



MID-VALLEY BICYCLE CLUB

Spokesman

February 2004

REFLECTIONS.

Random thoughts wander through my head these days as I think of the year just past and start planning for the New Year. How did the last year shape up? What can we do to make the club better? What kind of image should MVBC present to the public? Lastly, how long is the sun going to last and why am I in front of my computer instead of outside in the sun?

I'd like to focus this article on how the last year shaped up. If the results of the recent questionnaire are accurate, the majority of you are happy with the way the club is running. I believe all the major events ran smoothly and were well attended. Our club is fortunate to have had such a talented bunch of volunteers running their events. I'd like to share with the club members some of the results from the questionnaire. The results are based on 41 responses. Most of the responses were from members who ride primarily on Saturdays. The 10 a.m. ride received a lot of positive responses from those people seeking an alternative to the 'hardcore' fast rides. I think the responses show that it is important that the club maintain its existing variety of rides with, perhaps, some additional new rides thrown in.

Of the club's special events, those who responded participated most often in the Rolling Feast, followed by Loop Tour, Covered Bridge, a tie between Crater Lake Ride and 'Adopt a Highway', and lastly the Midge Cramer Ride. Thirty-three out of the 41 respondents were very satisfied with the special events. Some suggestions for additional special events included more tandem rides, an overnight ride to the coast and a revival of the 'Greenway Ride'.

As far as the general meetings go, members were generally satisfied with last year's presentations. Those meetings with a 'meal option' were popular. There is a desire to see some more variety in the meetings topics. Sugges-

Up front

by Betsy Reid, President

tions included bike commuting, simple bike repair, family/couple bicycling and recumbents.

Respondents were overwhelming supportive of the club's bicycle education program. Some other suggested uses of the club's fundraising proceeds included improving the Mid-Valley's bicycling infrastructure, increasing motorist's awareness of bicycles, reaching out to young adult riders, supporting 'Rails to Trails' and installing hazard warning signs on area bike paths.

I'd like to personally thank everyone who responded to the questionnaire. We obtained some good suggestions and constructive criticisms which we hope to address at the next board meeting. If there is anyone out there who would like to champion one of the suggestions made here, please contact any of the board members.

I have noticed a club habit that I would like to see improved. The club could stand some improvement when it comes to riding courtesy within the city limits. All members can help with this one. During two recent Saturday rides, I was surprised to see club members riding 2 and 3 abreast in the bike lanes within the city limits. Not only is this hazardous to the riders but it leaves a bad image of the club to the general public as they have to deal with group lane changes and turns. If we want the car drivers to respect us, then we need to respect them as well. Please try to stay within the bike lanes and not block the traffic lanes unnecessarily.

Enough said on that subject for now. Many of you are now making your riding plans for the upcoming year. The Mid-Valley Bicycle Club sincerely hopes that that you will keep some of their activities in mind when making your plans.

Also in this issue

CycliStats review

Got a fresh front tire?

BTA legislative summary

Can't we all just get along?



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Advocacy

Walt Prichard

I sure hope every one is paying their dues. For the club, yes. However more important are the dues to ride in our great valley in the summer. Everyone should venture out in the winter and take the chance of getting a little wet. There will be times when the weather turns out nice with only a few sprinkles. You get to see the country and enjoy the good air and have some time alone to remember all your great tours, coffee shops and camaraderie while out for a bike ride. I think these dues are pretty cheap after a summer like we had last year. "Try it you'll like it" Just dress warm and dry and ride to those places close to town and find some places to take your out of town guest next summer.

Bike theft seems to be a perpetual problem. This year both Corvallis and Eugene seem to be having an upswing. Recently I heard a Sergeant from the OSP on campus who gave us some things to think about. It seems that most bike thefts are committed to get a few bucks to support their drug habit. The OSP is working with Benton County Parole and Probation, trying to pinpoint individuals whom may be involved. This is helping a little and they are using some students in sting operations as more eyes in the hot spots. They also suggest that you use both a U-Lock and a cable lock because the thieves don't carry around the tools to defeat both kinds. I still came away with the thought that if you are going to leave your bike unattended for a long time (hours) use your old beater bike that they can't readily sell. They may be dumb and stupid but they need money, not something they can't sell and taking the chance of getting busted more ways than one.

