



MID-VALLEY BICYCLE CLUB SPOKESMAN

January 2006

By the time you read this newsletter we will have started the New Year. And like all good begin-

nings we need to map out a course for our destination. Because we have a separate “general” meeting and let the board members take care of club business, this newsletter also serves as THE outlet for what’s going on with the various aspects of the club. That being said, this is your notice that we still need to find some volunteers for club events. As noted in the last newsletter, if we don’t have chairs for specific events, they aren’t going to happen. Speaking positively first, the 2006 NW Tandem Rally has chairs for all the major spots and is proceeding along smoothly. Also, the loop tour committee is in place, planning great things for the coming year.

I’m not making any assumptions about past chairs serving again, but I will be making some calls in the near future if I don’t get any response to see if interest is still there. If you have chaired an event in the past, and wish to do so again, please let me or any other board member know. Sooooo.... Without further ado, here’s the list of events needing chair people:

Covered Bridge Bicycle Tour. In recent years this has always been our big event. It does require a time commitment, but is well “scripted” by previous CBBT directors. Somewhere around is a CD that has just about everything written down. Tim Corbett has chaired this event for three years and I’m sure he can very capably perform a data download. **This event will require a director (chairperson) by Feb. 1st,** or we will have to think seriously about canceling this year. The date has not been set but traditionally it has been on either the Saturday or Sunday of the 2nd weekend in August. (August 12 or 13.)

Midge Cramer Ride. The date has not been set, but has happened around the second Saturday in April. This year that would be April 8.

Rolling Feast (aka Pig-Out Ride). Last year no one volunteered, so we didn’t hold the event. Usually the first Saturday in May. I’d like to see this fun event come

Up front

by Larry Thurber, President

The world is full of willing people; some willing to work, the rest willing to let them.
~Robert Frost

back to life. I will be willing to co-chair if someone else steps up to assist.

Ashley Molk Memorial Mary’s Peak Ride. This event had great weather and a great turn-out in 2005. It is usually a Fourth of July ride. However, this year we will probably change the date as the Tandem Rally will occur at the same time.

Crater Lake Rim Tour. Always a popular event. Usually the fourth weekend of August. Nancy Meitle has already made the reservations. Although Nancy has chaired this event for almost its entirety, she announced at the Annual Dinner she would be happy to pass the torch to someone else (see p. 3). I’m sure she will be able to teach a few things to anyone willing to take this on.

Timberhill Bike Safety Rodeo. The merchants of the Timberhill shopping center have decided **NOT** to host this event again. Therefore, no chair is needed at the present time. However, it is my hope that some organization will pick up this very worthwhile event. If so, we may need a chairperson later in the year.

That sums it up for the year. If I have missed anything, please give me a call or send an e-mail. Remember, it won’t happen if no one wants it to.

Now that business has been taken care of, it’s on to other things. While looking over my bike log, I see that

for the first time in 6 years, yours truly has gone almost a month without climbing onto a two-wheeled steed. Somehow, the time just got away from me. No entries for December. Just some blanks on the spreadsheet where my miles usually go. Between some serious chest and sinus congestion during the dry and cold weather, a couple of Saturday commitments, and an abundance of rain the latter half of the month, my timing has been completely off. To be honest, I probably could have

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Also in this issue

Cycle Oregon Weekend Ride

Donate a Bike

New Year Resolutions

Goldendale Bicycle Tour

GIS Mapping Meeting—Lebanon

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donned the rain gear and made the effort a couple of times, but my desire to get soaked has decreased along with amount of miles I've ridden the past year. I don't mind starting dry and getting wet, or starting wet and drying out, but my cycling desires drop to almost nothing when it looks like I'll start wet and stay wet. Am I alone in my thinking?? The crazy part is that I took apart the fendered bikes, cleaned and greased the rotating parts, adjusted the brakes, and replaced a bad tire, just to be ready! Maybe it was just a much needed time for some solace and reverie in the garage.

