



# MID-VALLEY BICYCLE CLUB SPOKESMAN

February 2008

## Up front

by Jim Gau, President

Last October Michelle Poyourow, Events and Outreach Director for Bicycle Transportation Alliance, asked to meet with representatives from local bicycle organizations. Since the MVBC contributes annually to the BTA, I attended the meeting. Also in attendance were Brad Upton, Benton County BAC, Ranier Farmer, OSU and Jim Lawrence, BTA bicycle education. Since MVBC contributes to the BTA, I thought it important to know how our contribution is used, and so I asked Michelle if she could send us a write up on the BTA. Particularly exciting are the actions the BTA is taking with the legislature. Michelle's write up follows.

The Bicycle Transportation Alliance works to make bicycling safer, more enjoyable and more accessible in Oregon. We advocate for bike facilities and bike-friendly policies at the local, city, county, state and federal levels. Our educational programs reach kids and adults alike.

But we cannot do it without the support of Oregon bicyclists! The Mid-Valley Bicycle Club donates part of the proceeds from the Covered Bridge Bicycle Tour to the BTA, and has also supported our Corvallis youth programs directly. This support makes a big difference!

If you are not a member of the BTA directly, please consider joining. Your membership dollars (only \$35 a year) help us continue this work, and your participation will help us support bike advocacy in the Mid Valley area and work with your elected officials to make Oregon more bike friendly all over. See below for membership information.

If you want to know where your Covered Bridge dollars go, here's what we're working on near you:

**Educating Kids in Bike Safety.** In the 1970s, about 66% of all American kids walked or biked to school. These days the rate is 12% and it's falling fast. A lack of everyday exercise like walking and biking is contributing to kids' health problems, and fewer kids and parents walking around their neighborhoods make those communities less safe and welcoming than we want them to be. Part of getting kids to bike to school - and getting their parents to let them - is teaching them good bike

safety skills and making sure they have safe bikes, helmets and lights. Through our Bike Safety Education programs in Albany and Corvallis schools, we are turning hundreds of kids into the next generation of bicyclists.

**Making Oregon a Cycling Destination.** In our lobbying efforts with United States Senators and Congressmen we are pursuing funding for statewide cycling infrastructure that will serve local communities while also making Oregon a major cycling destination. Achieving this goal would bring tourism dollars to the states, particularly to rural communities, while also improving conditions for us locals.

**Protecting Cyclists Under Oregon Law.** Every legislative session, the BTA works with state senators and representatives to improve and create laws that protect cyclists on the roads, secure funds for bike safety, and create more places where people can ride their bikes. Here are some of our successes from 2007:

### ***Vulnerable Users of the Roadway Bill***

This bill creates a class of Vulnerable Users (including bicyclists, pedestrians and equestrians) and enhanced penalties for drivers that kill or seriously injure a vulnerable user and are convicted of Careless Driving. Increased penalties include mandatory court appearances, a fine, community service, completion of a traffic safety course or one-year license suspension. Before, drivers could just mail in a check for their fine, without even making a court appearance. This is just the beginning of a major effort to address weaknesses in the law and make the general public, elected officials, judges, and law enforcement agencies take protecting the lives of cyclists seriously.

### ***Passing Distance Bill***

Senate Bill 108 requires drivers on rural roads to stay far enough away when passing a cyclist to prevent contact if the rider were to fall into the traffic lane. This is another critical step toward educating drivers about their need to share the road and to hold accountable those who en-

## Also in this issue

Paris-Brest-Paris Ride Report

Ride Captain Needed

Rolling Feast Organizer Needed

Loop Tour 2008 Update

(Continued on page 2)

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(Volunteer is needed)

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*(Continued from page 1)*

danger cyclists. This clearly defined standard of safe and reasonable passing distance will go a long way toward helping police, crash investigators, and judges press for sanctions against negligent drivers.

