



## MID-VALLEY BICYCLE CLUB

# Spokesman

January 2003

New  
Year's

### Up front

*by Betsy Reid, President*

### Greetings

As you were reading through the list of new officers for MVBC, you probably saw many familiar names, Richard Burgess, Joe Monteleone, Becky Steinmetz. Then you came to the office of president; 'Betsy Reid'. Betsy Who? Well, let me tell you a bit about me and my involvement with the Mid-Valley Bicycle Club.

It all started about ten years ago with a Saturday ride up to Independence. We had known Dan Youngberg for a number of years and had heard nothing but praise for the club. I and my spouse, Don, decided that bicycle riding would satisfy our desire for exercising outdoors and it couldn't be *that* hard. I was on a Bridgestone cross-bike with knobby tires and Don was on a ten speed Motobecan. It was soon apparent that we would not keep up with the front riders or the middle riders. Over cinnamon rolls in Independence, someone suggested riding back to Corvallis via the Buena Vista Ferry. Don and I thought; we can do this. We started out okay, but quickly dropped behind, as our lack of riding experience and out of date bikes caught up to us. It really boosted our spirits to see Dan waiting for us at the ferry. He stayed with us all the way back to Corvallis. It certainly made a great deal of difference in our attitude about riding again with the club to have that kind of support from the experienced riders.

Don decided that the 10 speed had to go and it was replaced with this strange looking bike called a recumbent. In 1992, it was an uncommon sight in the club. I upgraded to high pressure tires and better gearing. We were soon joining the Saturday rides on a fairly regular basis. The first club short tour to the coast next summer fulfilled a long time dream. A year later, I too, bought a recumbent. We were thoroughly hooked on riding and doing it feet first!

My involvement with the club soon went beyond riding as I joined the board for a five year stint as newsletter editor. In one form or the other, Don and I have been involved in just about every major activity the club does. Perhaps my favorite activity has been riding the loop tours. The friends you make on the tours, you never forget. I've always been impressed with the wide range of activities that this club performs and with the people who make them happen. Loop Tour, NW Tandem Rally, CBBT, the bicycle education and safety program and Plymouth Road cleanup are just a few of the activities our club can be proud about.

I'm looking forward to being president this year and hope to meet a lot more of the club members this year. Feel free to contact me anytime with any ideas or concerns about the club. Wednesdays are my primary riding day, but I hope to be out on Saturdays more. I'm easy to spot, with my feet first and a grin on my face!



### Big Foot Ironman

*John Morris*

«lexi«thymic \ ?-'lek-se-thi-mik \ *vb* : without words for emotions

That is the best word I know to describe my first Ironman distance triathlon experience. When I finished, I just

couldn't come up with any words to describe the way I felt. But, those who know me, not having the words has never been a limiter for me to tell a good story!

An Ironman-distance triathlon is a 2.4-mile swim, followed by a 112-mile bike ride and a marathon of 26.2

### Also in this issue

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**Advocacy**

*Walt Prichard*

Safety issues have been discussed a lot the past month. It seems the darkness is really clouding good judgment for a lot of bikers. I am sure everyone has seen bikers in very dark clothing and no lights front or rear, trying to get home at night in the dark and rain. I give them credit for riding in the ugly weather but please ask them to use lights. This brings up a neat suggestion. The Police could give people they stop for no lights on their bike those little blinky lights. They are not much but they are something and give the drivers a clue that there is something in front of them. At this time they are going to try this using some lights the city has. If it works and they run out of lights I suggested that the bike club would furnish them more. On this same vein maybe they could pass out helmets to kids who aren't wearing them. The Police are looking into this. Education sure beats tickets.

I am getting some police reports and for the 1<sup>st</sup> half of 2002 there were 19 accidents involving cars and bikes. There were 8 tickets issued and 3 of those were to bicyclists. Make sure you are riding safely and don't get one of these citations. They are surely not something to brag about.

