$4 million) that does so much for the safety of people who choose to or HAVE to walk and bike.

**READ THIS:** Cutting bike and ped funding would mandate the repeal of the Bicycle Bill (ORS 366.514) which requires ALL jurisdictions to spend reasonable amounts on bikeways and sidewalks when a road is constructed or reconstructed.

**READ THIS MORE THAN ONCE:** If the State Legislature repeals ORS 366.514 at ODOT's request, ODOT will stop building bike and ped projects on state highways and EVERY CITY AND COUNTY CAN STOP TOO.

Please read the talking points below care-

*(Continued on page 6)*

# Tour Reports

## LOOP TOUR I

*Marilyn Smith*

It's impossible to sum up this year's June Loop Tour without thinking or writing about Carl Deming. I started the tour with Carl, right behind him out of the parking lot in Winston, after a prolonged chat with him and his riding partner Lloyd Lambert, about Carl's torn rotator cuff that had been giving him such pain, about his forgetting water bottles and stopping to buy two bottles of his trademark Gatorade to fit the bottle cages, about his new tires and saddle with zero miles on them.

Carl was just ahead of me as we made the turn onto Highway 42 toward the coast. The last I saw of him was his orange shirt going over the rise, missing the turn onto Hoover Hill Road.

That's what it often was like, riding with Carl, as our friend Ed Wright said at Carl's funeral just a week later. You'd be riding with him, then suddenly he'd be gone, and you'd see him way out ahead.

All of us who knew the bicycling Carl Deming rode with him the rest of the week, and he's still riding with us on Saturdays and Wednesdays. He told Lloyd in the emergency room after his accident that first day that he didn't want it to spoil the tour for the rest of us. We kept going. About a dozen of us were at breakfast in Gold Beach on Tuesday when I called home and found out he had died.

We kept going.

Everyone on a Loop Tour has a different tour from the others. This is what I took home from this tour: the heat and the blazing sun and being crusted with salt from sweat; the wedding reception at the fairgrounds in Myrtle Point, and the swallows nesting outside the women's showers; the house with the ramp to the garage in the floodplain outside Coquille; Bill Powell losing his Army can opener from Vietnam and Becky Steinmetz finding it; taking the "flatter" route to Sunset Bay via North Bend (it was flatter); everyone riding, not walking, Seven Devils Road; The Tailwind.

The bulb workers, laid flat on their bellies in the harnesses over the lily fields in northern California; bear boxes in Jedediah Smith Redwoods State Park; the dread, followed by the peace and quiet of the early morning ride through Patrick Narrows; why won't that big truck pass us in the Collier Tunnel? It's Stan in the SAG wagon; the Dairy Queen in Cave Junction. The Hill Two Miles Before Camp at Lake Selmac -- you know the one. Three victims this year, minor injuries. Nancy's skinned elbow in Cave Junction. Jan's downhill slide into Three Horn, and the fresh-air emergency room in camp, with Nurse Becky, Dan's cocoa helper to kill the pain, and Bill's huge Army medic bandages. She finished the tour with the rest of us.

Mosquitoes. Thank goodness for my stash of prescription

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## MAX HEADWIND

### Alesea Falls (out-and-back)

A rough day at work  
I come home exhausted  
just want to stand, munch, or nap  
or sit somewhere, anywhere

but I talk myself into  
sitting on my bike  
and heading out for a ride

The wind pushes me, resists me  
makes Philomath seem  
the same magnetic pole as my bike  
like a merciless hill  
or a too-high gear  
or a dragging brake

The wind can't discourage me  
I already have had to face a stronger force  
just to get myself on the bike  
and my bike out of the driveway this evening.

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strength cortisone cream that Carl had given me periodically over the years since mosquitoes ravaged me on our first tour eight years ago in Astoria.

The bald eagle fishing Lake Selmac, and the pair of black swans.

Breakfast in Selma with real bikers and a one-woman, one-burner restaurant.

Kelli's Wonder cabbage.

Wynton Marsalis in concert at the Britt Festival in Jacksonville. Dinner at Bella Union, party of 10 or so. Happy birthday, Bill!

The 11-mile climb to Three Horn, with Stan at the top with ice-cold watermelon. Wasn't as steep as I remembered from '94, but was every bit as long and hotter this time.