**Share the Road License Plate**

Creates a new specialty “Share the Road” license plate. The BTA and Cycle Oregon will work with the state to design, fund, and distribute proceeds from the new plate, with the goal of improving conditions for Oregon bicyclists.

We would love to have you as a member! If you want to know more about our work or how to support it with donations or volunteering, please contact Heather Andrews at [heather@bta4bikes.org](mailto:heather@bta4bikes.org), or donate online at <http://www.bta4bikes.org/support/join>. BTA members get our newsletter and 10% off parts and accessories at most bike shops around the state.

Thanks for your support MVBC! On behalf of all Oregon bicyclists, we really appreciate it.

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Bicycle Transportation Alliance  
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**Advocacy**

*Walt Prichard*

My how times flies by in the Snow! This has been a great winter if you didn't think about riding your bike. Maybe this has been only me; I just find it hard to get up much enthusiasm about riding in the freezing weather. I am sure we will have better weather soon. Speaking about better weather, the Benton County Parks Department is going to increase the number of camping spaces at Salmon Berry campground west of Alsea on Hwy 34 from 14 to 30 spaces. It may seem strange to talk about this but it is a challenging ride of about 40 miles if you have all your own gear. It is right on the Alsea

River and should be very relaxing on a summer weekend getting there and back. While talking about great overnight rides, Alsea Falls would be another good ride of about 50 miles. There are several others that come to mind as well. Maybe someone could check them out and give us a report on self-contained overnights from Corvallis or Albany.

While talking about checking things out, I am anxious to test out the new bike refuges in the Portland area. These are the blue boxes in the pedestrian crossing, allowing bicyclists to go to the front at red lights. I hope this helps some but it won't replace defensive riding. If you can't see their eyes they haven't seen you. Be prepared to take evasive action. Along this same thought is a new law being considered and pushed by the BTA that makes it illegal to run over pedestrians and bicyclists and is punishable by jail time. I think it is about time we put bikers and pedestrians above raccoons and deer. As a long time safety committee member I (we) know that these are really not accidents but lack of attention to what they are doing while driving. When we all took our driving test for a license, running over people and property were considered illegal actions, but now we just accept the (accidents) killings as “too bad” until it is your friend or relative.

When we can ride again I hope everyone will pick up at least one little piece of litter and put it in a trash receptacle--it will make a little cleaner world. Keep the wind at your back and the rubber side down.

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**Volunteers Needed**

1. Ride Captain
  - To print and put out the Ride Sheets for the early Saturday morning rides
2. Rolling Feast Organizer
  - To organize food stops for Rolling Feast ride in May

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## Your Mileage Counts!

Larry Thurber

Maybe you thought the only reason to track mileage was to get a pretty certificate emblazoned with your name on it at the end of the year. Or maybe to see who the highest mileage rider in the club is. But one of the really important reasons to track our club mileage is for our advocacy efforts. We have a variety of formal and informal spokespeople who speak on the behalf of local cyclists at various planning commissions and meetings. It helps to show the amount of miles our cyclists are putting on the streets and roads when planning for bicycle lanes, safe routes, road maintenance and all things cycling. For this reason I volunteered to track mileage for club rides. And contrary to popular belief, I'm not actually a ride captain. I'm just a club member who can enter mileage into a database while sitting in a recliner and watching TV. Call it multi-tasking at it's finest.

There are a couple of things you, as a club member, can do to help the mileage tracking efforts. First, write your name so I can read it. (Wow... does that sound like an echo of a previous ride captain?) Second, if someone at each ride can get mileage to me one way or another, the records will be more complete. The early and late Saturday rides have been getting to me, but I've only seen one Wednesday ride. E-mail works well, but I'll also accept hand delivered notes, snail mail and special delivery. And for those of you who track your own mileage... if something doesn't seem right, let me know. Thanks to a great database put together by Henry McCarthy, I can check mileage in short order. Remember, this is only a count of club rides, not personal mileage outside of the club. So, if you care about your mileage and our club advocacy efforts, keep those cards and letters coming.