I think this is a good time to bring up one of my pet peeves. I just don't understand why all bike equipment is black? That is the first color to disappear in the shadows and darkness. And to those of us who are colorblind it just disappears in low light. Most clothes are the same. They could be bright colors and the trunks and other equipment could be yellow so those behind us could see us. Can you imagine black taillights on cars? Well, that may be extreme but a lot of people see it that way. Give the cars a break and wear something other than black to see and be sure to have lights in the rain or darkness.

Ride often and have a good time but don't become a statistic on next month's report.

**Awards**

*John Morris*

The following awards were presented at the Annual Meeting/Dinner on November 17 but didn't get included in the December Newsletter

**Cycling Lifestyle Advocacy Award**

Eric Ahlvin - for demonstrating the use of the bicycle to get everyday activities accomplished and encourage others to participate.

**Most Improved Cyclist** - Elise Ross - for the greatest overall improvement in club miles and cycling participation.

**Most Inspirational** - Jan Konzack - for participating in cycling and in life in such a way as to inspire others.

**Route Scout** - Richard Burgess - for discovering more routes for club rides.



**Thanks**

*Lloyd Swanson, Editor*

The monthly Newsletter is far from a one-person operation; I would like to acknowledge the many people who assist every month in getting it out.

Rod Inman secures the bike shop ads each month. Grace proofreads it before it's sent to Kinko's. Matt Martel provides the file for labels each month. Jan Prah, Becky Steinmetz, and Grace Swanson attach labels, stamps, and mailing seals each month. Rod Inman and Chuck Dellenbach also help on occasion. Jan distributes the Newsletters to 5 bike shops in Corvallis and 2 in Albany each month. These are the people to whom I'm grateful for the timely appearance of the newsletter.

Finally, the newsletter is only as good as the contributions each month. Thanks to all of you who contribute articles, some monthly and some occasionally. They are all appreciated.



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miles -that's 140.6 miles in total. I set my sights on completing an Ironman about two years ago. I had already been competing in short distance triathlons and countless century rides when I started thinking about tackling a marathon. After getting one under my belt, it seemed logical to attempt doing the longest distance triathlon I could find, Ironman. (I claimed this would be a good story, didn't say it would make sense!)

When you say Ironman, most folks think of the Ironman World Championship that is held in Hawaii each year. That event is very exclusive and requires qualifying or winning a space in a lottery (apparently the Ironman lottery is harder to win than the RAMROD lottery was this year...) in which about 1500 competitors participate. The entry fee for these types of events runs into the four digits - Larry Thurber, what could you do with that as a budget for the CBBT? I'm a bit more frugal and found a smaller, much less expensive venue called the Big Foot Ironman scheduled for August 11<sup>th</sup> in Harrison Hot Springs, British Columbia.

Training began in December 2001 when I bought Joel Friel's *Triathlete's Training Bible* and created a training plan that would guarantee a sub 13-hour Ironman. I got serious about Master's Swimming and started going three nights a week, donned lights on my mountain bike to be able to ride in the forest after work and started a weight training program. Between swimming, biking, running and the gym, I found myself doing two-a-day workouts as early as January 2002. I shifted my weekly schedule to get up at 5:00 am in order to accommodate the training demands. It felt like I was taking on a part-time job, only I wasn't getting paid!

The inevitable happens when you put so much of your time and energy into such an endeavor, sacrifices have to be made. Do any of you remember me talking in my president letters last year about getting married last summer? Rather than being a hurdle though, Sue became an ally - helping me by picking up tasks at home, meeting me at club board meetings with food, coaching me on my running workouts and being my chief advocate. She was a major contributor to my eventual success. I'm not sure I could have managed showing up at the Ironman without her many hours of support.

Everything was right on track until May 17. Having experienced a bout of the flu earlier in the week, I had taken three days off work. I felt better by Thursday and rode my bike to work. The next morning, around 2:30 am, I awoke from sleep with the feeling of a massive weight on my chest. I tried to ignore it, but couldn't. Finally, around 4:00 am I drove myself to the emergency room at Good Sam. Sue had also gotten ill with the same virus and was sleeping with a 103-degree temperature. She was so sick, I couldn't even bear to wake her.