There are a lot of things going on right now but just in the preliminary stages. We will know more in a month or two. Keep the rubber side down!



Meet Our Officers

Vice-President: Shung Chieh

My primary job as vice-president is to arrange the general club meetings and help out where I can. I've been in the MVBC since '98.

I've got 4! total bikes: a Litespeed Appalachian cross bike, a Merlin (Pre-litespeed!) mountain bike, an Ibis (pre-bankruptcy!) Spanky road bike, and a Specialized Rockhopper for commuting. On club rides, I'm most often seen on the Spanky or the Appalachian.

I usually ride Saturdays, volunteer/ride CBBT, Crater Lake, etc. I commute and also do a lot of mountain biking (although not as much as I'd like since taking up road riding).

My goals for MVBC are to have fun and be safe!

Treasurer: Richard Burgess

My primary responsibilities as Treasurer are to keep the books and give the board the financial statistics each month and any special reports that are needed, pick up the mail and distribute it, and send memberships to Susan Christie, our membership secretary.

I have been a MVBC member for 22 years.

Bikes I Ride: A custom Erickson for the summer & touring; a Cannonade mountain bike for the winter; a Bike Friday for traveling; and a Two's Day Tandem with Lindy.

MVBC Rides I do: I have done all the club rides; I usually ride Wed., Sat. and the Loop Tours when possible.

Other Rides: I do shopping and errands most of the year. Lindy and I also tour in Europe, England, Canada and we take our bikes whenever we travel in the states.

Other MVBC Activities: I help on the tour committee and drive Sag for the August Loop Tour. I enjoy working with Josh on the BTA safety programs in the elementary schools and

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CycliStats Review

A.J. Burton

(A.J. Burton rides with the 10 am group on Saturdays)

CycliStats: Computer Software for Cyclists

I started my adventures in cycling in the spring of 2003 with the purchase of a Trek 1000c. My goals were modest for my 44 years: get in shape, start riding to do those little errands, in addition to getting to and from campus. Soon after I was buying clothes, shoes and attached a cycle computer to my bike. Now what to do with all the information it was giving me? At first I just tried writing it down in a notebook but I always had those other questions.

- How far did I ride last week? Last month? This year?
- How fast did I ride last Saturday?
- How has my weight changed since last month?
- How long since my last tire?

I had been surfing the internet on cycling tips and reading on training programs and information on how I can be better in my now chosen new hobby. While reading the forums on BicycleMagazine.com I found my answer.

CycliStats is great little software program that after my 45 day free trial I had no difficulty clicking the buy button. This program, in my opinion, is not only good for the individual but for organizations such as ours. CycliStats allows you to make entries for different bikes, so a slow mountain bike ride figures differently than a fast pavement spin. You can also enter data for different riders.

CycliStats assists your bike maintenance, too, with a feature that warns you when it is time to service or replace a component.

Simply enter a value for "Estimated Life" for components that wear predictably -- chains, cables, tires, brake pads. The Maintenance list will show you how many miles are left on any item, and then highlight it when it is replacement time. This is especially useful for chains because they wear fast but invisibly. It could save you the expense of replacing a cassette ruined by a stretched chain.

Performance is just as easy to track. CycliStats graphically displays miles and amount of climbing during the period you select. It tracks bodyweight so you can see if your diet-and-exercise program is working.

You can also track blood pressure, resting heart rate and calories consumed by a ride. The last must be an estimate because of variations in terrain and wind from ride to ride. However, the formula used in CycliStats seems pretty close to reality. Its body mass index calculator also works well.

The formula for estimating body fat asks only for neck and waist measurements along with height and weight. The formulas are from the U.S. Department of Defense. For accuracy, you could get your body fat measured in a lab and see how that figure correlates to the CycliStats calculation. Nevertheless, I found it to be a good beginning.

Gary German founded Shasta Software Solutions in 1997. Gary resides in Redding California and is a dedicated cyclist himself.

Max Headwind

The Good Turn

I met a new fellow in town
no car here, it's back in Iowa with his wife
until she can come here,
his bike is his wheels

It arrived in a box
he'd never assembled a bike
didn't know how to adjust it
even to lube it

so today, a cloudy, balmy day
when we might have biked
we assembled his bike
took it in for truing

showed him how to care for it
and in the bike shop
and then in the garage
my hands on a rag on the chain

I jonesed, pined, craved
a chance to get on my bike
but time ran out for today
yet I have a bike friend for life.