Larry Thurber, e-mail: larry\_thurber@comcast.net

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## Paris-Brest-Paris Ride Report

Eric Abhvin

From the Randonneurs USA website:

"First run in 1891, the 1200-kilometer (750 miles) Paris-Brest-Paris, or "PBP" as it is commonly called, is a grueling test of human endurance and cycling ability. Organized every four years by the host Audax Club Parisien, the Paris-Brest-Paris Randonneurs is the oldest bicycling event still run on a regular basis on the open road. Beginning on the southern side of the French capital, it travels west 600 kilometers to the port city of Brest on the Atlantic Ocean and returns along the same route. Today's randonneur cyclists, while no longer riding the primitive machines used a hundred years ago over dirt roads or cobblestones, still have to face up to rough weather, endless hills, and pedaling around the clock. A 90-hour time limit ensures that only the hardest randonneurs earn the prestigious PBP finisher's medal and have their name entered into the event's "Great Book" along with every other finisher going back to the very first PBP. To become a PBP ancien (or ancienne for the ladies) is to join a very elite group of cyclists who have successfully endured this mighty challenge. No longer a contest for professional racing cyclists (whose entry is now forbidden), PBP evolved into a

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## Max Headwind

### Sunbreak

A week of unending rain  
leads to a miracle  
a Sunday of unending sun

I head down the long hill  
and stand at the river  
cold breezes balanced  
by sun sparkling on the water

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*timed randonnée or brevet for hard-riding amateurs during the middle part of the 20th century. The event is held in August every four years."*

Riders who want to participate in PBP must prove they are likely to finish the ride by completing a Series of Brevets in the calendar year of PBP, before the end of June. The Series consists of 200 km, 300 km, 400 km and 600 km Brevets. I completed the Series offered in Oregon this year. About half the qualifying kilometers were ridden in the rain, which turned out to be good preparation for PBP.

The bicycle I rode on PBP was my old Gunnar cyclocross/rainbike/commuter rebuilt and repurposed. It was stripped down to the frame, powder coated and wrapped in spirals of reflective tape for night riding. I installed fenders, front and rear lights, barend shifters and a Brooks leather saddle. Glen Peltier checked out the bike and helped me build some robust wheels after I cracked a rim in the 600km qualifier.

The weekend before leaving for France I used MVBC's Covered Bridge Bicycle Tour as a shakedown ride. I packed my bike exactly as it would be in France, and left my house in the dark at 4:30 am to ride to the volunteer breakfast before working at the registration. Then I rode the metric century and back home to pack the bike away.

I met a bunch of Pacific Northwest Randonneurs (recognizable by their bike ride t-shirts and bike boxes) at the airport in Seattle and we flew direct to Paris via Air France. Many Americans used the same travel agent, converged in Paris and stayed at the same hotels in Saint Quentin near the start of the ride. Bikes and bikers just took over. At my hotel a very large meeting room was used for bike assembly and to hold the bike boxes and luggage while we did the ride. There were always plenty of bike nuts to talk to as we got over our jet lag and prepared for the ride.

I call it a ride, although it could also be considered a race. There are several time limits (80, 84 or 90 hours) with separate starts. You select your start and that sets your time limit.

*(Continued on page 4)*

*(Continued from page 3)*

All finishers within the time cut receive a medal, and are listed in the results alphabetically. It sounds very non-competitive, except the finish times are also listed next to each finisher's name. In reality, it's as competitive as you want it to be. My objective was to finish just short of 90 hours using all the time available to have as much sleep as possible.