If you want to know what its like to get a lot of attention, walk into the emergency room at 4:00 am and announce you are feeling chest pains. People react quickly and you get

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## MAX HEADWIND

### *Spacesuit*

I commute between two planets  
one with a sun and long days  
and tours with friends

the other with dim sun,  
and cloudy, rainy, short days  
when only a few souls gather  
ride and complain

My spacesuit is bright yellow  
it's crinkly, with Velcro closures  
it bears chain marks from each time  
I changed tires wearing it

and memories from the sunny planet  
when it wasn't so sunny

that tour when July was so cold  
that I dislocated my jaw  
eating my PowerBar

or the tour that stopped at the Mist store  
a landmark now only in history

it bears memories of cold, of rain  
of wet chains and flats  
and rides that I wouldn't trade  
for a planet of constantly sunny days

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bumped to the head of the line. I immediately found myself on a table in an exam room with an oxygen tube in my nose, an IV in my hand, blood pressure cuff around my bicep and doctors and nurses coming and going doing tests, drawing blood and pumping pills. I admit some relief when I saw the initials LD on the back of the echocardiogram; the technician confirmed that (club member and fanatic mechanic) Lyle Dalton had indeed checked that piece of equipment; I had no doubts that equipment would be accurate! Finally, the cardiologist showed up (Laurie Richer's boss—isn't it great to live in a small town) and diagnosed my condition as pericarditis.

Pericarditis is an infection of the sack that surrounds the heart, the pericardium. This sack protects the heart from rubbing inside the chest. When I caught the flu, my immune system responded with antigens that hunted out and attacked the virus proteins. The body's organs are also made of proteins. By random chance, the proteins in my pericar-

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## MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

**Monday, December 9, 2002**

**Present:** Eric Ahlvin, Ann Asbell, Richard Burgess, Susan Christie, Tim Corbett, Bill Daley, Joe Monteleone, Mark Newsome, Walt Prichard, Betsy Reid, Rick Riper, Becky Steinmetz, Lloyd Swanson

**Absent:** Les Boudreaux, Darrel Cummings, Matt Martel, John Morris, Larry Thurber

### **Old Business:**

**Loop Tour Trailer Purchase:** No further information is available at this time regarding MVBC purchasing Stan Smith's trailer. Betsy will contact Dan Youngberg. Motion moved to readdress this issue at the next board meeting.

### **Saturday 10:00 a.m. Ride Leader**

**Update:** Ann reports that Jerry Rooney has agreed to be the official ride leader for the Saturday 10:00 a.m. rides.

**Annual Dinner and Meeting:** Becky reports that John Morris is working on documenting guidelines for the organizing and carrying out of this event. These guidelines are hopefully to be completed before the first of the year. Becky will follow-up on this task and report on its status in the future.

**President's Report:** Bill read a card received from Josh Storer thanking the club for the donation of \$2500 to BTA supporting the Corvallis Bicycle Safety Education Program. Bill also received a note of thanks from Cheri Galvin from Trillium Family Services for the seven bicycles that were donated to the Children's Farm Home from the club. Lastly, Bill received e-mail from Daniel Dean thanking the club and organizers of the CBBT. He rode with his 8-year-old son and friend on the ride and felt it was one of the best-organized and well-planned rides that he has partici-

### **New Business:**

**Welcome Incoming 2003 Board Members:** Bill welcomed the new board members for the coming year and reviewed the slate of officers.

**2003 General Meetings:** In Larry's absence, Becky brought up on his behalf suggestions of other areas to hold the general meetings along with topic ideas. Several Corvallis business areas were discussed, including Corvallis Disposal, Burton's, Woodstock's, Papa's Pizza, North's Chuck Wagon, and the Evanite meeting room next to First Alternative.

