



The Bicycle Adventure Club

eBulletin

Fall 2006 Edition

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Message from the Editor

eBulletin Index Now Available

An **Index** of all **eBulletin** articles published to date is now available on the BAC website. You will find the link on the same page where you download the **eBulletin** itself. It's just above the list of issues as you can see here:



The **Index** is a pdf file, just like the **eBulletin**. Click on the link and you can download the most recent **Index** which you can read using Adobe Acrobat or Preview on the Mac. Both of these apps have built in search facilities that permit you to search for a word in the **Index** - perhaps the author's name, or a word you think might be in the title of the article.

Volunteer Led Tours vs Commercial Led Tours

In this issue we begin a discussion of the increasing use of commercial tour operators to "run" BAC tours. The Board has recently adopted a set of guidelines for the use of commercial tour operators which you can read starting on page 7. On page 9 Bob Lambert offers his thoughts on the use of commercial operators.

The problem that I see is that members on "commercial" tours expect and ask for services that they have not paid for. These are still BAC tours and the van is intended only to transport luggage - not cyclists. BAC members are still expected to pump their own tires, fix their own flats, and get themselves to the next hotel without van support. That's why these tours are so "cheap" compared to "real" commercial tours (see the chart on page 5). What do you think? Send your comments:

BAC_Editor@Comcast.net

Letters to the Editor

[In the last issue I included an article describing various types of Medical Evacuation "Insurance". In that article I suggested that BAC should require all participants on overseas BAC trips to have medical evacuation coverage at a price negotiated by BAC with a preferred provider. That article has generated several comments from members -ed]

Dusty Likes "Universal Coverage"

Thank you for your article on evacuation insurance. Could not agree with you more as to coverage for all of BAC'ers. Thank you.....

- Ms Dusty Hamrick

Fran Likes the Idea of a Group Rate

Thank you so much for all the research you did on Evacuation Insurance. I didn't realize how costly it could be. I have been taking two BAC trips every year and always get insurance. The evacuation coverage is usually at \$20K to \$25K which you indicate will not cover it if it is necessary. My insurance policies for each trip run from around \$210 to \$250. We all hope we will never have to use it, but I know from one of my bike club members, who was not on a BAC trip but a

trip in Africa, where he was gored by a water buffalo and had to be evacuated. I like your idea of a group policy that we could buy for a year at a time to cover multiple trips. Please keep me posted if any progress is made on this idea. If there is anything I can do to help, please let me know.

- Fran Steel

Chuck Thinks that Medical Evacuation Coverage is Not Necessary in "First World" Countries

Concerning the article on med-evac insurance: I don't think it is necessary for travel in first world countries, but absolutely needed in third world countries. Most International BAC trips are to Western Europe where medical care is as good or better than here in the US. But if we can save money let's have it automatically included in third world country trips. Yes, Mexico is definitely a third world country, but France, Germany, Britain, Switzerland are not. Not sure what to classify places like Sicily??

- Chuck Shinn

Stuart Thinks Med-Evac Coverage is a Good Idea for All BAC Trips

This summer's BAC eBulletin highlights some of the differences between medevac

"insurance" and emergency medical providers. Two essential differences are: 1) the critical importance of getting a medical specialist's advice to tell you the extent and nature of your injury or illness and advise you where that can best be treated, and 2) the ability to choose which medical facility you wish to be transported to in a properly equipped and staffed aircraft.

George Root, our eBulletin Editor, suggests that emergency evacuation "insurance" should be required for overseas BAC trips. Of course he's right but he's only covered half the problem. We should require Emergency Medical Evacuation coverage for Domestic trips as well. There are too many rural places in the US and Canada that don't have sufficient medical care. Several years ago on a BAC trip to Pennsylvania, I had a serious fall. (It was my fault). I broke my helmet, separated my shoulder, had multiple contusions and possible head trauma. Fortunately, I got to see the Civil War sites before the fall. The hospital at Gettysburg was staffed with friendly and caring people but there were no MRI machines and no specialists there to evaluate my head trauma. I needed to be treated in a tertiary care facility. How to get to that facility or get home was my problem in pre Global Rescue days. George is also quite right about the cost of protection and liability for BAC being greatly reduced by a "group rate". Our board should study this and contract with a provider that will protect BAC members so that an essential service, no less important than a good hotel and good food, is provided.

