



# MID-VALLEY BICYCLE CLUB SPOKESMAN

## October 2011

*Aside from*

working way too many 12 hour days and some other sundry things, I

have been training hard for this year's premier cyclo-cross series up in Portland, the "Cross Crusade". So, while it may not be everyone's cup-of-tea, it's just a blast as far as I am concerned, and worth checking out if you have never been to such an event. Cyclo-cross is a heck of a spectator sport as far as bicycling events go, and Portland has the largest attended event in the world! It's a carnival of sorts—free coffee (good stuff), free oatmeal (again good stuff) and lots of other sights to see. And yes, upwards of 1400 racers over the course of the day, racing in various ages and ability rated classes, with tons of spectators cheering everyone on.

The Cross Crusade series is held over an eight week period during the months of October and November, and starts next weekend in Portland at Alpenrose Dairy on Sunday October 2<sup>nd</sup>.

Also of note, Oregon now has an official high school cyclo-cross series thanks to my bro, John Wilson. The combined CHS/CV team took first place in the series last year!

Below is some historical background on Cyclo-Cross; it has an interesting past.

### **Overview of the Sport:**

*Cyclo-cross (sometimes cyclocross, CX, CCX, cyclo-X or 'cross') is a form of bicycle racing. Races typically take place in the autumn and winter (the international or "World Cup" season is September–January), and consists of many laps of a short (2.5–3.5 km or 1.5–2 mile) course featuring pavement, wooded trails, grass, steep hills and obstacles requiring the rider to quickly dismount, carry the bike whilst navigating the obstruction and remount. Races for senior categories are generally between 30 minutes and an hour long, with the distance varying depending on the ground conditions. The sport is strongest in the traditional road cycling countries such as Belgium (and Flanders in particular), France and the Netherlands. [Wikipedia]*

*Cyclo-cross has some obvious parallels with mountain bike racing, cross-country cycling and criterium racing. Many of the best cyclo-cross riders cross train in other cycling disciplines. However, cyclo-cross has reached such a size and popularity that some racers*

## *Up Front*

*by Mike Wilson, President*

*are specialists, and many never race anything but cyclo-cross races. Cyclo-cross bicycles are similar to racing bicycles: lightweight, with narrow tires and drop handlebars. However, they also share characteristics with mountain bicycles in that they utilize knobby tread tires for traction, and cantilever style brakes for clearance needed due to muddy conditions. They have to be lightweight because competitors need to carry their bicycle to overcome barriers or slopes too steep to climb in the saddle. The sight of competitors struggling up a muddy slope with bicycles on their shoulders is the classic image of the sport, although unridable sections are generally a very small fraction of the race distance. [Wikipedia]*

*Compared with other forms of cycle racing, tactics are fairly straightforward, and the emphasis is on the rider's aerobic endurance and bike-handling skills. Drafting, where cyclists form a line with the lead cyclist pedaling harder while reducing the wind resistance for other riders, is of much less importance than in road racing where average speeds are much higher than in cyclo-cross. [Wikipedia]*

*A cyclo-cross rider is allowed to change bicycles and receive mechanical assistance during a race. While the rider is on the course gumming up one bicycle with mud, his or her pit crew can work quickly to clean, repair and oil the spares. Having a mechanic in the "pits" is more common for professional cyclo-cross racers. The average cyclo-cross racer might have a family member or friend holding their spare bike. [Wikipedia]*

### **Origins and history of Cyclo-cross:**

*There are many stories about the origins of cyclo-cross.*

*One is that European road racers in the early 1900s would race each other to the next town over from them and that they were allowed to cut through farmer's fields, over fences or take any other shortcuts in order to make it to the next town first. This was sometimes called steeple chase as the only visible landmark in the next town was often the steeple. This was a way for them to stay in shape during the winter months and put a twist on road racing. In addition, riding off road in more difficult conditions than smooth pavement increased the intensity at which the cyclists were riding*

*(Continued on page 2)*

### **Also in this issue**

What is the right chain lube?

Rumble Strips

How About Belt Drives?

Always Ride In the Bike Lanes?