My bigger concern is that I'm in serious danger of no longer being a "cyclist" by one of my own definitions. After all, if you aren't capable or willing to ride (at least occasionally) in all kinds of weather, how can you call yourself a cyclist? You're just a person who rides a bike when pleasant and convenient. No offense intended. This is my own definition. My extended definition includes a lot more items of bicycle "no pain, no gain" nonsense, but I always thought the willingness to keep at a certain level of cycling fitness and activity, in spite of weather conditions, was a requirement. So, as of this writing, I have about three more days of December to fulfill the essentials of a "real" cyclist. Maybe I'll see you out there!

Your "acting" president – Larry

Advocacy

Walt Prichard

I hope your year got off to a good start. I know you will all be riding more and driving less as soon as the weather gets better. I will remind you again of that.

There isn't much to report at this time of year but one bit of good news is that the construction of the

Eddyville to Pioneer Mountain stretch of Hwy 20 will get started on Jan. 16 and by April 1 the 1st bridge should be in place at approximately Milepost 23. The main traffic disruption will be on the west end. When this project is complete there will be a good road with wide shoulders all the way to the coast. The traffic will be heavy but it will be a lot safer. On the same note there will still be the old road to ride with very little traffic. Maybe at that time we can put a map together showing the old roads to use so everyone can use the short cuts. I expect the project to take about 3 years to complete.

I sure hope that everyone wrote Mark Peterson (Benton County Public Works mark.peterson@co.benton.or.us) a note telling him of the bicycling project(s) you would like Benton County to consider. They are working on the transportation plan right now and the more input the better. They need to know what bicyclists want and what is important to them. They need more than just my ideas. There is still time to write him!

Let's hope the weather moderates soon and we can get back on the road. Keep the rubber side down.

Safety in Numbers

A recent article in the public health journal, INJURY PREVENTION, examined five published analyses of collision rates between motorists and walkers or cyclists. The conclusions were that a motorist is less likely to collide with a person walking or cycling when there are more people walking or cycling. There is safety in numbers. So the more people we can encourage to cycle, the safer we'll be. (At least from motorists, not from collisions with other cyclists.)

From Quick Release, November 2003



New Year's Resolutions and the Northwest

Tandem Rally

Nancy Meitle

It is the season for resolutions. *I resolve to ride my bike more. I resolve to be a club volunteer.*

Often it is the same group of folks who step forward when there is work to be done. Your club needs your help! I know you are busy. The jobs that need to be done are impossible for a few to do. When we all chip in, large jobs become small ones. So think about taking on a small job this year. Resolve to be a club volunteer.

Plans for the NW Tandem Rally are coming along quite nicely. Things are falling into place thanks to a seasoned committee of volunteers. The Mid-Valley Bike Club will put on a wonderful rally.

So how about taking on a small job or two? We have some jobs that will need to be completed this winter in preparation for the rally. We have other jobs that can be done in the spring and there will be lots of jobs 4th of July weekend.

While I have your attention, I need an understudy for The Crater Lake Rim Ride in 2006. I will not be available the summer of 2007. Organization for Crater Lake can easily be done by one person but it can also be done by a family or by committee. It really is a pretty easy job and it is always fun!

Remember your resolutions and call Nancy Meitle at 753-0304 to volunteer.

Bike Donations

Steve Conner

Hi fellow cyclists,

There is an organization in town called Love Inc. that tries to meet the needs of folks in our community in a variety of ways. They work with other organizations in town to meet the currently unmet needs.

They do things like take firewood to folks with no heat, provide donated furniture to needy families, rides to doctors' appointments... One area that I really connect with is they provide donated bikes to folks who need them. Often folks don't have cars and a bicycle is a real bonus in being able to get to work, job interviews, school and grocery shopping. However, there are more needs than there are bikes. If you have any old bikes lying around that you want to get rid of they would be put great use. They need any type of bikes from kids on up.

If you are interested, just bring them in to work (HP) and I can get them to Love Inc. If you want to arrange something different just give me a call. Thanks. Oh, and the donation is tax deductible.