- Stuart Richards

[Stuart is a BAC member and also VP of "Global Rescue", one provider of medical evacuation services. As an illustration of the type of service his company provides, Stuart sent along the following story which I have excerpted -ed]

While traversing a narrow trail at 8,500 feet [in Peru], the patient lost his footing and tumbled nearly 50 feet down a steep slope into the canyon. He was evaluated on-site by Michael Manyak, M.D., the trip's physician. "I observed lacerations and abrasions to his hands, arms, head and thorax and determined he needed to be evacuated for further treatment and x-rays," said Manyak. Manyak contacted Global Rescue via satellite phone after calling the patient's health and travel insurers and another assistance provider. "Neither the insurers nor the assistance provider for this traveler would do anything unless we could get him to a medical facility, which was of no use, since the nearest town was a difficult 5 hour mule ride from our location under the best of circumstances. I knew we had to get in touch with Global Rescue. If he had been a Global Rescue member, his rescue wouldn't have cost him a penny," said Manyak. "Global Rescue handled the mission like a military operation; the extraction looked like something out of a movie."

[In the Spring 2006 eBulletin (Issue 3-1) I made the following comment: "Bike Fridays are way too dangerous and heavy." Jocko Burks would like to know why I said that. - ed]

Jocko Wants to Know Why I Don't Like Bike Fridays

George: as a long time Bike Friday rider (on my third one) I wonder why you consider them dangerous?

- Jocko Burks

[Hi Jocko. You're not alone. I know that a lot of BACers love their Bike Fridays. I rode one for several years and ended up hating it and the people who made it.

There was a discussion by several members back in the Winter 2004 issue of the eBulletin (Issue 1-4) about the various ways to travel with bikes. Of course the Bike Friday option was one of the possibilities mentioned. I wrote a short piece explaining a few of the reasons why I think that Bike Friday is not the best option. There were four reasons: Safety, Reliability, Weight, and Availability of Components. With regards to the safety issue: I think that there have been a large number of falls among BAC members that were caused by the Bike Friday geometry, but that were dismissed by the riders as "bad luck". One member I know who broke his collar bone blamed himself. A couple of years ago there was a very serious accident on a BAC trip in Mexico. That member was riding a Bike Friday. Another old BAC member once confided in me "Please don't tell my wife that I fell again on my Bike Friday - she'll make me get rid of it." These are just the incidents that I know about.

I fell twice while riding my Bike Friday. Both of my falls were caused when the Bike Friday front wheel failed to roll over an almost non-existent imperfection in the roadway surface

- like a small pebble. Instead of rolling over the imperfection, the front wheel snapped sideways and pitched me off the bike. Since I have had years, decades in fact, of experience on other bikes, I know that I would not have fallen had I been on a "real" bike. I have never fallen before nor after riding my Bike Friday. I was lucky in that both of my falls were well away from traffic. I think that Bike Fridays are "death traps" just waiting to cause a serious accident. But, even if you dismiss this as being the opinion of a muddled old fool, the other three comments I mention above are pretty objective reasons for trying a different bike.]

- George Root

More re: Gearing for Touring Bikes

In the last issue of the eBulletin I published an article on gearing for touring bikes. In that article my conclusion was that using a mountain bike crankset along with a road bike rear cassette would result in the "best" combination of gears. Of course, most BAC members use just the opposite: a road bike crankset along with a mountain bike rear cassette. I mentioned that this combination would be heavier than the one I recommended because it uses the largest possible chainring (which serves no purpose for touring) and the largest possible rear cogs. Since then I have had the opportunity to examine just what the weight difference might be. I visited a few websites and found the following weights for Shimano components:

Using a Road Triple: Dura-Ace (52/39/30) with XTR (11x32) rear cluster: Crankset 841 gm, Cassette 249 gm -> **Total wgt = 1081 gm**

Using a MTB Triple: XTR (44-32-22) with Dura-Ace 7700 (12x25) rear cluster: Crankset 792 gm, Cassette 171 gm -> **Total wgt = 963 gm**

Using the MTB crankset saves 118 gm which is a little over 1/4 lb. Actually, the difference will be greater than that because the road crankset also requires a slightly longer chain which will add a few more gms of weight. Not much, but it would cost hundreds if not thousands of dollars to cut 1/4 lb off the weight of the frame. That same weight savings can be achieved by the proper choice of gears. Something to think about next time you buy a new bike.