John Kramer from Bingen, Washington and I had pretty compatible riding styles and objectives but he had much more experience on 1000 km rides. I had better language skills. Together we made a pretty good team, so we started the ride together. The evening of Monday, 8/20/2007, we rode from our hotel to dinner and then to the start at the local high school. When we arrived around 8:30 pm the queue of riders was already completely around the track. It soon became clear we would be in a later wave of starters so we chatted with some Bulgarians and distributed some Oregon flag pins as we slowly worked our way around the track. We finally reached the front at around 11pm, just as it started to drizzle. The rain increased in intensity and the rain gear came out, got put away and finally got put on permanently as we reached the front. Our start delay would be credited to us at the end of the ride. We queued again at the start line to listen to the instructions and then some speeches from the mayor, club president, etc. There was a huge crowd of spectators and they were enthusiastic despite the light rain that was falling. At last the gun went off and we rolled across the starting line at about 11:10 pm.

We cruised out of town with a police escort and people at the intersections to stop traffic and wave us through. The stories of being in a stream of lights stretching to the horizons are true. Looking ahead it was all red lights and in the mirror all white headlights. The speed out of town was steady, with groups forming and reforming. We quickly got onto the small roads. Route markings didn't matter; there always were red tail lights ahead.

We'd started at the very back of the 90 hour group and the 84 hour group wouldn't start until 5 the next morning. We probably started 4500 people back from the front, with only a thousand behind us. Even as we passed people, we'd always have a crowd around us. The rain stopped after midnight. The terrain was a series of gentle hills, with a river or stream between each pair of hills. The villages were at the bridges, or the hill tops, or both. The ride reports said there would be 30,000 feet of climbing. Very few of the hills were short enough to be "rollers"; they all required using low gears to get over them.

The French people by the side of the road were especially friendly. As we rolled through rural France at three in the morning we'd hear individuals and small groups cheering us on with "Bon courage", "Bon route", "Allez, allez". In many of the village centers there would be a tent selling water and other drinks with a few Randos and a lot of locals partying. As we rolled through the night toward Mortagne au Perche the skies cleared and the stars came out. There was a tailwind, the hills were mild and we were making good time. The riders were still tightly grouped, so I could see a string of red tail lights that went for miles. I'd dried out from the initial rain at the start, things were going great and it promised to be a fun ride.

We stopped at the cafeteria at Mortagne to grab a quick bite to eat. Coming out of the cafeteria, the rain turned hard and steady. The hills also got longer and steeper. The climbs were not memorably difficult but the descents in the dark, with heavy rain and fogged glasses were exciting (in a terrifying way). It was easy to stay awake on the descents because of the attention required to stay on the road. The red tail lights ahead provided necessary guidance through the curves, but the world beyond the cone of light from the headlights was invisible.

The heavy rain came and went, but it was never dry long enough to allow me to completely dry out. Many of the riders rode the event on "racing" bikes without fenders and with marginal rain-

gear, but most of the riders from the Pacific Northwest were better prepared for rain. I had full fenders with mud-flaps on the bike, a Showers Pass rain jacket, wool long sleeve undershirt and wool socks. Luckily the temperature at night only got down to around 10C (50F), so hypothermia wasn't an issue while we kept riding and climbing.

We arrived at the first official control at Villaines la Juhel at 9:45 am. The controls were set up in high schools or community centers and all offered similar amenities; a restaurant (the school cafeteria), a bar, an infirmary, a dormitory (the school gym with mats on the floor), showers and a bike shop with repair facilities. Rain jackets were a hot item in the bike shops this year. The quality and cleanliness of the facilities varied considerably and we suffered from being late starters and towards the rear of the stream of riders. It became our practice at the controles to get our Brevet cards stamped as quickly as possible, get in the cafeteria queue immediately, eat a full meal (dessert first, soup, entrée and main course) and buy a large water bottle, refill water bottles and head out of town. All the time off the bikes in the queues was recovery time, but we longed for horizontal recovery time, actually sleeping. We kept a high but sustainable pace while on the bike, hustled through the controles and tried to build margin relative to the time cuts so that we could invest it in sleeping.