Bike Commuting in Corvallis

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

**www.mvbc.com**

**President**

Mike Wilson  
mrw007@gmail.com 541 745 7738

**Vice President**

Charles Heiser  
charlesheiser@comcast.net 541 758 5390

**Treasurer**

Bruce Martin  
tuloose@comcast.net 541 207 6590

**Membership**

Harriet Plumley  
h.plumley@comcast.net 541 753 3722

**Recording Secretary**

Patti Watkins  
p Watkins@oregonstate.edu 541 754 1921

**Ride Captains**

Leon Ungier  
raptus2001@gmail.com 541 752 1223

&

Alan Acock  
acock@mac.com 541 757 8523

&

John Rodecker (Calendar)  
jrrrodecker@gmail.com 916 207 5477

**Members At Large**

Alan Haight  
haight5119@comcast.net 541 745  
5254

&

Teddi Crotti  
frankcrotti@mac.com 541 758 6463

**Director At Large**

Matt Matthews  
matnsusn@comcast.net 541 754 1378

**Advocacy Representative**

Susan Christie  
matnsusn@comcast.net 541 754 1378

**Newsletter Editor**

Lloyd Swanson  
Lloydswanson@comcast.net 541 753 5878

**Webmaster**

Brian Cripe  
brian@cripe-family.com 541 754 7301

*(Continued from page 1)*

and improved their on-the-road bike handling abilities. Forced running sections, or portage, were incorporated to help deliver warm blood to the feet and toes, as well as exercise other groups of muscles. Daniel Gousseau of France is credited as having inspired the first cyclo-cross races and organizing the first French National Championship in 1902. Géo Lefèvre, the originator of the idea for the Tour de France, also played a key role in the early days of the sport.

After Octave Lapize attributed his win in the 1910 Tour de France to his off season training in cyclo-cross the sport began to spread to countries bordering France. Belgium organized its first National Championship in 1910, Switzerland did so in 1912, then Luxembourg in 1923, Spain in 1929 and Italy in 1930.

Cyclo-cross proved itself as a sport extending beyond the boundaries of France when in 1924 the first international race, Le Critérium International de Cross-Country Cyclo-Pédestre, was held in Paris. Cyclo-cross began to become popular in the US in the 1970s and in 1975 the first race was held in New England but the first US National Championship was held in Berkeley, CA. The Surf City race series held in Santa Cruz, CA holds a lot of history of cyclo-cross in the US. The sport has experienced a growth in popularity in the US since the mid 90s and now the Pacific Northwest hosts some of the largest events in the country [Wikipedia]

If I had to choose one cycling race to participate in it would be cyclo-cross for sure, but I like suffering on the bike.

If I had to recommend one cycling competition to watch (spectator value) for sure it would be Cyclo-cross—as I said it's just a blast to watch.

If I had to have only one bicycle, hands down it would be a cyclo-cross bike, as it can do it all. With the right tires and gearing (easy to change out) I can ride it on trails or gravel roads, or 4-week tours, pulling a trailer in Italy.

Bring your rain slicker and umbrella and your mud boots and head up to Portland to watch a race, or jump in and participate! They have categories for all ages and levels.

## An alternative to the chain drive ???

Duncan Rhodes

There are other ways of propelling your bike other than the traditional chain and sprocket arrangement. The pinnacle of this is the Rohloff Speedhub 500/14. A fully-sealed oil bath provides smooth running and durability. These units are fairly rugged, and are usually used in mountain bikes. They are available for caliper or disc-brakes, and can be shifted while your bike is at rest. These top-of-the-line hubs cost over \$1,000 for the hub itself, maybe a bit cheaper if you shop around.

The gearbox will handle a force of 100 N-m (330#/150 kg on the pedal), with a chain ring/rear sprocket ratio of  $\geq 2.35:1$  (2.5:1 if rider  $\geq 220\#$  like me). Hub gear ratios range from 0.279:1 to 1.467:1 with 14 evenly-spaced (13.5% -13.7%/step) gear ratios for a gear range over 5:1. In terms of gear-inches, a 38/16 ratio with a 26" wheel would give you 42-221", and a 700C wheel would give you 44-232". (In terms of distance travelled, this would be 132-695 inches per pedal revolution for a 26" wheel, and 139-730" for a 700C wheel. I guess multiplying by pi was too difficult before handheld calculators...)

The spoke flanges of the Rohloff are built symmetrically; which allows the spokes to be at the same angle on both sides of the finished wheel, in contrast to a cassette, which means a much stronger wheel due to evenly distributed spoke tension.