The Stenerson's new Longbike. Dale and Kaye's new Tires From Hell. Lyle's water wagon (two full gallons and a full solar shower, hauled to Three Horn. Oh yes, and the squirt gun and Camelbak and ordinary water bottles.) Michael Dalton, first time Looper, late sleeper, but a real trouper. Good natured all week long and good company.

Breakfast at the Tiller store. I think I'm still full. Headwinds coming back to Winston. Lori missing the last turn. Stan almost not going -- he'd had hernia surgery five days

*(Continued on page 4)*

(Continued from page 3)

before the tour began and wasn't to lift anything heavy, besides being in some considerable pain. The first day, he drove over 200 miles with getting to Winston, helping at Carl's accident scene, taking the SAG trailer to Myrtle Point, coming back to Roseburg, then back again to camp for the night. He caught a cold near the end of the week, but by the time the coughing set in, the incision no longer hurt. He kept the food and drinks cold all week, and bought us only the best beer.

Telling Carl stories, every day, all week long. 🍷

### A NEWBIE AT THE STP

*Alan C. Acock*

With all the club's great riders, my STP experience is only distinguished because it is my first and it is mine. I took two days and averaged just 15 miles per hour. This article is for want-to-be newbies who are thinking about doing the STP.

Why would somebody do something like this? This thought entered my mind several times. While trying to sleep the night before the ride start, this question was my nemesis. While driving through the seemingly endless warehouse suburbs of Seattle facing a headwind on a six lane highway, I kept asking the question. I often asked: Why ride with 8,000 riders, 1,000 of whom were a menace? At 170 miles with my shoulders hurting, I asked why for the last time.

The answers to the why questions were positive. The ride out of Seattle was rewarded with a great stop with good food and even a band (imagine a band playing at 9:00 am). The headwind was less than ideal, but we had a cloud cover that kept the temperature down and had a great tailwind the last 50 miles when it was needed. Alevé is great pain stuff. We had a few groups of kids and locals cheer us along. At the finish line I got a \$.25 patch saying I was a finisher and I choked up.

The patch is in my pocket as I write this and I would show it off to people if it weren't so gauche.

Leon Ungier was my partner in this adventure. My wife, Toni, drove us to Seattle (nice lady). We stayed at a University of Washington dormitory where we could look out at the empty parking lot that was to become the starting location the next morning. From the dorm room we had a great view of Lake Washington, the Cascades, and Mount Rainier. We did not start until 7:00 am, but there were still lots of folks behind us. I was amazed to see a few people pushing bikes up the short hills as we were leaving campus. I wondered what was going through their minds when they were having trouble in the first mile of a 200 mile ride. Perhaps they were the true optimists.

Flats, Flats, Flats—more than I have ever seen. Leon and I never had a flat, but within the first 10 miles we must have seen over 100 flats. Close to the start there was a flat every block. Leon said it was simply the number of people on the ride and reminded me how many folks didn't have flats. I thought we might be doomed.

Because of our relatively late start, we got to pass a lot of riders who were even slower than we were. We saw a number of tandems, or bikes with a tag-along, with a dad/child or mom/child combination. As the first day advanced, more and more of these tandems had a mom or dad pushing hard with a child on the back not pedaling at all. These were good moms and dads. Just before the 50 mile food stop we passed a fellow on a single speed beach bike. Going across the Longview bridge (150 miles) we passed a teenager on a mountain bike with the seat so low that his knees were in his face—ouch. Recumbent riders often had unusual decorations and every one of them had a smile. Statistically, most riders were men, especially young men. The good news is these young men ride so fast that we never saw them. We saw more 30ish, athletic women than I knew existed. The young men might want to reconsider their super fast riding.

We spent the night at the Motel 6 in Centralia. This was economical and surprisingly nice. Our speedometers read 99.8 miles and said we had climbed 1900 feet. This is billed as a flat ride and this is about as flat as a century can be in the Northwest. If I were to do this again, I would have gone a few miles farther the first day. We were advised to do this by everybody we consulted, but just because they had already done the ride several times—what would they know? Still, we enjoyed the stop. We ate at a local restaurant that was strong on fat.

We went to the same restaurant Sunday morning for breakfast where my omelet must have been deep fried in bacon grease—at least this is what I tasted the first 30 miles out. A good thing about bicycling is indigestion turns to hunger in a few hours. We were on the road by 6:30.