Our objective for the second night was to sleep at Loudeac, 450 km into the ride. We'd sent our drop bags with dry clothes and spare food and batteries ahead to Loudeac and planned to use them on the way out and back. We arrived at 11 pm, after being on the road for about 24 hours. We took care of the essentials, had a shower, changed into fresh dry clothes and slept under the eaves, out of the drizzle. When we woke up after an hour of sleep it had stopped raining but it was still dark and the roads were wet as we saddled up.

The hills between Loudeac and Brest were longer and steeper. There were lots of oncoming descending headlights as we climbed; the faster rid-

*(Continued on page 6)*

## MVBC EVENT CALENDAR: February/March 2008

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 Captain: (Vacant) . 10 am Ride Leader: Jerry Rooney 752-6588

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

**February 2, Saturday, 9 am: Think of Spring as you battle those headwinds!**

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

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

- Long Ride: Bellfountain Road to Bellfountain, back the same route. 40 miles (B240)
- Short Ride: Bellfountain Road to Peterson Road back via Philomath (bakery stop optional). 29 miles (B090)

**February 16, Saturday, 9 am: Might be cold, will be wet.**

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

**February 23, 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)

**March 1, Saturday, 9 am: Look for rainbows.**

- Long Ride: Independence Hwy to Kings Valley. 58 miles (B400)
- Short Ride: Independence Hwy to Albany back via Riverside. 33 miles (B140)

**March 8, Saturday, 9 am: Spring is getting close.**

- Long Ride: Plainview to Lebanon back via Tangent. 59 miles (A420)
- Short Ride: Shedd to Saddle Butte back via Tangent. 37.4 miles (A230)

**March 15, Saturday, 9 am: Dress warm, unseasonably cool.**

- Long Ride: Philomath to Kings Valley back via Monmouth. 61.2 miles (C510)
- Short Ride: Philomath to Decker Road back via Bellfountain Road. 33 miles (B170)

**March 22, Saturday, 9 am: Maybe a warming trend, we'll see.**

- Long Ride: Independence Hwy to Dallas back via Airlie. 64.5 Miles (B560)
- Short Ride: Independence Hwy to Helmick Park back via Hwy 99. 33.9 miles (B200)

**March 29, Saturday, 9 am: Five Saturdays this month, get those miles up!**

- Long Ride: Lebanon via Plainview/Manning/Rock Hill. 59 Miles (A420)
- Short Ride: Head to Shedd via Peoria and Green Valley. 34 Miles (A210)

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

- No host goodies and banter at Circle Blvd. Beanery half an hour before the Saturday rides. Please, only go inside if you plan to buy something.
- Every Tuesday/Thursday at 5:15 pm: Meet at the Aquatic Center for a moderate to fast-paced hammerfest. Bring your own body bag.
- Every Wednesday at 9:30 am: Meet near Camp Adair Road -- first gravel parking lot east of Hwy 99W. Ride to Independence/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.

Time to think tune up !



## Corvallis Cyclery

344 SW 2nd, Corvallis, (541) 752-5952

*(Continued from page 4)*

ers who had ridden straight through the night were already on their way back from Brest. There was a real risk of a head-on collision if one of the descending riders were to doze off, so we watched them warily as we climbed. We rode steadily, stopping occasionally in a village for coffee or a bite to eat. I was carrying bike food, but ate very little of it since we were going at a low enough exertion level that we could digest "real" food, and it tasted way better. We perked up when the sun rose. We had breakfast and another hour of sleep at Carhaix, then back on the bikes for the last few hills on the way to Brest. After another meal at Commana it was mostly downhill with a strong headwind to Brest. We rolled down to the river and had a couple of celebratory photos with the famous suspension bridge in the background. The controle at Brest was located sadistically at the highest point in the city, and there was a real party atmosphere when we finally arrived. It was sunny and people were hanging out on the grass.

We arrived about 2:15 pm, and the deadline at the controle was 6:45 pm, so we had about four and a half hours of margin at the halfway point. We made a quick stop at Brest and got on the road again, trying to get even more margin and invest it in sleep at Loudeac. A brisk tailwind and sunny weather sped us on the return trip. About this point I saw Dave Kamp, the other rider from Corvallis, riding outbound towards Brest. He did an 84 hour start so I did some math in my head and figured he was close to the time cut. I never saw him again until we returned to the US. He finished with one minute (no kidding) of margin.