Steve Conner
715-5473

PS You can also contact Lloyd Swanson or Rob Nicol. Also

Max Headwind

Winter Doldrums

In my winter doldrums
rain coming down
I'm walking, going up a long hill
seeing the bike lane
my memory-me struggling up the slope

recalling my riding this hill
steep, it goes on and on
my thighs ache just at the sight
I remember how my lungs
felt so short of air

and I wonder why I miss my bike

Then two cyclists come down the hill
smiling, laughing, playing
and see my own face
with my own bike
as I coast down the hill

Walking up another hill
I pass a driveway
parents are there
their child on her first bike

bright blue frame,
blue streamers in the spokes
blue training wheels
I see her press on the pedals
her first ride

and I know why I miss my bike

call Lloyd (753-5878) if you could help restore/repair some bikes. Thanks to those who have donated bikes. You can be assured that they are going to needy people. MVBC is donating helmets with every bike.

"I took care of my wheel as one would look after a Rolls Royce. If it needed repairs I always brought it to the same shop on Myrtle Avenue run by a negro named Ed Perry. He handled the bike with kid gloves, you might say. He would always see to it that neither front nor back wheel wobbled. Often he would do a job for me without pay, because, as he put it, he never saw a man so in love with his bike as I was."
—Henry Miller, *My bike and Other Friends*

Willamette Valley Scenic Bikeway Inaugural Ride

Cycle Oregon Teams with Oregon State Parks

Otherwise known as the Cycle Oregon Weekend 2005 Ride

Susan Christie

(Continued from December issue)

Several familiar people came by and stopped to chat, but it was strange...when I tried to talk with them, the parrot kept talking louder and louder, and of course it could talk much louder than I can. The more I raised my voice, the louder the parrot got. And then, when our friend Arne came over and stood close by, laughing, the parrot began muttering ominously in a low male voice.

Eventually, the parrot's owner arrived, and I learned a little more about him. His name is "Chico," and he doesn't like men, hence his treatment of Arne.

Well. That was a first for a bike ride. I was so sorry I didn't have the camera right then.

Dinner in the dining hall was tasty and plentiful. And there were hoards of helpful people to herd us in the right direction and answer all our questions. We washed and saved our silver/plastic utensils, and I'll probably be able to use mine at work for a year or so.

Back at the park, we enjoyed Jonathan's story of the Siberian woman, and the settling of our part of Oregon. He has a real knack for turning basic information into an eloquent folk tale. We haven't checked yet to see if that story is in his column in *The Oregonian*, but I hope it is.

When retired Oregon State Police Officer Ken Chichester, who has been part of Cycle Oregon for as long as I can remember, approached the microphone, there were the usual calls for, "Joke, joke!" If you haven't heard, Ken is famous for his bad jokes, and this one was worse than usual. He followed up with the usual warnings about sensible and courteous cycling. The behav-

ior that bothered him, and many other riders, on this day was riding three or more abreast and not moving over to allow other traffic (bike or auto) to pass. There's another one I would put right up there with that, and that's pace lines of more than five, composed of cyclists who don't know each other, or each other's riding style, and don't know how to do pace lines properly. More than once on Cycle Oregon rides, groups like that have gone down in a big spill, sometimes taking other riders down with them.

We noticed that no one gave a weather forecast. We took that to mean that Sunday would be much like Saturday, and that there was nothing threatening we needed to know about.

We didn't stay around long for Dirty Martini. A little reading before bed seemed like a good idea and we figured we would be up early, ready for breakfast and a great ride.

Part III. Monmouth to Coburg

A shrill burst of shrieking and giggling woke us early Sunday morning, before 5:00 AM. Geez! Breakfast doesn't even start until 5:30! "Some people have no consideration," Matt grumbled.

However, we lingered in our comfortable bunks until close to 6:00, then decided to get up and on with it. Dressing and packing up were easy, and we were soon in the dining hall, where the choices for breakfast were almost daunting. No way could I eat some of everything, but it was fun trying!

We headed out of town on the familiar rolling hills of Independence Highway (or Corvallis Road, depending on whether you're from Independence or Corvallis). This road is a favorite route for our bike club rides, and it's even more fun when we can take the Buena Vista ferry, which is inconvenient right now, because of a bridge replacement project on Buena Vista Road. Eventually, the official signed route will probably take riders across the river on the bridge at Independence, along Riverside Drive, back

across the river on the ferry at Buena Vista and on to Albany via Buena Vista Road and Spring Hill Drive. According to the map, there are several alternates, so riders can "customize" their routes.