- **George Root**

Member Notices

Anyone Interested in Touring Japan in 2008?

by **Jo-Ann Nicola**

How many would be interested in touring Hokkaido (North Island) Japan in Oct. 2008? This would be when the fall colors are spectacular. After that we could tour Kyoto and Nara and perhaps another site by bike or bus. Our leader would be Ruthy Kanagy of Bike Friday. Ruthy was raised in Hokkaido, speaks Japanese like a native and has a Ph.D. in Japanese Culture. She led a small group of Bike Friday owners this July for a very

successful trip. I would like to return when the colors are at their best (also cooler) and see the passes I missed because of the summer fog. Japanese hot baths and food are fantastic. No evening clothes needed as every accomodation offers you a freshly laundered Yukata, Japanese robe, that everyone wears in the evening. Roads in Hokkaido have a good shoulder and Japanese drivers are very polite. I would coordinate the trip with Ruthy. Please let me know of interest ASAP and if enough interest I'll submit the tour to the board.

- **Jo-Ann Nicola**, jnicolaja@silverstar.com

Bike Maintenance Tips

Another Tip on Fixing a Flat Tire

by **Don Coffin**

So you have located the puncture. Now, how do you mark it so that you know where to apply the patch after the air has been let out? If you have tried to use the little white crayon that comes in some patch kits, you know how hopeless that is. Regular chalk is a little better but it still leaves a lot to be desired. I have added a Sanford Fine Point silver Sharpie® to my patch kit. The silver Sharpie® has aluminum powder in the ink which makes it highly visible on either the tire casing or the tube. When I locate the puncture, I draw a rough outline of the patch I will use, centered around the hole. After I deflate the tube I know exactly where to apply the sandpaper and glue, even hours or days later.

- **Don Coffin**

Tips on Traveling with a Bike

[Here is another entry in the search for the perfect way to get your bike to the start of your next BAC trip. -ed]

“ShipBikes.com”

by **George Root**

Suggested by **John McManus**

We BAC members are always looking for easier ways to transport our bikes to and from the actual biking part of our BAC adventures. Here's a new approach that was suggested to me by John McManus. It's a company doing business on the web at:

www.ShipBikes.com

Basically, you buy a shipping container called an “AirCaddy” from the company. You pack your bike with minimal disassembly as shown in the photo. The actual shipping is handled by DHL. So you can ship your bike anywhere



around the world that DHL delivers to. I don't see any reason why you couldn't use FedEx or UPS if you prefer. The chart on the next page shows some domestic shipping rates that I copied from the ShipBikes website. These are just the cost of shipping. You must buy the “AirCaddy” shipping container separately.

Sample DHL Ground Rates as of 2/1/05

Price does not include the AirCaddy or Extra Insurance over \$100

From	To	Cost
Chicago 60302	Milwaukee, WI 53218	\$42.36
Chicago 60302	Los Angeles, CA 90210	\$52.17
Chicago 60302	Miami, FL 33186	\$50.71
Chicago 60302	Kent, WA 98032	\$52.17
Chicago 60302	New York 11215	\$47.85
Chicago 60302	St. Louis, MO 63101	\$44.40
New York 11551	Los Angeles, CA 90210	\$55.08

The basic AirCaddy costs about \$100 and it is claimed that it is designed to last for 4 to 6 trips. You can then buy a replacement outer shell for about \$40 and start over again. The total weight of the AirCaddy plus your bike must not exceed 50 lb. The website claims that shipping to anywhere in the world can be done in 2-6 days. This assumes ground shipping in the US and shipping by air (at added cost) to other locations.

If this sounds interesting to you, check out the website: www.ShipBikes.com

Articles About BAC

“BikeTour-Reviews.com”

by George Root

Suggested by John McManus

Here's a website that you might be interested in visiting:

www.BikeTour-Reviews.com

This site reviews and compares bicycle tour companies, the BAC included. Here's their summary chart showing typical costs for a tour in Provence or Tuscany:

Tour Company	Price	\$ per Day
Backroads	\$\$\$\$	\$433-575
Bicycle Adventure Club	\$	\$170
BikeRiders	\$\$\$\$	\$480
Blue Marble	\$\$	\$280
Butterfield & Robinson	\$\$\$\$	\$565
Ciclismo Classico	\$\$\$\$	\$469
Duvine Adventures	\$\$\$\$	\$515
Euro-Bike Tours	\$\$\$	\$338-445
Experience Plus!	\$\$\$\$	\$366
La Corsa Tours	\$\$\$\$	\$410
Randonnee Tours	\$\$	\$221-300
Uniquely Europe	\$\$	\$216
Van Gogh Tours	\$\$\$	\$319
VBT	\$\$\$	\$290

As you can see, BAC is quite a bargain (as if you didn't already know that). Of course, you do have to bring your own bike and pump your own tires. You might want to read about the other tour company options on their “Tour Company Reviews” page.