If you are a traditionalist, keep your diary with paper and pen. However, if you are interested in helpful analysis rather than basic record keeping, CycliStats gives you easy-to-digest information on your training and progress. In addition, there is no risk in giving it a shot, thanks to its 45-day free trial period. After purchase of this program any updates are free online and the support is fantastic.

This program can be found on the internet at <http://www.shastasoftware.com>



Safety Note

Dave Wallace

I was chasing some members of the bike club up Independence Road on a recent gloomy Saturday. There were four or five of them in the pack that went past me. As they disappeared into the mist ahead, I was impressed by how much farther the only one wearing a screaming yellow jacket was visible than the others. It may be a good idea to show your jersey colors on a bright sunny day, but in our typical winter weather, the high-visibility windbreaker may save your life.

Pedal Power vs. Horsepower Can't We All Just Get Along?

A view from behind the handlebars:
How I lost two tons of metal and
became an avid cyclist

Jeff Mapes

To the man in the white panel truck, wherever you are: I owe you an apology.

When you slammed on your brakes to avoid leveling me as I pedaled up Southwest Broadway, you looked just as frightened as I felt.

It wasn't your fault. I shouldn't have started to move past you on the right when you slowed.

But I have no kind words for the jerk who missed me by inches when he cut in front of me to make a right turn. I guess waiting for a mere bicyclist until I cleared the intersection was beneath him. At least it was just another close call.

And when tragedy hits--as in the death of two cyclists in the maelstrom of an alleged drunken driver speeding 70mph down a Portland street--I can't help but go through another gut check.

Why am I and my 30 pounds of lightweight metal, rubber and dorky plastic-and-Styrofoam helmet dancing with two-ton metal beasts?

I have plenty of time to ponder that during my daily ride to and from work. Somehow, without ever meaning to, I became part of that yellow-jacketed cult you increasingly see everywhere, demanding our share of the road.

I know bicycles and cars don't easily mix. I know, too, as a motorist what it's like to nervously follow a bicyclist on a narrow road, wondering when it's safe to pass and when to poke along and stew. And I know it's as easy to find bicyclists violating the traffic laws as it is speeders on a clear stretch of Interstate 5.

In an ideal world, I would be happy riding only where I won't irritate motorists--and vice versa.

But I can't get most places without using the streets. And since those streets come with autos, well, that's the

price of admission. I'm too deeply into my bipedal obsession to quit.

It began about a decade ago, when I decided to look for a new bike to replace my old high-school 10-speed, which bit the dust after falling off the back of our car on a family camping trip.

Like an island castaway back in civilization, I was astounded by the new technology. These bikes had gears that easily shifted with a click, and there were enough of them-- 21! -to find the ratio that would let me climb the steepest hill. I bought a hybrid, a cross between the off-road toughness of a mountain bike and the speed of a road bike.

Soon I was taking exercise rides with a friend most weekends and, on occasion, riding to work on warm summer days. I was pleasantly surprised to find that cycling my three-mile commute was faster than riding the bus--and just about as quick as driving. On a bike, traffic jams are an irrelevancy. And would you like to discuss how much I save over my colleagues who park downtown every day?

On days I rode, I had a little extra energy in the office. In the evening, no matter how stressed or tired I was, I always felt better after cycling home.

After years of jogging and swimming, I'd found the exercise that wasn't boring. I never found myself thinking, "OK, how much longer do I have to do this before I can stop?"

I didn't even have to carve time out of work or home to exercise. It was starting to feel like a cheesy infomercial sprung to life: "You can tone your body and lose weight--while you're on your way to work! Call now for your free..."

Gradually, I didn't need a nice day to ride, thanks to the right rain gear. Three years ago, I made the biggest leap of all, into the dark.

Unwilling to give up riding when daylight-saving time ended, I bought a set of lights and carefully chose the safest, most well-lit route I could find. In the same way New Yorkers casually navigate the most foreboding of sub-

way stations, I no longer think twice about riding in the dark.