We hoped everyone would enjoy the great food stop at Monteith Park in Albany. Lots of volunteers from our local clubs were there helping out, and we thanked them profusely. We assured them we would have volunteered too, if we hadn't signed up for the ride! We were happy to hear riders expressing their appreciation for the beautiful old homes in the historic district in that area of town as we rode along toward Pacific Boulevard after the stop.

From Albany we followed the most sensible route for a large group, although here again, it wasn't what will become the official Willamette Valley Scenic Bikeway. We followed Pacific, which becomes Highway 99E, south out of Albany, then turned back west to join Peoria Road. The official route will follow quiet rural roads out of Albany along Bryant Road and Riverside Drive, but riders will have to make a dangerous left turn across busy Highway 34 (or make a pedestrian crossing at the signal). It would have been unworkable for a group as large as Cycle Oregon to do that. I'm glad they put safety first!



*SAG 1 and the Bubble Machine Along
Gap Road*

We were pleased to see that the old Boston Mills site, where we had lunch on Sunday, is to become an Oregon State Park. It made a great lunch stop, and it will even better when it has

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MVBC EVENT CALENDAR: January/February 2006

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: Henry McCarthy 758-3012 & Robert White 753-9026. 10 am Ride Leader: Jerry Rooney 752-6588

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

January 1, 2004, Thursday, 9am Meet at OAC: Annual News Year's Day Ride to Breakfast in Albany

- **Riverside Dr to Elmer's Restaurant; back via N. Albany/Metge/Independence Hwy, 32 miles (B110)E**

January 7, Saturday, 9am: Monmouth or Suver

- **Long Ride: Independence Hwy to Monmouth back via Hwy 99. 44 miles (B270)A**
- **Short Ride: Independence Hwy to Suver back via Hwy 99. 31 miles (B120)A**

January 14, Saturday, 9am: Harrisburg or Decker to Philomath

- **Long Ride: Bellfountain Road to Harrisburg back via Peoria Rd 61 miles (B480)C**
- **Short Ride: Bellfountain Road to Decker Road back via Philomath 35 miles (B220)C**

January 16, Monday, 7pm: General Meeting, King Tin: Dan Holt on wheel building & repair

January 21, Saturday, 9 am: Tour of Plainville or Saddle Butte

- **Long Ride: Shedd to Lebanon back via Tangent. 59 miles (A420)D**
- **Short Ride: Shedd to Saddle Butte back via 7-Mile/Tangent. 37 miles (A230)D**

January 23, Monday, 7pm: Board Meeting at Burgess residence (3160 NW Arrowood Circle)

January 28, Saturday, 9am: Kings Valley Store or Decker Road

- **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 4, Saturday, 9 am: Think of Spring as you battle those headwinds.

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

February 11, Saturday, 9 am: Might be wet, will be cold.

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

February 18, Saturday, 9 am: Might be cold, will be wet.