BAC Humor

A Steep Hill in England

by George Root

This event happened on a BAC trip to England some years ago. We had previously done some cycling in France using Michelin maps. You probably know that the little “chevrons” on these maps indicate the steepness of the grade. One chevron “>” indicates a grade between 5% and 9%, two chevrons “>>” indicates a grade between 9% and 13%, and three chevrons “>>>” indicates greater than 13%. But now we were in England and we were using the excellent Land Ranger maps. It was raining and we were climbing a two chevron hill. We were really struggling! In fact we were barely able to pass an English

“gentleman” who was walking his bike up the hill. We eventually reached the top and stopped, gasping, to catch our breath. As we sucked air, the fellow pushing his bike caught up to us. He was wearing a heavy wool coat which was soaking wet. His red nose and somewhat unsteady stance told us that he had probably just come from the local Pub. Sure enough, he reached into the pocket of his coat and brought out a large can of beer, which he offered to us. We politely declined whereupon he popped the top and took a long swig. In a heavy Irish accent he said, “Shore, I'm wet on the outside, but I'm wet on the inside as well”. Whereupon, he got on his bike and pedaled away while we continued to gasp.

The moral of this story is that sometimes it's just as fast to walk up a steep hill. Oh yeah, and it's also important to know your maps. Turns out that a two chevron hill on Land Ranger maps is one with a grade greater than 25%. No wonder we were pooped!

Obituaries

“Dr. Walter Uhlman died July 11 at age 77. He was a pathologist, and prior to retirement was head of the pathology department and director of laboratory services for Hunterdon Medical Center, as well as medical examiner (coroner) for Hunterdon County (and at one time also for Somerset County) N.J. Walter was an avid cyclist (and long time club member), skier, outdoor enthusiast and reader: He joined us for a number of our French trips in the '90s, and became a good friend. His wry wit and great personality made him a wonderful cycling companion. We certainly will miss him.”

- Guy Carrier

Tips on Leading a BAC Tour

Becoming a BAC Tour Leader - Part 2 by Lois and Graham Fleming

[In the Spring 2006 eBulletin (Issue 3-1) Graham and Lois wrote an excellent article describing the steps needed to create a BAC tour. In this follow-up they provide a checklist of items that you will have to do when planning your next trip. -ed]

1. Read through the Ride Director's Guidelines on BAC web site.
2. Call Tour Coordinator. (Jim Abel at 815-942-1909 or Guy Carrier at 310-454-8891 for overseas tours).
3. Get maps of the tour area.
4. Develop tentative routes.
5. Check out accommodation possibilities and nearby restaurants.
6. Scout the routes and make adjustments as needed:
 - Daily mileages
 - Hotel possibilities
 - Possible restaurants, cafes
 - Van rental possibilities
7. Decide maximum number of participants you would accept.
8. Decide on type of social hours. (Beverages, snacks, paper products, etc.)
9. Figure an approximate per person cost, including hotels, meals, social hours, van expenses including full insurance, opening/closing dinners, \$50 BAC fee and no less than \$50 per person contingency.
10. Submit ride proposal. Include:
 - Ride description
 - Cancellation policy
 - Approximate cost per person
 - Need for email
11. Set up accounting system to accommodate:
 - Receiving funds
 - Expending funds
 - Expending funds via check and personal credit card
12. Open a separate bank account.
13. Send acknowledgements to riders as funds are received.
14. Make hotel arrangements.
 - Reserve rooms
 - Get contracts
15. Arrange for opening and closing dinners.
16. Reserve van. Decide who driver(s) will be.
17. Notify riders of:
 - Payments due and when,
 - Hotel arrangements.
 - Special cautions and/or requirements.
 - Any changes since original write-up.
18. Rent van. Get comprehensive insurance.
19. Get copies of drive licenses if appropriate.
20. Buy snacks, beverages, sundries for social hours.
21. Welcome riders and hand out name tags and tour packets.
22. In opening talk, include:
 - Safety
 - Van arrangements
 - Next day's route
23. Take emergency contact info and BAC Incident Report Form with you. Also office phone number.
24. Enjoy the tour