**Bicycle Donations:** Lloyd was been in contact with the Jiffy-Fix Company. They maintain apartments in the community and, at the apartment owner's request, collect bikes that have been abandoned. These bicycles are then taken to the landfill. Lloyd proposed that MVBC pick out the better bikes, repair them, and donate them to local kids and charities. It was pointed out that it might not be legal to give away abandoned bikes—that will be checked out. The Board expressed interest in this proposal so Lloyd will continue investigating. Tim Corbett offered to help.

**2003 Board Meetings:** Richard and Lindy agreed to again have the board meetings at their house for the coming year.

**Treasurer's Report:** Richard reports checking account balance \$3,142.13, savings account balance \$6,524.14, with a total in assets of \$9,666.27. In the near future Crater Lake reservations and MVBC liability insurance for 2003 will be due.

**Membership Report:** Matt absent. Susan will be contacting Matt for help in transferring the membership database to her for updating. She was given

and Ann will e-mail her a copy that she recently received from Matt.

**Webmaster Report:** Mark reports the MVBC web site is working and looking good. The domain has been renewed for another year. The club has received five years of free service from Peak and he will put some recognition of them and their service on the website to show our appreciation.

**Ride Captain Report:** Tim introduced Joe as taking over his position. Joe discussed the New Year's Day ride. The riders will meet at Osborne Pool instead of The Beanery since it will be closed. A rider will be assigned to redirect riders that show up at The Beanery.

### **Bicycle Transportation Advocacy**

**Report:** Walt reports that at the recent meeting the idea was entertained of giving police officers Blinky Lights to hand out to bicyclists that are caught riding in the dark without any lights. It would also give the officers an opportunity to discuss proper equipment with the rider. This would be good for public relations and also help addressing bicycle safety. They have 100 lights already and if it is a successful program asked if MVBC would be interested in donating more in the future.

**Editor Report:** Lloyd reports the next deadline for the newsletter is December 27<sup>th</sup>. He will change the masthead of the newsletter to reflect the 2003 board member information.

**Vice-President Report:** Darrel and Larry absent.

**Next General Meeting:** January 20, 2003.

**Next Board Meeting:** January 27, 2003

The meeting was adjourned and refreshments were served.

## MVBC EVENT CALENDAR: January—February 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

**January 1, Wednesday, 9 am:** Today is about food

- **Meet at OAC: Riverside Dr. to Elmer's Restaurant (Albany) back via Independence, 32 miles (B-110)**

**January 4, Saturday, 9 am:** A great weather window, you long riders might want to extend.

- **Long Ride: Independence Highway to MONMOUTH back via Highway 99W, 44 miles (B-270)A**
- **Short Ride: Independence Highway to HELMICK PARK back via Highway 99W, 34 miles (B-200)A**

**January 11, Saturday, 9 am:** Very windy, shifting as the day warms up.

- **Long Ride: Through Philomath to Greenberry Store back via Bellfountain Road. 43 miles (B-260)B**
- **Short Ride: Through Philomath to Decker Road back via Bellfountain Road. 33 miles (B-170)B**

**January 18, Saturday, 9 am:** Bring your sail for the return from Brownsville.

- **Long Ride: Brownsville via Bellfountain 76.2 miles (B610)C**
- **Short Ride: Bellfountain Rd. to Decker. 35 miles (B220)C**

**January 25, Saturday, 9 am:** Wet, wet, wet.

- **Long Ride: Through Shedd to Waterloo. 61.3 miles (A-520)D**
- **Short Ride: Peoria Road to Peoria back via Abraham Drive. 27 miles (A-070)D**

**February 1, Saturday, 9 am:** Think of summer as you battle those headwinds.

- **Long Ride: Shedd to Lebanon back via Tangent. 52 miles (A-340)D**
- **Short Ride: Harvest Drive to Shedd back via Tangent. 34 miles (A-210)D**

**February 8, Saturday, 9 am:** Might be wet, will be cold.

- **Long Ride: Bellfountain Road to Bellfountain back the same route. 40 miles (B-240)C**
- **Short Ride: Bellfountain Road to Peterson Road back via Philomath. 29 miles (B-090)C**