Something was happening to my perspective. One winter night I rode across the Hawthorne Bridge enjoying the clouds scudding across the sky and the sinuous roiling of the dark Willamette below. I glanced at a bus passing me on the roadway, and as I looked at the brightly lit faces I thought, how sorry for them to be trapped inside that stuffy box on such a dramatic evening.

I realized several were staring at me with a look that said, "I'd hate to be that fool out on a miserable night like this."

In some ways, bicycle commuting does feel like a radical notion. It's the exact opposite of upsizing to the SUV. This is downsizing to the bare minimum of metal and energy--namely, one's own calories--needed to get the job done. Think of it as appropriate technology.

That said, I'm no critical masser. I've chewed out bicyclists who flew through red lights, and I'm not interested in challenging the supremacy of the car. I restrict my radical thoughts to the more practical.

For example, I have nothing against major league baseball. But if Oregon wants to use recreation to attract economic development, I'd suggest ponying up the money to build a first-class bicycle lane along the back roads from Portland to Eugene. You'd have bicyclists from all over the world gravitating to the Willamette Valley like windsurfers to Hood River.

I'm convinced Portland's bicycle-friendliness is a big reason so many young college graduates settle here, even without a job. In my rides around town, I've talked with twentysomethings who rent a room in a house, bike instead of drive and live cheaply while they're dreaming up the Next Great Thing.

Meanwhile, in the wake of the latest cycling deaths, I've resolved to be even more careful about cars.

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MVBC EVENT CALENDAR: February/March 2004

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: Eric Ahlvin 753-1848 & John Henry 926-1157. 10 am Ride Leader: Jerry Rooney 752-6588

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

January 31, Saturday, 9am: Kings Valley Store or Decker Road (Creekside Coffee Shop?)

- Long Ride: Philomath to Kings Valley back via Airlie/99W. 46 miles (B280)B
- Short Ride: Philomath to Decker Road back via Bellfountain Road. 33 miles (B170)B

February 7, Saturday, 9am: Monmouth (again!) or Helmick Park

- Long Ride: Follow short route to Helmick, then Monmouth, Independence and home 51 miles (B320)A
- Short Ride: Pettibone, Independence Hwy, Helmick Park and back via 99W 34 miles (B200)A

February 14, Saturday, 9am: Irish Bend or Decker

- Long Ride: Bellfountain Road to Alpine back via Irish Bend 53 miles (B360)C
- Short Ride: Bellfountain Road to Inavale, back via Decker and Peterson roads 29 miles (B090)C

February 21, Saturday, 9am: All routes lead through Albany!

- Long Ride: Riverside to Albany, Dever, Tangent and back via Peoria 54 Miles (B371)E
- Short Ride: Riverside to Albany back via Springhill and Independence Hwy 33 miles (B150)E

February 28, Saturday, 9am: Decker and more...

- Long Ride: Follow short route to Inavale, then add Smith Loop 46 miles (B265)B
- Short Ride: Philomath, Decker Road back via Bellfountain 33 miles (B170)B

March 6, Saturday, 9am: Hills or Breakfast in Albany...

- Long Ride: Follow short route up Independence, Suver to Helmick then a short counterclockwise King's Valley 58 miles (C400)A
- Short Ride: Pettibone, Springhill, Albany; back via Riverside 33 miles (B140)A

March 13, Saturday, 9am: Hills either way you go. Could be a tailwind from Harrisburg!

- Long Ride: Bellfountain to Harrisburg, back via Peoria 60 miles (B440)C
- Short Ride: Follow long ride to Inavale, then clockwise Decker 33 miles (B220)C

March 20, Saturday, 9am: Flat or flatter! Hope it's not a windy day.

- Long Ride: Crabtree and Jefferson (Mexican bakery), back via Pettibone 61 miles (B490)D
- Short Ride: Peoria to Tangent, Albany, back via Riverside 34 miles (A160)D

March 27, Saturday, 9am: Short cuts make long delays...

- Long Ride: Long clockwise King's Valley (shortcut via Maxfield Creek) 61 miles (C510)D
- Short Ride: Counterclockwise Decker plus Smith Loop (shortcut via Bellfountain)46 miles (B265)B

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.