The second day had nicer scenery. We had rollers. I was amazed at the number of people who were walking and pushing their bicycles up these rollers. The second day had an elevation gain of about 2200 feet. These were tiring rollers only because my legs began the second day a bit tired. The big event on the second day was the Longview bridge. I had heard they had us go over in groups with a car behind us, but I was not ready for what I saw. Our group was hundreds of bicycles and we filled the bridge from one side to the other. It was a beautiful sight! But the backed up traffic must have been frustrating.

Once we crossed the bridge we took Highway 30 into Portland. This was a 50 mile run with a good tailwind. Most of it had a good shoulder, but lots of small groups rode 2-3 abreast across the shoulder and you had to go into the traffic lane to pass. Where Highway 30 was just two lanes and cars were going 60 miles per hour, this was occasionally scary. As we approached Portland, I was lucky there was a good tailwind. I was getting tired and a bit sore. Our last stop was about 30 miles from the end and by now

## MVBC EVENT CALENDAR: August-September, 2000

Saturday rides meet at Circle Blvd. **BEANERY (while Aquatic Center is closed)**. Sign up roster is available until ten minutes past the hour. Rides begin at fifteen minutes past the hour. An ANSI/SNELL approved helmet is required. Recommended equipment: Frame pump, spare inner tube, patch kit, minor adjustment tools, full water bottle, and clothing to fit the climate because we ride rain, or shine. Because of the range of abilities, rides usually break into groups riding at different paces. Group sizes and abilities vary depending on who shows up. Tour Captains: Alan Acocck 757-8523 acocck@home.com and Rob Gandara 753-9657.

**August 12, Saturday, 8am:** Distant clouds, but little chance of rain

- **Long Ride:** Jefferson to **STAYTON** back via Shimanek Bridge, **82 miles** (B670)
- **Medium Ride:** Peoria to **HARRISBURG** back via Peoria. **53 miles** (A305)
- **Short Ride:** Tangent to **ALBANY** back via Riverside. **34 miles** (A160)
- **Recreational Ride, 10am:** Peoria Road to **PEORIA PARK** back via Peoria Road. **23 miles** (A040)

**August 19, Saturday, 8am:** Those cool spring days were so bad

- **Long Ride:** Bellfountain Road to **BROWNSVILLE** back via Shedd. **76 miles** (B610)
- **Medium Ride:** Bellfountain Road to **ALPINE** back via Bellfountain Road. **44 miles** (B245)
- **Short Ride:** Bellfountain Road to **PETERSON ROAD** back via Philomath. **29 miles** (B090)

**August 26, Saturday, MVBC CRATER LAKE TOUR**—It doesn't get better than this!

**August 26, Saturday, 8 am**—Just in case you can't be at Crater Lake

- **Long Ride:** Independence to **AMITY** back via Independence. **83 miles** (B680)
- **Medium Ride:** Buena Vista Ferry TO **JEFFERSON** back via Riverside. **48 miles** (B310)
- **Short Ride:** Independence Hwy to **HELMICK PARK** back via Hwy 99. **34 miles** (B200)
- **Recreational Ride, 10am:** Independence Hwy to **CAMP ADAIR** back via Hwy 99. **17 miles** (B020)

**September 2, Saturday, 8 am**—Cooling trend will be appreciated

- **Long Ride:** Tangent to **Scio** back via Gilkey Road. **72 miles** (A600)
- **Medium Ride:** Peoria Road to **Harrisburg** back via Peoria Road. **50 miles** (A305)
- **Short Ride:** Shedd to **Saddle Butte** back via Tangent. **37 miles** (A230)
- **Recreational Ride, 10am:** Peoria Road to **Peoria Park** back via Peoria Road. **23 miles** (A040)

**September 9, Saturday, 8 am**—Clouds turning to clearing, high 76—some headwind on return

- **Long Ride:** Shedd to **Roaring River** back via Knox Butte. **80 miles** (B650)
- **Medium Ride:** Shedd to **Lebanon** back via Tangent. **52 miles** (A340)
- **Short Ride:** Harvest Drive to **Shedd** back via Tangent. **34 miles** (A210)
- **Recreational Ride, 10am:** Peoria Road to **Peoria Park** back via Peoria Road. **23 miles** (A040)