The Shimano Alfine II-speed hub is a cheaper alternative, priced at about \$600 for the hub (www.JensonUSA.com). It is also oil-bath lubricated with a 4.09:1 gear range, with gear ratios increasing 13-14% per step, except for the highest gear, which is 29%. This is a new product and there appear to be a few problems. There are also other

*(Chain alternatives, continued on page 8)*

## Chain Lube

Rann Millar

Chains are often the most neglected part of a bike.. No other bike part gets such a work out and is so often just forgotten until it makes bird chirping noise or starts skipping. It is commonly dirty, oily, loaded with black smudge and totally untouchable. No wonder so many bike shorts are black, so you have a place to wipe your hands when you do have to touch that filthy thing! How many times have you seen a rider with a tattoo of chainring marks on his or her calf? Some folks get a real tattoo to mimic this all-too-common leg mark.

However, a chain does not have to be completely this grimy. True, you can get an internally geared rear hub with a synthetic cog belt in lieu of a chain and eliminate the whole problem. But most of us already have our bikes with chains on them and must live with this drive train we already own.

So what do you do? For starters, you can use the best lubrication available, and you can clean that chain more frequently. Both of these techniques will help. If, however, you find a way to clean the thing less often, wouldn't that be a good staring place?

Let's start with the best lubricant to do the job. Over the years, many different lubes have been used, some with more success than others. If you have been around the bike scene very long, you will remember the time when the advice was wax. "Wax your chain" was the mantra of the day. I went out and got some paraffin, melted it in the kitchen in an old pot and dipped the chain in it. Did it work? Sort of. For a very short time. Another approach was to use the miracle lubricant WD-40. I did for years, and it did the job fairly well for that period of time. But the stuff is a combination of oils and solvents and it required frequent application and wiping off. The solvent would evaporate, leaving the oil to attract all kinds of grime. Later, I read some positive reports about White Lightning. I bought a container of it and used it often. It worked well as long as I rode in dry conditions, but in the rain it failed too quickly. My next attempt to use the ultimate lube was Pro-Link Gold. It was touted as the end-all for chain lubrication. It got a few years use also and worked much better in wet conditions.

One day, I read online about a new lubricant that really lasted a long time, did not make a big mess on the chain, and did not wash out with rain. The consistency was described as being about like honey. The more I read, the more this ridiculously expensive end-all, do-all, be-all lube reminded me of the old standby car mechanics had been using since as far back as I can remember: STP Oil Treatment. So, I marched myself down to an auto parts store and bought myself a container of STP. I now have enough lubrication fluid to last a lifetime at about one tenth or less of the cost of specialty products advertised for bikes.

With my chain off the bike and thoroughly cleaned, I went through the laborious process of dipping a small

amount of STP on each link. Then I let the whole chain sit in the warm sun to allow the STP to penetrate into the pivot pins of each link. Last of all, I wiped the chain down thoroughly along the outside edges. Once reinstalled on our tandem (both drive chain and timing chain, actually), I was

*(Chain lube, continued on page 6)*

---

## Max Headwind

### At The Gym

I don't seem to have time for bike rides  
much anymore  
and without biking buddies  
I lose the drive

Working out at the gym  
I discover a virtual-reality  
bike trainer  
that I'd passed up before

I'm biking on a coastal route  
beautiful scenery  
passing slower bikers  
heart rate highest it's been today

I've having fun  
but tears well up in my eyes  
I miss the real rides  
the real companions

I want to slow down,  
ride with the slow bikers,  
visit with them  
but they're only images

At the end, still breathing hard  
I talk to the gym attendant  
the bike said something about  
hooking up to the internet  
and not being able to do that

It used to, he said,  
and could hook up to the  
other bike like that  
but now it only is solo

I know how that is,  
I said, and headed to the shower

## MID-VALLEY BICYCLE CLUB BOARD MEETING NOTES

August 22, 2011

**Members Present:** Susan Christie, Brian Cripe, Alan Haight, Bruce Martin, Matt Mathews, Harriet Plumley, Lloyd Swanson, Leon Ungier, Patti Watkins, Mike Wilson

**Guests Present:** Brandy Schuyler, Ted Wilson

### Reports

**Vice-president:** No report.

**Treasurer:** Bruce Martin reported accounts totaling \$19,610.84 this month with \$8887.69 in savings and \$10,723.15 in checking, respectively. Bruce also indicated that the club had made no donations this past year other than purchasing bike helmets and that we typically make a cash contribution to the Bicycle Transportation Alliance (BTA). He suggested that it may be time to make such a donation after assessing how much income was generated by the Covered Bridge Tour (CBT). The board asked Bruce to provide a three-year summary of club donations, particularly donations to the BTA. Brian Cripe suggested that the club identify targets for annual spending. The board agreed to revisit the question of making additional donations this year in the September board meeting. Regarding other budget items, Bruce mentioned that the cost of insurance for CBT riders approximately doubled this year, with the exception of the 19 MVBC riders who were already covered through the club. He also reported that there were fewer Loop Tour riders this year versus 2010 and raised the question of contributing additional funds to this year's SAG drivers for vehicle wear and tear.