A Brief Summary of the 2003 Legislative Session

Scott Bricker, Bicycle Transportation Alliance

The Bicycle Transportation Alliance (BTA) is a statewide bicycle advocacy organization. We have chapters working on local issues across the state, and our award-winning Bicycle Safety Education Program has been presented in over 17 Oregon communities. We also are active on many issues of statewide significance, including monitoring the Legislature when it is in session. In 2003, we weighed in on all bills or legislative issues that pertained to bicycling and the bicycle industry.

BTA Legislative Committee Chair Doug Parrow (of Keizer) and retired lobbyist Ward Armstrong (of Salem) provided training, support, and weekly strategic planning meetings, and Scott Bricker (of Portland) was the lead staff person involved.

The BTA achieved a number of tangible victories, thwarted legislation that would have negatively impacted cycling, made headway on our Safe Routes to Schools agenda, and built a foundation of relationships and knowledge for future sessions. Overall, it was a successful session for cyclists and the BTA, and we also learned important lessons about the legislative process for the future.

Lessons Learned

There are many ways to kill a bill, and filling a hearing room with passionate cyclists is but one of those ways.

Playing ball is important in gaining clout, and it can be useful to talk through ideas that might not be popular with cyclists in effort to gain political position with powerful legislators.

It is valuable to make good friends who will provide you with information and alert you when problems arise, as many concepts and even bills are kept secret for as long as possible or are heard on a moment's notice.

It is also important to be known as the "Bicycle Guy" so that people will bring their ideas past you before a bill goes to committee.

Our constituency is diverse, and it is essential to be able to back up our positions to handle the morass of calls you will receive when something hits the media (see HB 2768, Stop Sign Bill).

On page 7 is a table detailing the issues that the BTA dealt with in the 2003 Legislative Session. More detailed information on certain legislative issues is being developed and will appear on the BTA website at www.bta4bikes.org.

OUR RIDE CAPTAIN REPORTS

What a start for 2004 - snow, rain, sleet and ice. The weather has certainly been a challenge for getting out on your bike, but that didn't stop a few brave souls who showed up on that first snowy Saturday of the year (Jan. 4th). I think special recognition needs to go out to **Tim Corbett**, **Henry McCarthy** and **Dan & Annette Youngberg**. They were the only people to ride that Saturday.

We have 1,870 miles ridden by 44 riders so far this month. This is through Jan. 17, so there are still two more January rides that will be added to the total and will be reported in next month's article. We have two riders that have consecutive ride streaks going - **Tim Corbett** has 12 consecutive rides, and **Henry McCarthy** has 9. The snow on January 4th stopped any other streaks.

Mileage leaders were **Henry** with 148; **Tim**, 122; **Walt Prichard** and **Lloyd Swanson**, 119; and **Elise Ross**, 105. We had 7 new riders on Saturday the 17th - **Bob**, **Bonnie & Paul Dickman**; **Brian Serby**; **Jeff Tobin**; **Mike Hickson** and **Mike Miles**. I hope they enjoyed themselves and will return to ride with us again.

Welcome back to **Alan Acock**. He took a nasty spill on Decker Road last month, but is back on his bike now. It's good to see him in action again.

Eric Ahlvin and **I (John Henry)** are the new Ride Captains. I would like to thank **Eric** for jumping in and getting everything started during the transition. Also, I would like to thank **Ann Asbell** and **Joe Monteleone** for doing an excellent job in the past year as Ride Captains, and for their effort in making the year end transition to **Eric** and me as easy as possible.

If you have any ideas or suggestions for the Saturday rides, or even reports of road construction on our routes, feel free to e-mail me directly at jhenry@proaxis.com. I would particularly like to hear reports of "Random Acts of Kindness" by club members during club rides. If someone went out of their way to help you, or anyone else, please let me know so I can give them the recognition they deserve.

One thing I would like to ask of everyone is to "**Please print your name clearly**" on the sign-up sheets for each ride. All rider names and mileage ridden are added to the database regardless of whether you are a club member or not, so please print your name.

Bike Tire Wear Please Read This...! *Frank Neal*

At a recent Double Century, Ken Bartholic and I were discussing tire performance. We were discussing Brands, Styles, and mileage.

During the discussion, I mentioned that I never wore out front tires. Early in my riding career, I got tired of throwing away front tires because they were rotting before the tread was gone. I came up with a solution. When my rear tire got worn, I would replace it with a new tire and put the worn rear tire on the front. This "worn" front tire would last until the next rear tire was worn and ready to move to the front. I have done this rotation ritual for 11 years.