News from the Board

BAC Guidelines for Commercially Assisted Tours

by Roy Glickman

[In the beginning, all BAC tours were led by volunteer members. However, recently more and more BAC tours are being "coordinated" by a BAC volunteer, but actually run by a commercial tour company. One downside to this practice is that some people come on BAC tours thinking that they have found a cheap Butterfield and Robinson. They expect to be treated like royalty receiving services that they have not actually paid for. In an effort to retain the "clubness" of BAC, the Board recently adopted a set of Guidelines to govern the use of commercial tour companies by BAC tour coordinators. These guidelines can be found on the club website and they are also repeated here.-ed]

A. Introduction

The origins of Bicycle Adventure Club are in tours developed and led by individual members. In recent years, however, an increasing number of tours proposed by BAC members have involved bicycle touring companies acting as the primary operator of the trip. While BAC recognizes that in the right situation commercial assistance can be appropriate as a means to offer members expanded choices, the following guidelines are intended to insure that trips involving commercial touring companies will conform to the goals of the club and at the same time not

adversely impact those members who develop and lead their own trips.

These guidelines reflect the preferences of the BAC board, although in the case of any specific proposed trip, the board has the discretion to deviate as it sees fit.

The numbered lists that follow are not meant to imply a preferred order.

B. Restrictions On Use Of Commercial Tour Companies As Primary Operators Of A Trip

In order to limit the impact of commercial tour companies on the club's member led tours, the following restrictions will apply when a commercial touring company is proposed as the primary operator of a trip:

1. No such tours will be approved in either the United States or Canada.
2. A BAC member who proposes to coordinate a tour with a commercial tour operator must not be the owner, employee or agent for a commercial touring company. A BAC member who coordinates a tour with a commercial tour operator may not receive any consideration or other benefit, from the commercial operator.

C. Ride Coordinator's Responsibilities In Planning And Leading A Ride Involving Commercial Assistance

Whenever commercial assistance is involved, the relationship between the Ride Coordinator (RC) and the commercial entity should be like

the relation between a prime contractor and subcontractor. The RC shall be in charge.

The RC should:

1. Assume essentially the same role as the Ride Director on domestic rides; the only difference being that (some or all) in-country planning and support is provided by a commercial company.
2. Be the point of contact for both the commercial company and all BAC riders.
3. Work with the tour operator to develop a ride that is unique for BAC. The RC should know enough about the area to assure great routes and adequate accommodations.
4. Assure the ride is in the BAC format - independent morning start times and different route options if applicable, independent lunch, nightly map session/social hour, mix of group dinners and independent dinners.
5. Assure that this tour is exclusively for BAC members.
6. Know something of the tour operator's business model and business history, to have personal experience or to check multiple references.
7. Negotiate a price less than the same tour offered to the public.
8. Insure that support is appropriate. Normal support on member led trips does not include "bike guides" riding with the group, and includes van support for luggage transfer and the occasional emergency such as a rider who is sick, injured or who has a significant mechanical

problem. If on-tour support is to be at a different level, establish the reason. Is it because: some ferrying is needed to see some special sights, distances are too long for most riders, or the roads are difficult or dangerous in some places? The Ride Description should clearly describe the level of on-tour support provided.

On the tour, the RC retains the following responsibilities:

1. The RC should lead the social hour discussion. The local guide will sometimes discuss the next day's route and next night's hotel.
2. The RC should take the web site emergency contact information on the trip. If a rider is involved in a serious accident or suffers a serious illness, the RC should communicate with the rider's emergency contact. The RC should complete the Accident/Incident Report Form for any accident and send it to the BAC office.
3. The RC should address any situation in which rider's conduct is not acceptable.
4. The RC arranges an article for The Tripper and a group photo.

D. Assessing The Quality Of Commercial Operators

The RC should research the individual or entity that will be providing commercial assistance to verify their capabilities and that they will be able to provide the assistance required by the RC. The following are suggested questions to help establish their suitability.

If the commercial operator will be the primary operator of the tour, these questions are appropriate:

1. How long have they been in business?
2. Do they have a web site, and if so, what is the address?
3. What type of experience do they have leading bike tours, especially in this area?
4. How many tours have they led?
5. Have they led this proposed ride before? If yes, how many times? If not, have they operated trips they consider similar?
6. What is the refund and cancellation policy?
7. Is the price for equivalent services lower (on a per-night basis) than for the operator's standard tours? Since BAC will be supplying the participants, the price should be a discount.

And for all tours involving commercial assistance, whether completely operating or just supporting, these items are pertinent:

1. What will the terrain be like?
2. What will be the mileage, including daily variations?
3. Will route sheets be provided? If so, are samples available, for this or similar trips?
4. Will maps be given to the riders? If so, are samples available?