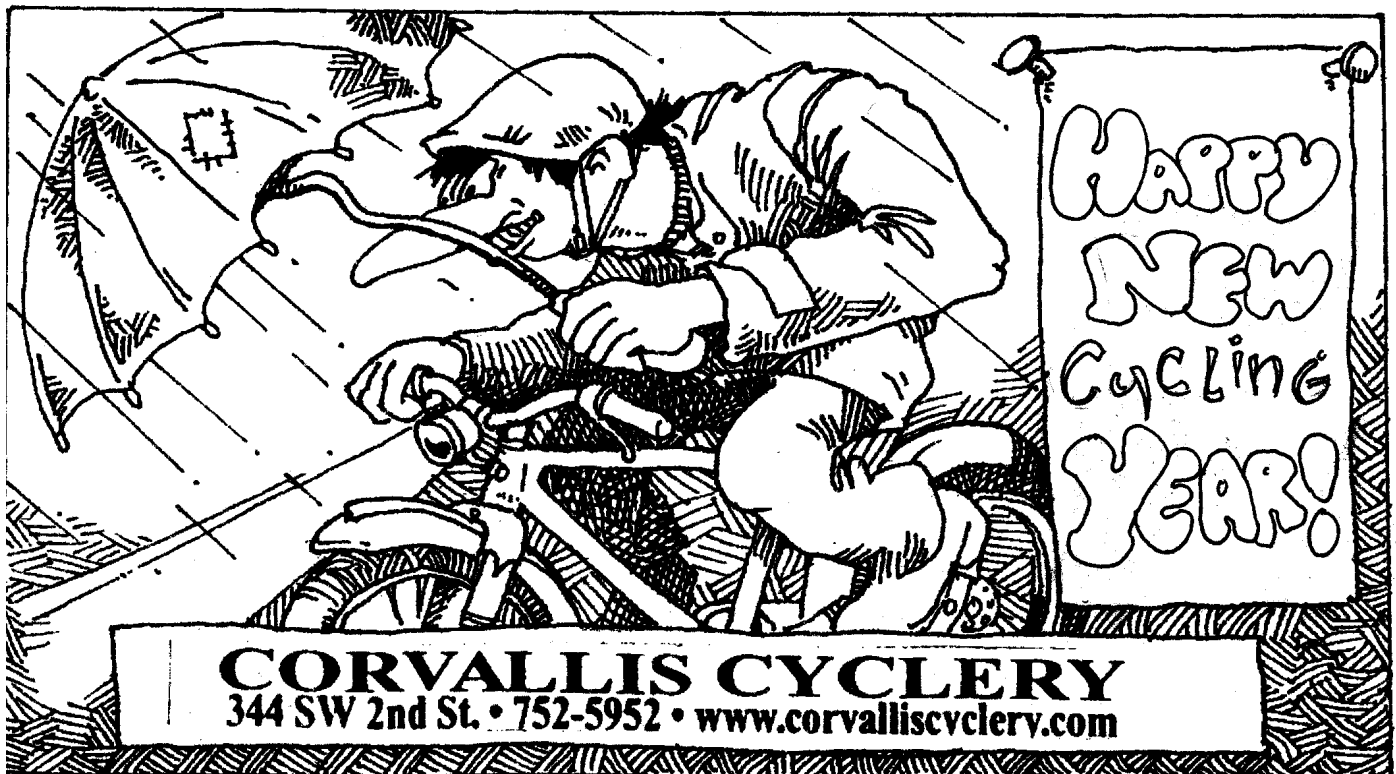
- **Long Ride: Independence Hwy to Monmouth back via Hwy 99. 44 miles (B-270)**
- **Short Ride: Independence Hwy to Suver back via Hwy 99. 31 miles (B-120)**

February 25, Saturday, 9 am: Big winds today, you guess from where.

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

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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been restored and you can tour the mill. Again, lunch was great, and there were mariachis for entertainment. Unfortunately they started to play just as we were leaving.

The ride along Gap Road and over the hill was my favorite part of Sunday's ride. The view to the south from near the summit is breathtaking. The downhill cruise was not too bad either! I made an internal note to ride that way from home more often.

From there it was an easy cruise to the next rest stop at a beautiful farm beside a gurgling brook. Lazing on the grass beside the stream with our snacks, many of us thought we would just like to stay right there! But it wasn't to be, so we all reluctantly mounted up and pounded out the last miles to the finish at the park in Coburg. There, the mood was chaotic and festive. Local citizens were out en masse to greet us, hand us our finish line prizes, and point us toward food, baggage trucks, transportation options, and whatever else we needed.

I was surprised at how early we arrived and at how "not tired" I was. I could have done a not-too-difficult century in good shape, though not at blazing speed. I've been feeling far behind Matt in my training, so this was really encouraging! We finally saw Andrew, for whom we'd been looking all weekend. And I really enjoyed greeting Dave, when he came in (Matt was napping on the grass).

We had originally planned to camp at the Grange right there in Coburg, but we weren't 100 percent pleased with that option (lack of services, possibility of mischievous teenagers in the night, etc.). Spotting a Coburg police officer as I watched the crowd scene, I waylaid him and asked about

that and other possibilities. He suggested that we might like Eugene Kamping World, just seven blocks away, where there were nice tent sites and showers. We had heard of it, but we thought it was one of those "RV parking lot on the freeway" places. It now sounded very good indeed!