**Secretary:** Patti Watkins announced her intention to step down from this position when the term expires in December. Thus volunteers are needed to fill this, and perhaps other board positions, beginning in January.

**Advocacy:** Susan Christie suggested that MVBC emails to the general mem-

bership list contain a statement, "to unsubscribe to this list, please contact email@mvbc.com."

**Membership:** Harriet Plumley communicated that this month's membership had increased from her last report, with 112 individuals, 85 families, and 20 businesses for a total membership of 302.

**Newsletter:** Lloyd Swanson verbalized a need for additional articles for the upcoming issue.

**Ride Calendar:** No report, but the board voiced the need to choose a date for the annual Christmas party that the Burgesses have reportedly agreed to host.

**Members at Large:** No report.

**Ride Captains:** Leon Ungier announced that he and Alan Acock plan to resign at the end of their term in December.

**Publicity:** No report.

**Webmaster:** No report.

**Director at Large:** No report.

### Old Business

**Annual Road Clean-Up:** Mike Wilson stated that he touched base with Walt Prichard about the annual clean-up ride, with Walt indicating that the board or ride leaders need to pick a date when they want to do the clean-up and he will help and perhaps enlist a new assistant. Reportedly, Walt suggested calling Laurie Starha at 541-766-6821 to identify a good date. Mike indicated that he would follow-up on this item with Walt and Dave Gast.

**Summary of Covered Bridge Ride:** Ted Wilson presented a summary of the CBT which had 511 riders based on Brian's data. Purchase decisions, however, were based on a previous estimate of 315 riders. The board speculated that online registration is starting to become popular, with more people signing up in advance than in past. The board underscored that we must not run out of food for the CBT or it can have long-term damaging effects on popularity of the ride. Never-

theless there was sufficient food for all participants and the fresh sandwiches were well-received. Surplus non-perishable items were returned to Costco and Winco while surplus perishable items were donated to the South Corvallis Food Share. Ted also noted that the Kiwanis and the Covered Bridge Society were a great asset with their volunteer staffing of some of the stops. Bruce added that the CBT ridership was down this year perhaps due to the Alpine Century Ride and the Portland Bridge Ride occurring on the same weekend. Only 19 club members did the ride, with the board speculating this low number was due to the fact that so many club members served as volunteers which the board greatly appreciates.

**Crater Lake Ride:** Ted stated that he and Ellen Wilson could still use volunteer assistance on the upcoming Crater Lake Ride for registration and the lunch stop. Ted estimated that the tour would have 50-60 riders. The board discussed whether this ride was undergoing a demographic change as fewer families with children are participating. The board raised the possibility of perhaps changing the location of this annual ride from Crater Lake.

**Consolidating General and Board Meetings:** Mike stated that the issue of combining the general and board meetings on one date would be revisited in the coming year.

**Proposed Changes to Membership Renewal:** After discussions with Lloyd and Brian, Harriet proposed that all membership renewals come due at the same time each year in January. New members joining later in the year through June would pay the same annual membership dues and would renew at the beginning of the next year. New members joining after July 1<sup>st</sup> would pay \$10, i.e. half of the regular membership fee. The board deliberated the pros and cons of these proposed changes then took a vote on whether to institute the proposed changes. The proposal passed with a majority vote.

*(Minutes, continued on page 7)*

## MVBC EVENT CALENDAR: October - November 2011

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.

**Wednesday "Show & Go" rides** from 35-50 miles. Moderate pace with at least one regroup. Start times, usually from 8:00 - 9:00 am, and locations vary, depending on the final destination. Watch for announcements weekly via the MVBC group e-mail. Leaders: Joellen Jarvi, 541-231-1267, [baicher\\_jarvi@comcast.net](mailto:baicher_jarvi@comcast.net) & Jim Gau, 541-754-1511, ([jvgmte@comcast.net](mailto:jvgmte@comcast.net))

Fall and winter **Saturday rides meet at 9 AM** at the **Circle Blvd Beanery** (130 NW Circle Blvd). Riders self-organize and choose from the routes listed in the calendar below, or sometimes may decide on a different route. Two groups are commonly formed; a faster group riding a longer route and a slower group riding a shorter route. Club members present are requested to guide new riders, and new riders are encouraged to make their presence known.