We had crepes in Commana and they fuelled us into Carhaix. A quick meal stop and we got back on our bikes just as it began to rain heavily again. Intermittent heavy rain showers turned to a steady drizzle as night fell and we climbed the series of hills between Carhaix and Loudeac. The climbs weren't bad, but they were punctuated by another

*(Continued on page 7)*

*(Continued from page 6)*

series of terrifying downhills in the rain, in the dark. The stream of riders was pretty well spread out, but they were still useful as pathfinders down the hills. Many of the riders were getting dangerously sleep-deprived after 48 hours on the road and it was on a descent in this leg that I saw an Italian fall asleep while descending and start to veer off the road. There weren't cushioning blackberries like the Pacific Northwest, just a narrow shoulder then hard Breton granite. I was descending about 40 kph and overtaking him on his left when he started to make gentle S turns on the road and then onto the shoulder. His compatriots were in a line behind him and yelled at him to wake up. He woke up and applied the brakes as I flashed past. I didn't hear a crash so I assume he was able to stop. It was too rainy for ditch naps, so people had to tough it out to the next control even if they were sleep deprived.

We arrived in Loudeac at 2:30 am, checked in at the control and had a large meal. John had a hotel room reserved and luckily another Rando was checking out so I got a used room with a spare unused bed. I had a hot shower and a very welcome three hours of sleep in an actual bed. The proprietors opened the bar/restaurant especially for us and made breakfast to order; fried eggs and pasta, coffee, bread and jam and croissants. The cook was very friendly and we exchanged pins. We got lost walking back to the control and finally found it and got on the road at around 7:30 am. The extended sleep stop put us behind the original intermediate control deadline, so we'd have to keep a steady pace to get back some margin relative to the end time. I used my precalculated cheat sheet of times and distances and figured we'd need 13.3 kph including stops, or to maintain 20 kph while on the bike with no more than 6 hours of off-bike time. It was definitely doable if we didn't "hit the wall". John reminded me "when you hit the wall, you hit it hard". So far the ride had gone pretty much according to plan, perhaps with more queueing time and less sleep time than

expected, but with a good on-bike speed. We were going over terrain we'd ridden on the way out, and we knew the worst of the hills were behind us. Our objective was to beat the 20 kph on bike time and earn back some more sleep time.

It was raining as we left Loudeac, but it was already light and the weather improved through the day. It never really got warm and sunny enough to dry out my shoes but the rain jacket and wool undershirt kept my core warm and dry. We made good time on the moderate hills and our spirits were good. The weather was improving and we were well past the halfway point and confident of finishing.

We met a guy from Chicago with a "stop this endless war" bumper sticker and had a good chat about politics and philosophy. We rolled together into a village between Tinteniac and Fougères and shared a pot of excellent soup and a pizza. We gave away more pins and had enough time in the bank to stop several times for coffee on the way to Fougères. People had set up stands and sold or gave away for "donations" coffee, water and homemade baked goods. There were often kids practicing their English and they appreciated the pins. Sometimes they would give out postcards and just ask for it to be mailed back with a stamp. The people were very friendly and seemed to be delighted to have international bicyclists cycling by their door. There were also lots of people just standing by the side of the road, watching the stream of bicyclists passing by and shouting encouragement "Bon courage", "Bon route", "Allez". It was a fun ride in the short intervals when it wasn't rainy and dark.