**February 15, Saturday, 9 am:** Might be cold, will be wet.

- **Long Ride: Independence Hwy to Monmouth back via Hwy 99. 44 miles (B-270)A**
- **Short Ride: Independence Hwy to Suver back via Hwy 99. 31 miles (B-120)A**

**February 22, Saturday, 9 am:** Very windy, with frequent sun breaks .

- **Long Ride: Philomath to Kings Valley back via Airlie. 46 Miles (B280)B**
- **Short Ride: Philomath to Decker Road back via Bellfountain Road. 33 miles (B170)B**

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

- *No host goodies and banter at Circle Blvd. Beanery half an hour before the Saturday rides. Please, only go inside if you plan to buy something.*
- *Every Wednesday at 9:30 AM: Meet near Camp Adair Road -- first gravel parking lot east of Hwy. 99W. Ride to Independence or Monmouth at an easy to moderate pace. Weekly except when nobody shows up. Walt Prichard 752-6231. Counts for Club Mileage if somebody remembers to record it.*

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dium looked like those of the virus. (Sort of like winning the *viral lottery!*) So, when the antigens attacked the virus, they also attacked my pericardium, causing it to become inflamed and creating a pain that felt like a heart attack. Fortunately, however, pericarditis is not like a heart attack—when the symptoms are fully gone, so is the danger. After 6 weeks of absolutely no exercise or even mild exertion, an EKG/treadmill stress test and a physical exam, I was cleared to return to normal activities.

On June 28<sup>th</sup>, just more than 6 weeks away from the Ironman, I had a go-ahead to resume training. In the meantime, I'd had to cancel my participation in the Race Across Oregon (Mike Wilson filled in for me at the last minute, thanks Mikel!), a marathon, a half-Ironman and the Markleeville Death Ride because I was either restricted from activity or because it was too soon to be safe. My employer, Hewlett-Packard, shut down for one week due to the economy in early July. During this week, which included 320 miles on the bike, I decided I would attempt to salvage some part of my summer plans. But I decreased my expectations for Big Foot from sub-13 hours to 15 hours or better.

Twenty-six miles of swimming, 1100 miles of biking, 185 miles of running and a total of about 110 hours of training later, I entered the small field of competitors at the Big Foot Ironman. With Sue as my support team, I was ready to have a good time and enjoy the scenery. Sue had already warned me if I quit, she would personally drag me the rest of the distance by certain parts of my anatomy. I knew the least I had to do was finish.

The 11 hours and 38 minutes that followed went by in both a blur and in slow motion. \* The pain, especially in my feet was excruciating. My muscles were tired and tight. My sit bones were sore. My heart was racing, even hours after I finished. But I finished. Not only had I beaten my revised goal, I

couldn't believe it. I was euphoric. I felt an endorphin rush I have never felt before. I tried in vain for a couple of hours to describe for Sue what I was feeling. The best part of everything was that I felt human – I could eat a regular meal (and keep it down). We watched a movie and went to sleep. I was second place in my age group and I was alexithymic.

I know what you're thinking, "if this is an example of Morris without words, I'd hate to be around him when he feels grandiloquent!"

How else can I close such an important chapter in my life than to thank Sue and my children for their coaching and support, club members who challenged me during bike training, my Master's swim coach Suzanne who improved my stroke (given not as smooth as Tim Corbett, but maybe someday), Brent Kamenka who put on a great Ironman contest and God for making it all possible.

(\*Note: for perspective and to prove my humility, the course record for the Big Foot Ironman is 9:04 and the winner in the 2001 World Championship was 8:31. So I still have a way to go before I can claim any sort of immortality as a result of my finish.)

## Choosing a Long-Distance Bike

Lon Haldeman

Haldeman is director of the Race Across America, two-time winner of RAAM, and has led over 50 transcontinental tours. "Which bicycle would you like to be on for the last half of a double century?"

"What kind of bike should I buy for long distance cycling?" I am often asked by riders preparing for our cross country PAC Tours. These riders are just as interested in good equipment as are RAAM riders.