Ken had an interesting observation, "If you have a blow-out, would you rather have it be a front or a back tire?"

"Duh?!!", I said, "Of course, the back!"

"Then, why put your worst tire on the front?" He replied.

Ouch!

The following week, I cut the front tire and had to replace it. In the past, I would have rotated my rear tire to the front and replaced the rear. Instead, I replaced the front with a new tire. This was my first new front tire in 11 years. OHMIGOD! The handling and performance of the bike increased substantially! Cornering was much more positive than in the past. The change was so profound that it startled me. At first, it actually scared me. It is a Good Change!

From now on, when my back tire gets worn, I am going to replace it with the front tire and put the new tire on the front. It sounds so simple, but ignoring this advice can be costly. In retrospect, I believe it has cost me dearly... Fast Rewind: On December 23, 2001, Jeff Rich and I were enjoying a pre-Christmas ride on the Santa Ana River Trail. It was an easy day: A trip to Java Point, HB Pier, for a well-deserved Cheese bagel.

At the last wooden bridge, I made a right turn off the asphalt trail. As my front tire hit the fog-dampened wooden bridge, it slid out to the left and hit the left-side bumper of the bridge. As the bike stopped suddenly and the seat embedded itself into my right thigh, the impact dislocated my right hip.

I now believe this was due to my use of an old, worn, "squared", and hardened rubber tire on the

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- 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

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fill in when needed on special events, such as CBBT, and the Race across Oregon.

My Goals for MVBC this Year: Continue to help wherever needed and support the Loop Tours as well as the other programs.

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It's tempting to issue a plea asking if we can all just get along. But the truth is, we all *have* to get along. Cars aren't going away, and the number of bike commuters climbs every year--to the point I almost worry more about crashing into another bike.

In short, get used to us. We're here to stay.
From The Oregonian, July 13, 2003, pages F1 and F2.

Jeff Mapes writes about politics: 503-221-8209; jeff-mapes@news.oregonian.com

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front.

Since then, my cycling life has not been the same. My Doctor tells me that I will soon require a hip replacement due to the accident.

Don't repeat my error. This is so simple...

ALWAYS make sure your front tire is fresh, "round", and fully inflated.

As always, "Life is Thumbs Up!"

From Orange County Wheelmen News, August 2003, p. 9



Wednesday riders at one of their favorite destinations

When you're on the starting line of your first century, it's not wise to sit there and think, 'I've got to ride one hundred miles.' I remember my first one, and my thought was to get to the first rest stop. I made each succeeding rest stop my goal. When they're about twenty-five miles apart, you don't get intimidated by what seems an impossible distance. All you need to do is ride twenty-five miles four times." —

Seana Hogan

MID-VALLEY BICYCLE CLUB
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Address Service Requested

Is it
time for
you to
renew?



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Meetings & Announcements

Future Events

March 5-7 - Seattle Int'l Bike Expo, cascade.org
April 25 - Monster Cookie Ride,
www.salembicycleclub.org
May 28-31 - NW Tandem Rally, www.nwtr.org/
May 29-31 - Century ride of the Centuries,
www.pendleton-oregon.org
June 5-6 - Race Across Oregon, (541) 753-7009
June 12 - Strawberry Century,
www.santiamslowpokes.org
June 19 - Tour de Blast, www.tourdeblast.com
June 19-27 - Loop Tour I, MVBC
June 20 - RAAM, (262) 736-2453
July 17-18 - STP, www.cascade.org/stp/
July 31-August 8 - Loop Tour II, MVBC
August 6-7 - Seattle to Vancouver, Cascade bicy-
cle Club, (206) 522-3222
August 14 - Covered Bridge Bicycle Tour, MVBC
Sept 11-18 - Cycle Oregon XVI, cycleoregon.com
Sept 26 - Peach of a Century, salembicycleclub.org

General Meeting

Monday, February 16
Topic, time and location tba

Board Meeting

Monday, February 23, 7 PM at the Burgess resi-
dence, 3160 NW Arrowood Circle.

IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the
March/April MVBC Spokesman no later than
March 10. Note: This will be a combined issue.

Please send this material to the editor in Word
format:

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