Matt soon awoke from his nap on the grass, so we hopped on our bikes again and went over to check out the campground. Pleased with what we saw, we registered and rode back to the park to figure out how to get our gear to our home for the night. We were already planning to reconfigure everything and pack it on the bikes the next morning for the ride home to Corvallis, so that was an option, but we hoped for a quicker alternative.

Once again, the Cycle Oregon staff, for whom we already had very high regard, provided a solution and rose even higher in our estimation. The amazing Ingrid, calm and cool, even though she was managing a zillion tasks all at once, found one of the van drivers who was waiting for instructions as to where he was needed next. She asked if he had time to run a short errand, and he said he would be happy to carry our bags to the campground for us.

It was hilarious scurrying along in the bike lane with the van right behind us. I didn't check, but I expect passersby were most amused. It was a quick trip. We retrieved our bags at the campground entrance, thanked our cheerful helper, and draped the bags over our bikes to walk to the tent site. It was starting to drip a little, so we hustled to set up camp and make everything secure. That task didn't take long, although we took time for some conversation with a touring cyclist from New York who had just arrived at the

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campground from the Eugene airport. He was just starting a self-contained tour up to Montana.

Having set up camp, thrown everything inside the tent, and zipped it up, we rode back to the park to see if there was anything left of the food. They had plenty of veggie burgers, which was fine. Lots of riders were still waiting for their buses back to Champoeg, so we had company while we ate. After the burgers, we bought a few cookies at the Coburg store and rode to camp for the final time, intending to read, relax, and enjoy showers before bedtime.

At some point, while we were enjoying the scene in the park and making our plans, we talked with Andrew about the route he would take back to Champoeg the next morning. We're hoping to hear how his trip went, which way he decided to go, and where he stayed for the night.

We finally turned off our lights in the tent about 10:30 and snuggled down for a good rest. We slept very well indeed, with the gentle rain on our tent for a lullaby.

Part IV. Home to Corvallis

It rained lightly the entire night, but by the time we were ready to crawl out of the tent and start the day, there was only a slight mist. We've done this sort



Packing for the ride home to Corvallis

of thing before, so we didn't have much trouble remembering how to pack everything on the bikes. Long Velcro straps held it all together securely.

It was strange to ride by the park,

where there had been so much action mere hours earlier, and see no trace that Cycle Oregon had ever been there. Everything had vanished into the night as mysteriously as it had arrived at Champoeg. There was not so much as a paper cup left on the grass.

The coffee shop was open, the coffee and scones were delicious, and the Eugene Register-Guard was available for our reading pleasure. Well, maybe not pleasure in every aspect, but certainly interesting. There were friendly people and happy children, who were very curious about our rear view mirrors (we have the Take-a-Looks on our glasses). It was easy to linger. What's the hurry, anyway?

It was an easy 40 or so misty miles home. We put on our Tyvek emergency rain jackets part of the time, but since it was quite warm, they weren't really necessary. The low pressure front meant tail winds all the way. We hoped Andrew's longer trip would be as easy. We cruised at 18-20 mph or so, even with the loaded bikes, taking Coburg Road to Harrisburg, where we stopped for a brief refueling, then Peoria Road to Highway 34. There is nowhere to stop for food between Harrisburg and Corvallis, but there are clean restrooms and water at the boat landing park in Peoria.

It seemed like we got home very quickly. It was a great weekend, and I'm really glad we were able to make it a 4-day one. As we were packing up to head for Corvallis on Monday morning, I couldn't help wishing we were heading off on a long journey, on which we would see new places, meet interesting people, and encounter unexpected adventures and challenges. But as we rode north through "our" valley, I reflected upon this paradise we call home, the "Land at Eden's Gate," and as always, I knew with solid certainty that all journeys will always end here.

The Joy of Cycling

Dottie Hansen

"And so," she said, hoping to un-

derstand his love, "what is it that keeps drawing you to so often seek far-off places with your two-wheeled companion, that metal contraption of gears and rubber?"