Unfortunately I haven't found a recipe that precisely matches each bike to its

rider. There are lots of bike calculations for sizing, frame material strength and overall weight. Too bad these numbers don't always explain why some bikes ride better than others. Or why two similar riders don't like the same bike.

During the past twenty years I have ridden an assortment of frame designs across the country. I have done PAC Tour with several hundred people who have chosen a variety of bikes for long distance cycling. Most of my opinions have come from these "seat of the pants" road tests and discussions with similar cyclists.

For the purpose of this article I will define "long distance" as any event over 100 miles. In other words, "which bicycle would you like to be on for the last half of a double century" - distance somewhere after you are tired and sore and still have a long way to go.

The Ride: How many times have you heard someone says "it rides great because it's really stiff." Does that same bike feel as great at the end of a double century? Some people like stiff bikes all the time. Some people like gel saddle covers all the time. I think the bicycle should disappear underneath you. Don't confuse wanting a comfortable bike with wanting an inefficient bike. Aerobars, a good saddle and proper fit all improve comfort while maintaining efficiency. If all you can think about is getting off your bike at the end of a ride, you probably aren't comfortable or having much fun either.

Frame Materials: What's better for a long-distance bike: titanium, carbon fiber, aluminum, steel? A better question would be "what is the best way to use these materials for a long-distance bike?" The frame design in combination with the material will affect how the bike rides. I have ridden many different frame materials on RAAM and couldn't tell the difference on a dark night. All these bikes were built to be comfortable but also light and strong.

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so they actually rode pretty much the same. There are many off the shelf frames that are good long-distance bikes. If you are thinking of a new frame, if possible arrange a road test or trade bikes with someone at the end of a long ride. After 100 miles decide what you like or don't like.

Pete Penseyres 1986 RAAM bike was a carbon Raleigh frame designed after a touring frame with 72 degree head and seat tube angles. So was Susan Notorangelo's 1989 RAAM record bike which had paper thin steel tubing. Pete's and my 1987 cross country tandem frame was built with aluminum and carbon tubing. All these frames were as light as possible and would be considered flexible by most riders. However they were comfortable, efficient frames that you liked to ride day after day without being pounded by road shock.

I prefer frame designs that have a stable geometry. My TREK "Y-Foil" has a racing feel yet is very stable at all speeds. If I were designing a custom steel bike I would duplicate the Trek's front end handling. I also like bikes with chain stay lengths closer to 17 inches than 16 inches. With more room the chain line is better when cross shifting three chain rings. The extra chain stay clearance also helps fenders fit better if you ever have to install mudguards for PBP again - let's hope not!

Several suspension systems have been successful on road bikes. These designs absorb road shock and improve comfort for long distances. The Allsop SoftRide, Air Friday and Titan Flex all incorporate a cantilevered beam which suspends the rider 12 to 24 inches from the rest of the rigid frame. The beam is

which dampens vibration from the rider.

Although these suspensions might feel mushy at first, I adapted quickly to the smoother ride. The TREK "Y-Foil" molds their beam directly into the frame. It is the least flexible beam but still softer than a diamond steel frame. Each of these designs has worked to reduce weight while maintaining strength. Many of the new suspension seat posts or front forks could also be added to your current frame. These suspensions are worth considering for your future long-distance bike.

Weight: Weight equals drag so obviously lighter is better. My rule of thumb is that a bike should weight no more than 12% of the rider. That means a 200 lb. rider = 24 lb. bike or 150 lb. rider = 18 lb. bike. If you are a heavy rider you will have no problem finding lots of bikes to choose from. Buy the lightest you can afford. If you are a light rider you might develop an anxiety complex about how much your 20 pound bike is slowing you down. Don't worry about it. If your bike is under 20 lbs and you get dropped on a hill, it's not because of the bike.

Components: After working as a PAC Tour mechanic for 15 years on some very nice bikes, I realized all bikes break. The difference is how easily can they be repaired. For a long-distance bike, consider whether you can fix it yourself on the road. If you are riding Paris-Brest-Paris and are standing under a streetlight in the middle of France with a jammed STI shift lever, can you fix it? Fortunately there are lots of good components on bikes under \$1000 that work well and can be fixed by human hands.