\*\*\*\*\*  
**SLEEP IN ! - ALL RIDES START AT 9:00 A.M.!! (INCLUDING ROLLERS)**

**October 1, Saturday, 9:00 am: Is it raining yet?**

- Long Ride: Waterloo. 61.3 Miles (A520)
- Short Ride: Saddle Butte, 37.4 Miles (A230)

**October 8, Saturday, 9:00 am:**

- Long Ride: Brownsville via Shedd. 52 miles (B330)
- Short Ride: Head to Shedd. 34 Miles (A210)

**October 15 Saturday, 9:00 am: Rider's choice, how long is long?**

- Long Ride: King's Valley. 66.9 Miles (C570)
- Medium Ride: King's Valley. 58 Miles (C400)
- Short Ride: Monmouth. 44.3 Miles (B270)

**October 17, 7:00 pm, MVBC General Meeting, Osborn Aquatic Center—Enrique Semadeni/France**

**October 22, Saturday, 9:00 am: Is it raining yet?**

- Long Ride: Crabtree via Seven Mile 61.3 Miles (B490)
- Short Ride: Albany via Tangent 34 miles (A160)

**October 29, Saturday, 9:00 am: Halloween Cemetery Rides!**

- Long Ride: Dever/Conser/Scravel Hill via N. Albany, Millersburg, 60 miles (B450)
- Short Ride: Albany via Independence Hwy, return via RS Drive 30.2 miles (B100)

**November 5, Saturday, 9:00 am: Come 'on out**

- Long Ride: Bellfountain Road to Bellfountain back via Irish Bend. 53 miles (B360)
- Short Ride: Bellfountain Road to Decker Road back via Philomath. 35 miles (B220)

**November 12, Saturday, 9:00 am: Warm and wet!**

- Long Ride: Independence Hwy to Dallas, back via Arlie. 64.5 miles (B560)
- Short Ride: Independence Hwy to Monmouth, back via Hwy 99. 44.3 miles (B270)

**November 19, Saturday, 9:00 am: Unusually cold...**

- Long Ride: Shedd to Lebanon back via Tangent. 52 miles (A340)
- Short Ride: Harvest Drive to Shedd back via Tangent. 34 miles (A210)

**November 20, Sunday, MVBC ANNUAL MEETING & BANQUET. Don't miss it!**

**November 26, Saturday, 8:00 am: Work off that turkey dinner!**

- Long Ride: Scio via Crabtree, return via Riverside, 73 miles (A600)
- Optional - Medium Ride: Crabtree/Jefferson via Peoria/Tangent/7 Mile, 61 miles (B490)
- Short Ride: Albany via Peoria Rd/Tangent back via Riverside Drive 35 miles (A160)



stuff. The only real downside is that applying STP is time consuming. A master link makes the job fairly easy. Here in Oregon during some seasons we don't get enough sun to help the STP flow into the pivot points, so using a warm (150-175 degree) oven will be the ticket for those winter lube tasks.

On the plus side, you won't need to lubricate your chain as often, and it will not go "squeak, squeak" in wet conditions.

The other most important step is starting with a clean chain. Even with a new one, I find the protective coating that chains come with must be removed. How do I clean my bike chains? I use a couple of containers, the first one has a small amount of solvent in it. Paint thinner, kerosine, even diesel fuel are all similar enough that anyone of these can be used. First put in enough fluid in the container to cover the chain. Shake it with the lid on the container, jiggle it around, and lift it out using a hook made of an old clothes hanger or pull it out with some needle-nose pliers. I usually wipe the chain down with an old rag, then let it dry for a while to allow the solvent to

*(Chain lube, continued from page 3)*

amazed at how well this lubrication worked. It was amazingly quiet. It lasted much longer than any lubricant I had used in the past. Remember the rain and snow of the Crater Lake Rim Ride of 2010? My tandem chains went through that and other rainy days, and just kept on silently turning the cogs and chain wheels! So, now I am sold on using STP Oil Treatment as my lubrication of choice.

There are a couple of caveats however. First, the chain needs to be thoroughly cleaned, and second, the STP must not be over-applied. A complete wipe down on the outside of the chain is absolutely required, or you will get a lot of build up of gunky



evaporate.