**September 16, Saturday, 8 am**—Perfect day! Count on it.

- **Long Ride:** Bellfountain to **Harrisburg** back via Peoria Road. **60 miles** (B440)
- **Medium Ride:** Bellfountain to **Alpine** back via Bellfountain. **44 miles** (B245)
- **Short Ride:** Bellfountain Road to **Airport Road** back via Philomath. **22 miles** (B030)

**September 25, Saturday, 8 am**—Clouds, cool, chance of rain

- **Long Ride:** Philomath to **King's Valley** back via Monmouth. **61 miles** (C510)
- **Medium Ride:** Philomath to **Decker Road** back via Bellfountain Road. **34 miles** (B170)
- **Short Ride:** Campus Way to **Philomath** back via Campus Way. **16 miles** (A010)

**September 30, 8 am**—Taste of fall is here

- **Long Ride:** Independence Hwy to **Jefferson** back via Riverside Drive. **61 miles** (B500)
- **Medium Ride:** Independence Hwy to **Monmouth** back via Hwy 99. **44 miles** (B270)
- **Short Ride:** Independence Hwy to **Helmick Park** back via Hwy 99. **34 miles** (B170)
- **Recreational Ride, 10am:** Independence Hwy to **Camp Adair** back via Hwy 99. **17 miles** (B020)

### Meetings

- **No MVBC Monthly Meeting in August**

**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 Dallas or Monmouth at an easy to moderate pace. Weekly except when nobody shows up. Dave Wallace 753-1778. Counts for Club Mileage if somebody remembers to record it.*

*(Continued from page 2)*

fully. The other programs are essential, as well, if we are to serve everyone's mobility needs and create safe, livable communities.

**ACTION ALERT:** Save Bike, Ped, Transit Funding!

The Oregon Transportation Commission (OTC) is considering eliminating elderly and disabled transit funds, bike funds, pedestrian funding, and the nationally-recognized Transportation Management Program and more to fund road maintenance. Other cuts would partially eliminate the highway planning program and the Surface Transportation Program (the flexible federal dollars) funds for local governments.

The proposed budget cuts move the Oregon Department of Transportation toward a short-term "roads only" stance, rather than a long-term, multi-modal system. The impacts would:

- *allow unsafe pedestrian and bicycling conditions to continue*
- *allow a proliferation of strip malls on state roads*
- *discriminate against those who can't drive or choose not to drive*
- *negate the importance of transportation planning in Oregon*
- *promote car travel at the expense of other options, causing roads to deteriorate faster due to increased automobile use*
- *promote reliance on the automobile as the top priority, despite the public's strong interest in a variety of travel options*

This direct attack on pedestrians, bicyclists, transit users and local jurisdictions strips the little empowerment cities and communities have to make their neighborhoods and main streets better, one sidewalk, one pedestrian crossing, and one tree-lined street at a time. It is particularly troublesome given the recent report by the Surface Transportation Policy Project, finding pedestrian travel 36 times more dangerous than driving per mile traveled.

*(Continued on page 10)*

*(Continued from page 4)*

Aleve got me the rest of the way. To get to the bridge across to the finish line we had an unanticipated steep hill. On the other side, we went down a steep hill into the riverfront park with the finish line. A fellow had a microphone and announced the arrival of each finisher. Other volunteers had the job of clapping for each rider. They made us proud. Thank you everyone.

After buying souvenirs, ice cream, and getting free socks (lost one of them within 24 hours), we had to ride to the University of Portland to get Leon's car for the ride back to Corvallis. After considerable discussion and misinformation from Seattleites about whether to go left or right we lucked out and went the right direction. My speedometer read 99 miles when we got to Leon's car and loaded the bikes on a rear rack. When I got home, the front tire had spun on the rack enough to give me 101 miles.

I wanted to do this ride so I could experience a mass ride. Well, I did and it was worthwhile, but MVBC's 25-member loop tours sure look good to me now.

### NW TANDEM RALLY 2000

*Bob and Jill Leichti*

We rolled into Port Angeles in time for Friday registration about 8:30 PM. Camping was arranged for rally participants at the Port Angeles High School. The High School is uphill from downtown, so the campsite on the football field looked north over the Straits of Juan de Fuca with Victoria in the far distance and south at the Olympic Mountains. Great location! We used the High School facilities for showers, toilets, and breakfasts on Saturday and Sunday mornings and the banquet on Sunday night. I heard that registration was around 355 bikes or a few more than 710 riders. Most were from the Pacific Northwest, but there was representation from Pittsburg, Georgia, and Florida.