Every distance rider should be able to: •Change and patch a tire and

bles •Change a spoke and true a wheel •Repair a broken chain •Realize and fix a problem before you are stranded

If you are not a mechanic, have your bike shop explain the basic adjustments you can make on the road.

More expensive parts are generally lighter and better machined than lesser priced parts. Shimano Ultegra parts work well for the price. Ultegra parts are also interchangeable with less expensive Shimano parts which are plentiful on department store mountain bikes. Most Mom and Pop bike shops will have similar parts which will work if you are stranded. Again, buy the best you can afford but having a working knowledge of how a part works can improve the performance of all components.

When selecting the gearing remember to bring lower gears than you think you will need. If the route is hilly you will need bigger downhill gears too. The flatter the route the tighter your range of usable gears. A triple crank set allows you to get lower gears with less weight than a larger freewheel.

Wheels: When I bought my first long-distance bike the salesman suggested I might need a second set of wheels for racing. I wondered why anyone would need spare wheels. Twenty years later my garage is packed full of wheels, each for a different purpose - most of them obsolete with the ever changing technology of new components.

A good set of wheels can make a junk frame ride

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## OUR RIDE CAPTAIN REPORTS

With the December 28 ride the mileage year officially concluded. The grand total of miles was 112,827.8 by 1886 riders. There were 64,328.3 miles on Saturdays by 1430 riders. For the first time this year, the club did not improve in total miles over last year. We rode about 300 less miles in November and December this year. Of special note, however, Henry McCarthy did not miss a Saturday ride from October 26 through December 28, a string of 10 straight rides (in not great weather much of the time). In fact, Henry only missed 14 Saturday rides throughout the year. First time riders since the last report were: Matt Martel, Jim Kennedy, Jay McDougal, Larry Fern, Beth Young, Will and Marilyn Koenitzer, and Les Gutches.

Your Bike Board has added two volunteer positions on the Board, Walt Prichard as the Wednesday Ride Leader and Jerry Rooney as the Saturday, 10:00 Ride Leader. Contact these people for more information. (See the ride calendar) On these colder Saturdays, consider joining the 10:00 am riders. They start from the Osborn Aquatic Center and determine the ride that morning based on the weather and the wishes of the riders. You can count on this group to do three things: 1) regroup and check on riders, 2) be friendly and supportive of all riders, and 3) eat someplace!

Congratulations to all riders for an outstanding year! Pat yourself on the back, regardless of whether you rode one time or 39 times. Consider setting a resolution to increase your commitment to riding next year, not just with the club but as one less car on the road. Have a great 2003!



*(Continued from page 7)*

better. Since most distance events are ridden at low power outputs, many riders can use fairly light but durable equipment. If you are using spoked wheels make sure they are built by someone who understands bicycle wheels and has a good touch with a spoke wrench. The beauty of spoked wheels is that they can be repaired on the road. Even 200 pound riders should be able to travel across the country on 32 spoke wheels with minimum maintenance.

The next wheel upgrade would be a set with deep section rims and minimal spokes. Campy, Mavic and Rolf all make wheels with 12 - 16 spokes which are light and fast. If the design has spoke nipples inside the rim, it is a long process to change a spoke. You have to remove the tire and rim tape to true the wheel. Most of these companies pride themselves that their superior designs don't break spokes. I've seen them all break spokes and have wondered how to fix them on the side of the road. I prefer the designs with spoke nipples exposed that can be fixed with common bike tools.

Spinergy wheels with their bladed spokes have become more reliable the past four years. The early models broke because of glue and hub failures. I haven't seen one break recently. The hub bearings still go out of adjustment but can be fixed with a cone wrench. If you have a set that lasts the first 1,000 miles, they seem to be fine for the next 20,000 miles.