*A master link disassembled (left) and assembled (right). A master link allows you to remove the chain without 'breaking' it.*

*(Chain lube, continued on page 7)*

(Minutes, continued from page 4)

**New Business**

**Recruiting New Members:** Mike mentioned that the board may want to discuss, at a later date, whether the club wants to actively recruit new members, particularly younger members and families.

**Proposed Changes to Saturday Rides:** The board discussed changes to the later Saturday ride that had spontaneously occurred over the summer and whether these changes should be formalized, with the club's advertising modified on the website and in the local newspaper to reflect these changes. Brandy Schuyler was invited to the board meeting to discuss her intentions to lead the later Saturday ride and her ideas as to how these rides might be conducted. Brandy proposed that this later ride no longer be a show-and-go ride as it has been, but rather a ride with a predetermined route that is advertised in advance. She added that there would be a shorter and a longer route akin to the early Saturday ride calendar. Brandy also suggested that the later ride remain at 9 am all year round rather than changing to 10 am as it has traditionally done in Fall and Winter. In Brandy's proposal, the leader would not ride sweep, but rather there might be a "buddy system" in which regular riders would be asked to keep track of any new riders. Brandy volunteered to lead this 9 am ride with the wish to have a co-captain as the earlier ride has done. Brandy also indicated that she is not willing to ride during the rainy months so that someone else would have to lead this ride during this time.

In the ensuing discussion, Leon verbalized a concern about confusion between the early and late Saturday rides when the 8 am group switches to 9 am for Fall and Winter. The group pondered having two 9 am rides meeting at different places doing the same routes, but doing so separately. Questions were raised as to whether Jerry Rooney would continue to lead a shorter club ride at 10 am. The board discussed the

notion that short rides would more likely attract new riders. Finally, Brandy suggested going to the Santiam Spokes website as MVBC might consider emulating their practices. The board felt that more discussion of these issues is warranted, with input sought from current ride leaders. Brian stressed the need to coordinate the club's advertising with the reality of how the rides are currently being conducted so that start times and locations and other parameters of the rides do not deviate from what is advertised.

**Regular Events**

- Ride of Silence-** May 18, 2011 (<http://www.rideofsilence.org/locations-domestic.php?s=OR>)
- Rolling Feast-** May 21, 2011
- Ashley Molk Memorial Ride-** July 4<sup>th</sup>
- Annual Picnic-** July 10, 2011
- Loop Tour I-** June 18-26, 2011 (Begin-End Klamath Falls; "Views of the Lakes")
- Loop Tour II-** July 23-31, 2011 (Begin-End Klamath Falls; "Views of the Lakes")
- Covered Bridge Bicycle Tour-** August 14, 2011
- Crater Lake Ride-** August 26-28, 2011
- Fall Festival-** September 24-25, 2011 (<http://corvallisfallfestival.org/>)
- Annual Banquet-** November 20, 2011
- Road Clean-Up:** TBA
- Holiday Party-** TBA
- New Year's Day Ride-** January 1, 2012

**Next Meetings**

The next Board Meeting will be held on September 26<sup>th</sup> at 7:00 pm at the home of Mike Wilson, located at 1776 NW 17<sup>th</sup> Place Corvallis.



(Chain lube, continued from page 6)

The last step is to use the second container to finish the process. This time it is lacquer thinner that I use. Following the same procedure as with the solvent, I clean the chain the same way. Finally I hang it up to dry since the lac-

quer thinner evaporates quite quickly. Note that the used solvent and lacquer thinner can be kept in their respective containers. Most of the gunk from the chain will settle to the bottom, and the clean fluid can be decanted off into additional containers. You need only to add in a little more of each fluid to bring it back to the original amount you started with. Then let the gunky stuff congeal as much as possible and wipe out the container with old rags or paper towels and dispose of appropriately. Thus, by reusing as much of the solvent and lacquer thinner as you can, you are minimizing the impact on the environment.

Be sure to measure your chain while it is off the bike and replace it if it has elongated due to wear. The simple way to know if it is worn is to measure it. Most bikes have chains over 100 links long, and each link is exactly 1/2" between pins. So, hang the chain by a finish nail, and measure it carefully. If it has worn appreciably, it will gain length and be evident with the accumulation of length at the bottom end. When the chain is about one half of a pin too long at the lower hung end, I discard it and go to a new one. Another way to measure for elongation is to hang a new chain with the old and see if the links and pins match up exactly. If they don't, it may be time to replace the old one.