Saturday morning the mass start took us down into town and then east out Hwy 101. The highway had just been paved, so the surface was excellent. We opted to take the long ride. The scenery was spectacular! In fact, as we discussed it later, maybe it was the perfect ride. The route had some good ups, some downs, mountains, and shoreline. In addition to the lunch stop, we made short stops for wine tasting at the Olympic Winery, gaped at the buffaloes at the Olympic Game Farm, and stopped at a commercial lavender farm for some lavender lemonade, of course. The weather threatened all day—sometimes turning cold and threatening to pour buckets and then clearing to be nice. However, the rain shadow thing worked, and we got around the loop dry....80 miles.

Sunday dawned bright and sunny. The route for Sunday went west. After the short downhill into town, we turned uphill and peddled a long grade, named Black Diamond Road. The road became quite narrow, but was nicely paved; virtually no auto traffic here. We were rewarded with a grand view of the valleys inland. The ride down was a curvy and exciting thriller that dropped us out onto Hwy 101. We stopped at mile 26 for lunch at the Log Cabin Resort on Lake Crescent. Then, we went north to Crescent Bay, back to the east a few miles for a pit stop at the campground, and then back to Port Angeles via Hwy 112 and Ediz Spit. It was another great ride. The weather closed in on us as we came back into town, so we pulled on the rain gear and rode the last few miles in the rain....53 miles total.

Monday the ride went up Hurricane Ridge. It was sunny early and we could see the top of the mountains, so it was a go. By the time we had reached the 12.5-mile sag stop, the skies were gray. When we reached the top at mile 19 (3-1/2 hrs after we started), it was gray and a very brisk 42 degrees. The view was still great though....snow capped mountains, flowers in the meadows... what a beautiful place! The lodge was open, so everyone took advantage of

the warmth. We pulled on dry shirts, fleece, and rain jackets to keep warm on the way down. We clipped a smallish stone in the road just as we slowed coming into the 12.5-mile sag stop (where we were stopping to warm our fingers), so we had to repair a flat tire. The rain caught us here, so we rode the next six miles in the rain, but passed out of the rain at the park entrance station and had sunny warm skies to the finish. It was dry and sunny at the High School, where we enjoyed the breeze and sun as we packed up the gear for the trip home. Pictures from NWTR2000 are available on the WEB at OLYPEN.COM/NWTR2000. Next year the rally will be in Pendleton during the last weekend in May.

*Note: Following are edited excerpts from Emails sent by Walt and John & Denise. Editor*

### TransAmerica Tour

*Walt Prichard*

*July 10, Minot, ND*

What a glorious day. Everyone slept in and then did their thing like going to the library to get their E-mail's, to the bike shop for parts and tires, to the grocery store to see that there are still good things to eat and that the air conditioning works. We had mail call this morning with everyone getting some goodies—even us. They will really be enjoyed in the next few days. Everyone got some real food and were able to take a nap or go to the zoo which is about 3 blocks away. Everyone checked out their bikes and cleaned and oiled them. I found a solution to my front wheel problem. I just need Dan to send me a couple of bearings. In the meantime I have my spare wheel on and it should surely last out a week.

We have picked up 3 1/2 riders that are following our schedule: the 1/2 rider rides 1/2 of the day and drives the other 1/2 to carry their gear. The girls are Wendy and Carrie; one of the guys is Jason; and I am not sure about

*(Continued on page 6)*

(Continued from page 7)

Wendy's friend. Anyway, they took a layover day with us today. There has been at least 4 other riders go by who were going east today I expect that we will catch them in the next day or so. The word for today is "GO LANCE" We had ESPN at the motel tonight.