5. Is a list of the hotels available, or an indication of hotel types they intend to use?
6. What level of on-tour support will be provided?
7. What type of van will be used?
8. What applicable experience does the support staff have? Have they led or supported a previous bike tour?
9. Will it be possible to arrange pick-ups and drop-offs for the participants at the local airport(s)?
10. Will there be a convenient location for daily "social hours" for discussion of the following day's plans?

It is recognized that the situation for each tour can be different. Not all of these questions necessarily have a "correct" answer, and there is no "minimum" number of positives needed to create a good trip for BAC. However, taken in total they generally indicate the club preferences for tours they sponsor. Thus, the RC should know (or have learned) enough about the tour to be able to articulate the answers to these questions to the members, the Tours Coordinator or, ultimately, to the BAC Board.

[The question as to how much commercial tours should become a part of the BAC is one that is receiving current attention by the Board and by individual members. Starting on the next page, Bob Lambert offers some of his ideas on this important topic .-ed]

Here's My Opinion

BAC Overseas Rides: Commercial Tour Support vs Member Led Tours

by Bob Lambert

As a recent member (six years) I realize that the nature of BAC may have changed, especially since the growth of the internet. More and more members come on BAC rides with expectations that the ride will be safe, supported, well organized, clearly defined, and well led. In the past, perhaps there was more emphasis on the "Adventure" part of the club's name rather than the "Club" part, in the sense of rider support systems in place. In more recent times, many members expect a higher level of BAC rider support as opposed to going off to a destination with only a local map and cab fare to help them if something unforeseen happens: accident, personal injury, or bike breakdown.

The following thoughts reflect my experience with many types of tours and are my attempt to try to clarify some of the issues so that policies made by the board will be in the best interest of the members. My participation in foreign bicycle tours of all types, private groups, commercial tours, BAC member led and BAC commercially supported has led me to conclude that the commercially led BAC tour is superior for the following reasons:

SAFETY

Members riding alone or in a group can rely on the fact they can get help easily if there is an accident requiring anything from first aid to

medical attention. Language barriers in foreign countries can lead to misunderstandings and unnecessary delays in help arriving to the injured party.

Mechanical problems not easily solved by the rider and or companions can cause lengthy delay and loss of riding time. A commercial tour operator at least has knowledge of the area for mechanical assistance and necessary parts for the bike.

Areas of the world and changing political situations make it difficult to be sure that a route through a part of any county is safe. The commercial tour leader will have up to date knowledge of local conditions whether it's, construction detours, local unrest or just providing support in a questionable area.

ROUTING AND MAPS

Members need to have the latest information on routes and road conditions. Scouting by members, often a year in advance, does not always allow for accuracy, and sometimes routing does need to be changed with updated maps and cue sheets.

ECONOMICS

Considering the level of support provided by the Commercially Supported tour as opposed to member led, there is not enough difference in price between the two because the commercial tour operator can negotiate with hotels and make adjustments for unforeseen expenses which members cannot take care of as easily. Because we negotiate as a club, the price paid for the tour is more in line with a member led tour than the Commercial Tours from the catalogues. There was an incident

in Mexico where a hotel changed management companies, and the new management refused to honor the deposits for the BAC stay. The commercial tour operator absorbed the loss rather than asking the members to repay when we had to change to a different hotel.

MEMBER DIVERSITY

Whereas in the past, a typical BAC member may have been totally self sufficient and mechanically able to take care of themselves in a foreign country and had no trouble with following maps and searching out destinations in a new place, more recently, members have come to rely on good planning, organization, leadership, reliability, safety, and support. That is a lot to ask of a BAC ride leader to provide when help is available at very reasonable rates from any of the good commercial outfits that are willing to work within the BAC guidelines and expectations of the members.

Just as members have come to expect the support that can be provided, others may well want to continue to be involved in more adventurous experiences. Lets provide rides for all members and make sure the ride descriptions accurately describe the level of support a BAC member will receive.

[What do you think? Do you have any opinions about the use of commercial tour operators for BAC trips? Take a few minutes and write them down. Send them to me for possible publication in a future issue.-ed]

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BAC Board of Directors

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Minutes of Board Meeting

The last Board meeting was on February 25, 2006. The Minutes of that meeting start on page 13 of the Spring 2006 issue.

Next Board Meeting

November 11, 2006
Location to Be Determined

Next Annual Meeting

Spring, 2007
Location to Be Determined

Next Issue of the eBulletin

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