With the chain cleaned and lubed with STP, I think you will find you get extra miles between lubing and a very quiet drive line to boot.

Good luck and smooth pedaling.



*The U. S. Postal Service has announced a new series of stamps. Four new "BICYCLING FOREVER" stamps are set to be released next year. The USPS wants to promote "one of the nation's most popular outdoor activities. Choosing to bike rather than to drive cuts down on traffic congestion, fuel consumption and vehicle emissions." Also they are helping the environment by delivering the mail by bike in some locations in Arizona and Florida. Go to [Beyondtheperf.com](http://Beyondtheperf.com) to learn more and see other new stamp issues.*

## OUR RIDE CAPTAIN REPORTS

LEON UNGIER & ALAN ACOCK

Last month we indicated that we had resigned as ride captains and were anxiously awaiting replacements. Leon is now living in Chicago and plans to make trips back to Oregon so he can join us on a few rides. Alan will put ride sheets and signup sheets in the folder at the Beanery, but he won't be there for all the rides. We immediately need volunteers to get the ride book out from the counter staff and have people sign up. When Leon and Alan have not been there at ride starts, there has been a mixed record of people signing up. PLEASE, early riders sign up! Our insurance only requires us to sign one waiver a year and we are supposed to do this when we re-up our membership. Unfortunately, many of us don't do this, so the signup at the start of the ride is important. We also encourage everybody to join our rides whether they are members or not and non-members really should be signing a waiver.

Now that the early ride is starting at 9:00, the riders on the late ride might want to join the 9:00 ride. Some of the late riders have mentioned to us that they might continue starting at 9:00 at the Aquatics Center. It makes a lot of sense for these riders to meet the regular 9:00 ride at the Beanery. We really believe that some of the late group's wonderful riding culture would "rub off" on the regular 9:00 ride! Regardless, IT MAKES NO SENSE to have two rides starting at 9:00 with starting points less than 1/8<sup>th</sup> of a mile apart.

Our suggestion is that the folks who like to ride at 9:00 in the summer and want to ride at least 30 miles should really think about meeting the regular 9:00 ride at the Beanery. That ride always has at least two scheduled options and ride sheets. Sometimes riders will not like either option. They can pick their own route, and that's okay. It is still important that they sign the waiver.

We also need leaders for the late Saturday ride. Our understanding is that Jerry Rooney doesn't want to be the leader any more. We owe him so much! His email descriptions of rides and welcoming talks at the start of rides are a lot of the reason why the late ride has become our biggest ride.

The weather is grand as this is being written, but the changing seasons are here. Fog, drizzle, and cool weather are no reason to stop riding. But, these weather conditions make safety considerations critical. A bright taillight is important and there is a new generation of these that are extremely bright—1 watt plus models. Leon and Alan are often at the back of the group and that has made us experts on what is visible. People might laugh at high visibility yellow, but we see those riders long before we see riders wearing any other color. Winter is not the time for any dark jackets. Tires are important too. A flat tire on a cold wet day is no fun. Winter weather makes it harder to see glass and other debris. Keeping the inflation high in your tires helps.



*(Chain alternatives, continued from page 2)*

geared rear hubs, such as the SRAM/Sachs 9 & 12-speed hubs, which are less popular.

If you get a rear hub, it is only logical to eliminate your chain and use a toothed drive belt. Drive belts have been used for years on motorcycles, and are quite durable. The main attraction is that they require no lubrication. However, since they are endless belts (no master link!) they require a rear drop-link to get them on to your frame. They also require adjustment of the center distance (no derailleur!) through eccentric hubs or track forks. These polyurethane drive belts have over twice the life of a chain and don't stretch. They use special sprockets with ports to allow mud and debris to be ejected. (<http://www.carbondrivesystems.com>).

If you require even more gear range, the Schlumpf Mountain Drive, Speed Drive, and High Speed Drive have been available since 2001, and offer direct drive plus one of three variants (1:2.5 reduction, 1.65:1 increase, or 2.5:1 increase, respectively). Changing gears is accomplished by using your foot to tap a button protruding on each side of the bottom bracket spindle. The effect is that of having a bicycle with twin chain rings with a massive difference in sizes. ([http://www.schlumpf.ch/hp/schlumpf/schlumpf\\_engl.htm](http://www.schlumpf.ch/hp/schlumpf/schlumpf_engl.htm))

I am currently trying out different frames to build myself a new bike. My current Trek is aluminum, and

*(Chain alternatives, continued on page 9)*

## Join the MVBC

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. To join the club, go to the website at <www.mvbc.com> and click on the Join link on the left side of the page. Or you may contact the membership secretary (Harriet Plumley, 541-753-3722) to obtain a signup form.