"Is it," she said, "a wanting to get far away from tv, junk mail, phone calls, little problems, big problems, boring routines?"

"Yes," he said, "maybe so, but it's more."

"Well then," she said, "is it the love of breathing hard, tempting muscles to do more than they want to, of listening to your heart beating quickly, of working up a sweat and then at the end of the day feeling the aches that say you had a 'good ride'?"

"Yes," he said, "it's that too, but more."

"I wonder," she said, "if it's the thrill of adventure, of finding new places, searching for unknown territory, the exhilaration of discovery, the excitement of risk?"

"Yes," he said, "it's all that but much more."

"Ah," she said, "is it then the beauty of the scenery along the way – grassy fields, wild flowers by the side of the trail, ocean breezes, blue water in the distance, bird-filled forests, brilliant sunshine – or dawn, or sunsets, or even rain?"

"Yes," he said, "it's that but still more."

"Well perhaps," she said, "it is something that comes into your head as you ride – lovely thoughts that drift in and out, old times, old friends, new friends, past adventures, happy memories, things to come, laughter, music, peace."

"Yes," he said, "it's all these things."

"Oh," she said, "I think I understand now. It must be JOY – the joy of living – being alive!"

"Yes," he said, "it is always that – and maybe even more!"

(Dottie, from Minneapolis, is a friend of MVBC member Jack Lyford)



OUR RIDE CAPTAIN REPORTS

JOHN HENRY

I would like to welcome **Henry McCarthy** as a new Ride Captain, and **Robert White** who is continuing the position from this year. Be sure to say Hi, and thank them for volunteering their time.

I would like to thank everyone who has helped out in my absence the last few months. Between work, illness and weather, I just realized I haven't been on my bike for months. Hopefully next year will be better.

The Saturday total for December through the 24th was 2,855 miles. Adding the Wednesday ride total of 0 miles (none reported) gives us a grand total of 2,855 miles ridden by 74 riders for this month. We have a year to date total of 108,049 miles.

Mileage leaders for December: **Ann Devine, 207; Dan Youngberg, 207; Henry McCarthy, 207; Tim Corbett, 207; Glenn Peltier, 141; Leon Ungier, 119; David Wilbourne, 107.**

We had 3 new riders this month, welcome to **Riley Tobin, Chris Bird, David Kamp.**

Please Mark Your Calendar For May 13th

We would be honored if the Mid-Valley Bicycle Club would come to Goldendale and join us for a spectacular bike ride that will certainly test the endurance of the best riders. Klickitat County has some of the most challenging country roads...just perfect for both novice and advanced riders.

Goldendale Bicycle Tour
Mother's Day Weekend
May 13th 2006

10-Mile Family Ride
30-Mile Get-R-Done Ride
60-Mile Novice Ride
100-Mile Dawn to Dusk Ride

(Names and exact mileage are subject to change a little)

Enjoy beautiful wildflowers while making a scenic round trip through our most charming and picturesque countryside.

Sponsored by the Klickitat Valley Hospital Memorial Foundation in cooperation with the Washington State

Park Department and the Department of Natural Resources and the City of Goldendale.