After Fougères it got very dark and rained very hard. Many of the cyclists had stopped in the towns we passed through, or were ahead of us in Villaines, so we were riding without a lot of company. Route finding became more difficult without a stream of red tail lights to follow. This was a hard leg, with uncertainty about the route, declining temperature, and a hard rain. It was the third night on the road and we had

to keep pushing on. The rain made ditch naps unappealing, so we just had to push forward. We arrived in Villaines la Juhel at 10:45 PM. The whole village seemed to be working at the control and there was a crowd shouting encouragement as we rolled into the bike parking. The encouragement helped a lot, but we also needed to get warm, refuel and get some rest. We had another large meal and then checked into the dormitory for an hour of sleep. I took off my wet shoes and socks and lay down on the mat for instant oblivion. When I was wakened an hour later, I told John "these dormitories are starting to smell really bad after three days". I put my wet shoes and socks back on and we headed for our bikes. It felt like there were rocks in my shoes, but I just wanted to get started. Just out of the control, I stopped on a doorstep to take the rocks out of my shoes and discovered where the bad smell was coming from. Wet socks and shoes for three days had caused the soles of my feet to turn into white prunes and begin to rot. I put on dry wool socks, but had no choice but to put the wet shoes back on. It wasn't raining and I hoped that my feet would dry out before there was permanent damage. For the rest of the ride, it felt like my shoes were lined with sharp rocks. The "no whining" button on the back of John's Carradice bag encouraged me to ignore the blister on my butt, the aches and pains in every muscle and my sore feet and just tough it out. At this point in the ride, we started seeing people with Shermers neck (can't hold their head up), people riding while standing (saddle sores), more and more people taking ditch naps or just sleeping while standing on their bikes. We were past the 1000 km point and the stress was showing, but the end was also in sight. There were just 200 km to go.

The day warmed up and there was actually a little sunshine. Our sleep at Villaines had used up our margin, so 20 kph and no more than an hour at each of the remaining controls would get us in just before the deadline. It didn't

*(Continued on page 8)*

## OUR RIDE CAPTAIN REPORTS

LARRY THURBER

Thanks to a great ride database it's possible to track mileage a variety of different ways. But there's only so many ways to spin the statistics for the cold, wet, and windy month we just finished. And when the weather is a bit down, so is the mileage. But just like postal workers, we get out in all kinds of climate conditions. For January 2008 total club mileage was 3,722 miles by 57 different riders. Saturday rides produced the bulk of the miles at 3,567 with the Wednesday riders contributing the balance. Notably, we had 14 riders over 100 miles for the month. The top five leaders to date are: Dan Youngberg, 216; Terry Dibble, 216; Melissa Boyd, 159; Tim Corbett, 149; and Tom Sauret, 134. We also welcomed three new riders during the month; Shawn and Pam Barrett and Eric Adams.

And for those who can't get enough numbers in their day, here's some more: January 2007 must have been spring-like as we posted 5,729 miles by 64 riders. But 2006 must have had ugly weather as we posted only 2,883 miles by 52 individuals.

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### Loop Tour 2008

*Dan Youngberg*

Registration forms for Loop Tour 2008—The Wal-lawas—will arrive with the next Spokesman. This allows everyone time to be sure that their MVBC membership is current. Current membership status is important, since only MVBC members and their immediate families may participate in Loop Tour. Historically, this route fills quickly; it would be unfortunate to miss out due to one's membership not being current when registration opens.

The route of the tour this year is almost identical to the "All the Way to Halfway" tour that was run in 2002. The standard plan involves a layover day at Wal-lowa Lake; but there is also an option of using that day to get halfway to Halfway. This option changes one long, hilly day into two shorter days of riding at the cost of missing a chance to explore the town of Joseph and the neighboring countryside. Please indicate on the registration form which option you anticipate riding; this will help us plan for sag support.

This route is one of the most challenging of the

regular Loop Tour routes. There are some long mileage days and many hills. In 2002, we had extremely hot days as well as an icy morning. In 1997, the road from Joseph to Halfway was closed due to tree-falls; and the route needed major last minute adjustments. It is very important that participants are in good physical shape and are mentally prepared to deal with unexpected situations. That said, this is still one of the two most popular routes that are regularly used for Loop Tour.