### Danger - Rumble Strips Ahead !!!

The Federal Highway Administration has an initiative to install rumble strips on US highways to prevent crashes due to running off the road. Oregon DOT estimates upwards of 30 lives saved per year statewide, once a complete system of rumble strips are in place - so we will be seeing more of them. But like chip seal, it's not a pro-bike policy. They might be OK on the freeway, but not on multi-modal streets and roads.

Here is a very timely *Adventure Cycling* article on expected changes to the federal rumble strip guidelines, with two excellent references: <http://blog.adventurecycling.org/2011/09/rumble-strip-update.html?m=1>.

The Oregon Bicycle and Pedestrian Advisory Committee has been working to mitigate the impact to bicyclists of both rumble strips and chip seal. ODOT developed a policy with bicyclists in mind, which was reviewed



by the Oregon Bicycle and Pedestrian Advisory Committee. But like any new policy, what works on paper and what works on the ground may be different.

Rumble strips can be hazardous, and in fact have caused a near fall on Saturday 9/17, and a fall into traffic on Tuesday or Wednesday (9/20 or 9/21), in the Albany/Corvallis corridor along Highway 34, per Corvallis Mid-Valley Bicycle Club (MVBC) emails.

Your feedback and input will help the Oregon Bicycle and Pedestrian Advisory Committee and ODOT learn what designs have the least impact to bicyclists. So keep an extra eye out for hazards - some are un-

avoidable, some they'll try not to do again. They are paying attention and your feedback helps.

*Send any feedback to:*

Sheila Lyons, PE, Pedestrian and Bicycle Program Manager,

555 13<sup>th</sup> St, NE, Suite 2, Salem, OR 97301-4178.

Tel: 503-986-3555,

sheila.a.lyons@odot.state.or.us

[www.oregon.gov/odot/hwy/bikeped](http://www.oregon.gov/odot/hwy/bikeped)

*Article submitted by Duncan Rhodes, GEARS (Greater Eugene Area Riders)*



*(Chain alternatives, continued from page 8)*

cannot be modified to accept a drop-link. I plan to have disk brakes, a generator hub & light, and a Rohloff rear hub with belt drive. I will also add turn signals & brake lights as soon as I figure out how. Maybe I'll eventually add a Schlumpf Drive for even more speed range—I'll make sure my bottom bracket can accept it. This should be quite a contraption when I get done!

One GEARS member who has a Rohloff rear hub (with a chain drive) is Patrick Deegan. He loves it—ask him about it during a ride!



From *GEARS Newsletter, July 2011*

### Video

Paste this address in your browser and watch a hilarious video about getting a ticket for NOT riding in the bike lanes: <http://bikeportland.org/2011/06/10/nyc-video-goes-viral-highlights-common-bike-lane-problem-54570#-54570>

### City Pedals to Top Ranking

The Sept. 28<sup>th</sup> GT noted "that 9.3% of Corvallis residents bike to work, the largest percentage in the nation." To give some perspective, "currently 55% of the citizens in central Copenhagen ride a bicycle daily and the number is 37% for Greater Copenhagen."

We have a ways to go!

---

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

Address Service Requested

## Meetings & Announcements

### Top Ten Reasons To Ride Track

Gary Brannan

10. No hills
9. Simplicity --one gear, no brakes
8. Race # always on the left side
7. Never need to turn right
6. No clear plastic rain capes needed
5. When you've had enough, your car can be right there in the parking lot
4. If you lose your Powertap computer, you can find it on the track apron
3. No gravel
2. Kiddie Kilo!
1. You can race the Eric Kautzky Memorial Track Race on May 7, 2011

*Quote from Darell Provencher, Team Rose City  
4/14/2011*

*From Quick Releases, May 2011, page 2*

### General Meeting

Time: Monday October 17, 7 PM

Place: Osborn Aquatic Center

Topic: Enrique & Kay Semadeni will give a presentation on their recent bicycle tour in Brittany and Normandy with Lloyd & Grace Swanson

### Future Events

November 20 - MVBC Annual Dinner (details to follow)

### IMPORTANT SUBMISSION INFORMATION

Submit articles, stories and photos for the November MVBC Spokesman no later than October 28.

Please send this material to the editor in Word format:

Lloydvswanson@comcast.net