More information will be coming soon to the City of Goldendale's website: www.cityofgoldendale.com or you are welcome to call or e-mail Golden Event Planning ~ Lorraine Reynolds 509.773.0567 ~ goldeneventplanning@gorge.net

~~~~~Invitation~~~~~

GIS Potential for Bicycle Route Planning & Mapping
Jan 5, Thursday, 7:00 PM
Conference Center, Lebanon Community Hospital, 525 N. Santiam Hwy (US 20), Lebanon, OR

Santiam Spokes is pleased to host a special presentation of interest to anyone wanting to plan and map a route for bicycling. This includes on or off the roads in Oregon. Geographical Information Systems (GIS) offers great potential to bike clubs, tour companies, tourism information services, and to individuals wishing to plan great routes for bicycling with full knowledge of what's out there. Planning, printing, publishing, and web sharing of the information is powerful and easier than expected.

Shirley Seymour (President/GIS Manager) and Jim Clark (P.E. , Principal) of GeoSolve Inc. will explain and demonstrate the process of using GIS to plan and map a route. They will show the potential for statewide use of GIS for cooperation between bike clubs, tour companies, state tourism information services, and individuals wanting to access the process via the internet.

This is exciting stuff aimed right at where we are with a glimpse of what could be. The presentation will be understandable and highly visual. There will be time for questions & answers.

It's free and you're invited. Come find out what's around the corner for bicycling in Oregon. For more information call or e-mail: Roger Gaither (President of Spokes) 503-394-3696 or gaither@smt-net.com

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A coincidence? In 1995, 68% of children ages 7-11 rode a bike at least 6x/week. In 2004, 47% did. In the 1960s, 4% of kids were obese; today, 16% are overweight.

*USA Today, July 12, 2005*

### - 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](http://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: \_\_\_\_\_

Family member names: \_\_\_\_\_ Email: \_\_\_\_\_

Please check here if you wish to be added to the MVBC-announce list  (MVBC-announce is a monitored email list which screens for spam.)

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

### Stop Swerving!

*John Tietjen*

I'm a club member and 18-year bike commuter, from 6 miles N of Corvallis, and I ride Hwy 99W just about every day. You'd have to be blind not to notice all of the junk in the bike lane; survival consists not only in dodging cars but in avoiding what falls off the trucks and cars and eventually ends up in that magical three or four feet allotted to us riders between the fog line and the gravel. It's stuff that can literally kill, if you suck it up into your wheel and swerve in front of a log truck. We all know how it gets there. But why does it stay there so long?

I'm talking to the rest of the bicycling community here, because ODOT claims not to have the money to sweep the lanes regularly (don't even bother to call them; they will tell you they only have the maintenance budget to sweep the lane once a year—spend your time calling your state representative about this disgrace). So it's up to us to keep our lanes clear. It's not difficult—if you see a piece of lumber or metal, a box, a rock, or anything large enough to cause a problem to a cyclist, it's easy to boot it onto the gravel where it becomes harmless trash to be collected by the commu-

nity service crews. I'm continually amazed how cyclists can swerve around these obstacles for days and weeks without removing them. (Don't tell me I'm the only person who sees garbage in the bike lanes—the club rides go out Hwy 99W at least once a month.) With the dark days of winter upon us, the junk presents an even bigger hazard to ourselves, and every road in the county has this problem.

Here's what you can do as a responsible bike rider, and it's not asking a lot. Once on each ride you take, when you spot a hazard (defined as whatever you would swerve around rather than ride over), take 5 seconds to slow down and carefully nudge what's in the lane onto the gravel. If it's big stuff (a blown truck tire carcass, e.g.) carefully stop and drag it onto the shoulder. In the city, try to get the trash out of the lane completely. 100 riders=100 pieces of trash removed. Maybe the weekly ride statistics in the MVBC newsletter can include "Miles of Lane Cleared" or "Total Objects Removed"!

Showing concern for our fellow riders will make our next ride even more pleasant than it already is for all of us.



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

**Address Service Requested**

Is it  
time for  
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## ***Meetings & Announcements***

### **Sale of bikes in US**

| <u>Type of Bike</u> | % of all bikes sold |      |      |        |
|---------------------|---------------------|------|------|--------|
|                     | 2002                | 2003 | 2004 | Avg \$ |
| Mountain            | 33.9                | 33.1 | 32.9 | 390    |
| Comfort             | 20.6                | 17.4 | 15.6 | 330    |
| Hybrid              | 9.5                 | 12.9 | 12.5 | 390    |
| Road                | 5.3                 | 7.4  | 10.9 | 1150   |
| Freestyle           | 8.7                 | 7.6  | 7.4  | 230    |
| Youth               | 15.7                | 16.0 | 14.6 | 170    |

Note: Excludes BMX and Cruiser bikes

Think Trek is happy that they signed a contract with Lance Armstrong in 1998?

Trek has a 30% market share in the specialty market.

### **General Meeting**

Monday, January 16, at the King Tin Restaurant.  
Dinner & Social at 6 PM, program at 7 PM.

Dan Holt from the Corvallis Cyclery will demonstrate wheel building and repair.

### **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@comcast.net