July 16, 00 Bena, MN

Well, we got the light show again last night and some light rain for about an hour. This morning we got another shower about the time we wanted to leave and it lasted about 10 miles. Today was significantly cooler with the high about 75 and winds 10 to 20 mph. Some head- and some tailwinds for us; I think they about evened out. The scenery was great and we crossed and recrossed the Mississippi River several times. It just runs from lake to lake. Right now it is pretty clear but I doubt that I would swim in it after it ran through Eel Lake and Leach Lake and some other pretty descriptive Indian names. The country is pretty flat and lakes at every turn. I finally figured out the mosquito problem with some help from the natives: don't wear shorts—that just gets them excited—long pants are a must, a long-sleeved shirt is nice and stay indoors from dusk to sunrise. I guess we will have to make do with sun block. We are staying in a very nice resort tonight with a laundry, good showers and a heated pool. Note the priorities! We haven't been near a laundry since Minot and we don't have many clothes when "On the Road".

The word from here tonight is get a recumbent if you plan on riding 40 miles over a freeze-cracked road. For those who don't know what that is, it is a road that has cracks across it about 3" wide and 2" deep every 12 to 15'.

July 22,00 Wetmore, MI

It definitely feels like winter again—46 this morning. I had put my leg-gings away and had to find another pair this morning. The good thing was that there was no rain overnight but fog this morning. When Ken

started out this morning he had a broken spoke and by the time he got to Marquette he had another one break. He was able to get it repaired and trued. Now he has some extra spokes. Again today we saw a lot of Lake Superior. It is hard to remember that this is a freshwater lake. We rode by it for at least 40 miles. It has sandy beaches and sand dunes that cross the road, and the wind blows most of the time. Yesterday it even had white caps and about 3 ft waves. People sunbathe on the beach but the natives said it is too cold to swim in until August. I predict it will be the last of August this year if at all. The high temp today got up to 65. Still it is a pretty lake. Where we were standing today the natives said there will be 15 ft of ice blown up there by the wind in the winter so it has it's bad temper side also.

I asked another native about the wildlife and he said that there just wasn't any near the roads, but that if I went to the wildlife preserves I could see all kinds. He just didn't understand about junkos and sparrows and finches in every bush. Or maybe it is "me" that doesn't understand the violent winters. I am beginning to blame the people here for destroying everything and not trying to get it back. I keep seeing abandoned barns and building everywhere, houses with huge holes in the roofs where they didn't fix the roof and it just rotted out and is now abandoned. Sometimes it will have a manufactured home parked nearby which also is abandoned or in terrible shape, just waiting the same fate. In the cities there is the same thing with manufactured buildings abandoned or fenced off and vacant with the For Sale sign so faded you can't read them anymore and the grass taking over the parking lots. These aren't all small building but million dollar 100k sq. ft ones. I sure hope this isn't the west in my lifetime. There are so many really cute things out here on the road. We found "Dog Patch" today and I really wanted to eat with Lil' Abner and Dazy Mae but the service was really slow and we couldn't

get seated. We found a sign that said 9 miles to Christmas. Now I have heard all kinds of ways to mark Christmas but this was the first time in miles. I really wondered what my kids would have told me if I told them Christmas was 9 miles away on about the 15th of December. Anyway we pulled into the North Pole and checked out Christmas, MI. I would like to hear the story about the town we are staying in tonight, Wetmore (less). Remember fun is where you find it, even if you have to help it along a little. *Walt*



### TransAmerica Tour

Denise & John Nervik

Week 8, Day 7

Yesterday we were thinking how nice and secluded and remote the walk-in campground was at Copper Falls State Park in Mellen, northern Wisconsin. We set up camp and then I went off for a swim and John went off to take a shower (4 PM, bright and sunny). John was not gone long. We left three bags of food on the table. When John got back one bag was gone—the one containing bread, jam, and most importantly, the fuel bottle and pump for the MSR camp stove. We searched the woods - nothing. Was the culprit a bear? A raccoon? Does it matter? Evidently both are in residence at Copper Falls according to the information board at the shower and the testimony of fellow campers. So we put away the Top Ramen noodles (darn) and pedaled the two miles into Mellen to the "Steak Out", the only restaurant in Mellen. Open 5 PM to 8 PM for dinner. We looked around and observed that we were the youngest people in the place! Mellen is a lovely, old small town with many historic buildings which seemed to be in good condition, though unused. The tiny cut-stone Mellen Bank, with its door neatly boarded up is an example.