Most of the campsites on this tour have plenty of room. However, two of the sites have limits that constrain the size of group that can be accommodated. A word to the wise—send in your registration early to avoid disappointment.

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*(Continued from page 7)*

seem like a lot of margin, so between Mortagne and Dreux I went to the front of the group and pushed the pace up. We got back on track and even had enough time for a short nap at Dreux.

The last leg from Dreux to Saint Quentin was a celebration. We were confident of the finish and just needed to keep a steady pace and suffer for four more hours. The organizers picked a beautiful route through wealthy suburbs of Paris, but they also managed to pick up some of the steepest hills of the whole ride. The scattered showers as we rolled into St Quentin were a fitting end to a difficult ride made even more difficult by the weather. There was a large crowd at the final roundabout on the way into the finish and they cheered and clapped. They were happy to see us and we were happy to be there. We chatted with other riders at the control while we waited to get our brevet cards stamped and collected.

The official time will eventually be published, but we ended up with about 88 hours used out of the 90 available. We took a few photos, grabbed our free drinks and headed home. The 5 km back to the hotel after stiffening up at the control were the most painful ones of the whole ride.

It was the longest and most difficult ride I've ever done. I always felt confident in finishing and the preparation and planning paid off. Riding with John Kramer also helped me to finish; his pacing and the wisdom he'd gained in multiple 1000 km rides were both invaluable. The rain and cool weather increased the Did Not Finish (DNF) rate to 30%, and there were rumors of some serious injuries. I'm thankful for having completed the ride safely, for the opportunity to meet Randonneurs from all over the world and especially for the opportunity to meet some of the friendly people of France.

My feet healed within a couple of days, I was back on the bike (riding slowly) after three days and the only lingering effect is some tingling in my fingers and toes that is slowly diminishing.

### - 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:     \$20.00 Individual or    \$25.00 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



### Classified

Gold Rush re-cumbent - polished aluminum, M/L frame. Bought new in 2000. Ultegra components, 24 speed, rear rack, used very little in the last couple years. \$1500. Contact Shirley Schoberg, 979-1129, [shirley-schoberg@yahoo.com](mailto:shirley-schoberg@yahoo.com).

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

**Address Service Requested**

## ***Meetings & Announcements***

### **Future Events**

**April 27** - Monster Cookie Ride, Salem Bicycle Club  
**June 14** - Strawberry Century, Santiam Spokes  
**June 21-29** - MVBC Loop Tour I  
**June 22-28** - Bicycle Tour of Colorado,  
[www.bicycletourcolorado.com](http://www.bicycletourcolorado.com)  
**June 22** - Watermelon Ride, Salem Bicycle Club  
**July 3-6** - NWTR, McMinnville,  
[www.nwtr.org/2008/](http://www.nwtr.org/2008/)  
**July 26-August 3** - MVBC Loop Tour II  
**August 1-3** - Cycle Oregon Weekend  
**August 10** - Covered Bridge Bicycle Tour, MVBC  
**August 15-16** - STP, Cascade Bicycle Club, *Sold Out*  
**August 22-24** - Crater Lake Rim Ride, MVBC  
**Sept 6-13** - Cycle Oregon, [www.cycleoregon.com/](http://www.cycleoregon.com/)

### **Party Leftovers**

A knitted light yellow glove and a small knife with a black handle were left at the Burgess house. Call Lindy at 758-5006 if you are missing either item.

### **General Meeting**

Monday, February 18, 7 PM, Osborn Aquatic Center  
Jack Pinkerton will discuss, with slides, his recent bike tour in New Zealand.

### **IMPORTANT SUBMISSION INFORMATION**

Submit articles, stories and photos for the March MVBC Spokesman no later than February 20.  
Please send this material to the editor in Word format (if you're using Office 2007, please save your article in the 2003 version of Office as the new version doesn't format well for me):

[Lloydvswanson@comcast.net](mailto:Lloydvswanson@comcast.net)