I feel a long-distance bike should be treated as a tool toward results. Lightweight, durability, comfort and efficiency for you should be considered when shopping for your new bike. Buy the best bike for your budget...then learn to use it...learn to fix it...and keep training.

*copyright by the UltraMarathon Cycling Association.*

*More information for distance riders at [www.ultracycling.com](http://www.ultracycling.com)*

- 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

For the cover article and for more information about Lance Armstrong and the SI Sportsman of the Year award, see the December 16 issue of SI or check out the website: <http://sportsillustrated.cnn.com/features/2002/sportsman/>

**Classified**  
Check out the classic Schwinn Twin Sport tandem, on consignment at Play It Again Sports, 1422 NW 9th St.

### A Little Research on Bicycle Theft

*David Kamp*

There it was, another news item on the Davis Bike Club list about a tandem stolen from a garage in Lodi, a central valley city south of Davis. The hapless victim was hoping the stolen bicycle would be identified in the area and reported. Similar reports periodically come over the wire (or optical fiber) about stolen bicycles from garages in Corvallis, Albany, Lebanon; Anywhere, USA. I called the Corvallis Police Department to find out a little about this problem. Detective Kevin Bethel was kind enough to share these facts. An open garage door is a big lure to a thief. Thieves simply walk around town looking for opportunities to steal things. Bicycles are easily rolled away, literally in seconds, and thus are highly vulnerable. He estimates 98 percent of garage bicycle theft is the "easy opportunity" theft: door open; owner out back; thief passes by; poof, the bicycle disappears. Breaking and entering results from the house being cased, then entered when the owner is absent, usually. If the garage door is closed, the thief

casing the neighborhood will have less to look at, and potential thefts will be prevented. Professional thieves carry impressive bolt cutters and little hydraulic jacks for splitting U-locks. You may have some success against those tools with a tempered steel chain like the New York Lock (tm) system from Kryptonite. If the bicycle is chained to a fixed object, like a pipe in the garage, the thief will cut the pipe, and leave you with an expensive repair to boot. Detective Bethel suggests installing lag eyebolts in the concrete floor by drilling a hole with a masonry bit and using expanding bolt systems available at hardware stores. Then lock the bicycle to the eye in the lag bolt. A mason will do this for a few dollars. A big eyebolt involves tough work to cut through, and time works against most thieves. One strategy discussed in internet groups is locking bicycles together. Detective Bethel does not think this is too effective, however it is better than not locking at all, as a cluster of bicycles is cumbersome to roll away. However, far and away the best defense against theft is to keep that garage door closed at all times, lest opportunity inaudibly knocks and that nice bicycle is lost forever.

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

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## ***Meetings & Announcements***

### **Board Meeting**

The January MVBC Board Meeting will be at the Burgess residence, 3160 NW Arrowood Circle, Monday, January 27, 7 pm

### **Thanks**

Thanks is expressed to Richard and Lindy for hosting the MVBC Annual Christmas Party

### **General Meeting**

When: Monday, January 20th, 2003  
Where: Papa's Pizza, 1030 SW 3rd  
Time: 6:00 p.m. for those who wish to eat and socialize before the presentation.

7:00 for the program.

Program: Walt Prichard will present a slide show on his Summer '02 cross-country trek.

### **Future Events**

**May 4** - Monster Cookie Ride, Salem Bicycle Club, [www.salembicycleclub.org](http://www.salembicycleclub.org)

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

**June 15** - RAAM, (262) 736-2453

**June 21-29** - Loop Tour I, MVBC

**July 12** - STP, [www.cascade.org/stp/](http://www.cascade.org/stp/)

**July 26-August 3** - Loop Tour II, MVBC

**Sept 7-13** - Cycle Oregon XVI, [www.cycleoregon.com](http://www.cycleoregon.com)

**Sept 28** - Peach of a Century, Salem Bicycle Club, [www.salembicycleclub.org](http://www.salembicycleclub.org)

### **IMPORTANT SUBMISSION INFORMATION**

Submit articles, stories and photos for the February MVBC Spokesman no later than January 27.

Please send this material to the editor in Word format:

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