The next morning we headed east toward Hurley, WI, and Ironwood, MI

- 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. A social and educational meeting is held each month at Highland View Middle School, 1920 N.W. Highland Dr., Corvallis, at 7:00 p.m. Check [www.mvbc.com](http://www.mvbc.com) for recent club 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

*(Continued from page 8)*

The road was deserted. A spotted fawn was lying on the road taking a sunbath, and skittered into the woods only after we stopped. A doe and fawn ran across a few minutes later. A blue heron stood in a pond. Yellow corydalis lined the roadside.

Thirty miles later we came to Hurley and Ironwood, and rejoined Route 2. Four lanes of trucks, cars, non-existent shoulders or shoulders covered with gravel, glass, and debris. We looked forward to parting with Route 2 at Wakefield 10 miles away and getting onto the smaller M-28. At Wakefield there was a big sign. "Rt 2 CLOSED, all traffic use M-28 for the next 60 miles" Two lanes, tiny shoulders. But for some reason it was better, less traffic. We sure were glad to get into Bergland, MI, and stop riding for the day.

Luckily, Bergland has a nice public campground one block from the only restaurant in town. Open for breakfast, lunch, and dinner, serving fresh pasties at lunch.

Tomorrow promises to be a beautiful day, and the public bathing beach a block away on Lake Gogebic looks grand!

Note: We entered eastern time zone today. We have traveled 2700 miles to date which is roughly 2/3 of our planned trip.

J&D

*Note: Denise crashed on Sunday, July 16, after a layover day in Bergland. Currently, she is recovering from serious injuries at a hospital in Duluth, MN. At this time it is not known when she will be able to return to Corvallis. Editor*

**SUNDAY TRAINING RIDES**

Starting July 30, Mark Newsome will lead a Sunday afternoon training ride.

Leader : Mark Newsome ([newsome@acm.org](mailto:newsome@acm.org))

Location : Western View School

Time : 3:00 pm

Pace : 18+ mph

Distance : 25+ miles

Regroup : YES! Nobody is left for "dead"

Our rides will typically head down Bellfountain Road; for example: Peterson Loop, Decker Loop, Alpine Store, Aalsea Falls (out-and-back).

**MVBC WEBSITE UPDATED**

We now have all of the MVBC route sheets on our website. Go to [www.mvbc.com](http://www.mvbc.com) and click on "Route Sheets."

On the home page there also is a link for "Our Favorite Rides". There's nothing there yet --- Why not drop me a line and nominate several rides you think should be there? Crater Lake registration forms are available online.

Enjoy!

Mark Newsome

MVBC Webmeister

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

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## ***Meetings & Announcements***

*(Continued from page 6)*

Questions? [Karen@bta4bikes.org](mailto:Karen@bta4bikes.org)  
CREATING SAFE, SANE, AND SUSTAINING COMMUNITIES (one bike at a time)  
Bicycle Transportation Alliance  
PO Box 9072  
Portland, OR 97207-9072  
(503) 226-0676/FAX (503) 226-0498

### **MARK YOUR CALENDARS!**

It's coming...The MVBC Awards Banquet and Silver Jubilee Celebration.

Sunday, November 6. Exact time and location are TBA, but it will be an early evening function.

Attractions include (but are not limited to):

- dinner
- musical entertainment
- a retrospective on a quarter-century of great cycling
- club mileage - and SMILEage - awards
- election of new officers and other official business

The club will partially subsidize the cost of this event out of our operating budget.

### **FUTURE EVENTS**

**July 29-Aug 6 - Second Loop Tour**

**August 6 - Blackberry bRamble** <<http://members.aol.com/>>

**August 13 - Covered Bridge Bicycle Tour**

**August 26 - Torture 10,000** <[www.pwtc.com/](http://www.pwtc.com/)>

**Sept 1-4 - Sleeping Lady Tandem Rally** <[www.sleepinglady.com](http://www.sleepinglady.com)>

**Sept 10-16 - CycleOregon XIII**

**Sept 24 - Peach of a Century** <[www.salembicycleclub.org](http://www.salembicycleclub.org)>

**Oct 7-14 - Cycle North Carolina** <[www.cyclenorthcarolina.org](http://www.cyclenorthcarolina.org)>

### **IMPORTANT SUBMISSION INFORMATION**

Submit articles, stories and art for the September MVBC Spokesman no later than August 21.

Please send this material to the editor in **Word format**:

[Lloydvswanson@home.com](mailto:Lloydvswanson@home.com)