

Record Attempt: Oregon North->South, mixed team
Names of Riders: Vicki Pelton
Tim Woudenberg

I, Robert Redmond, the official of this UMCA Record Attempt declare, to the best of my knowledge, that the preceding Record Attempt Summary is accurate and that the named riders have ridden this Record Attempt fairly and in accordance with the Rules governing UMCA Record Attempt.

I, Robert Redmond, the official of this UMCA Record Attempt declare that the following Summary by Official and the attached Road log sheets are true and accurate.

Summary:

On Saturday, May 3, 2008 at 5:55 am PDT, Vicki Pelton set off to cross the state of Oregon with her teammate, Tim Woudenberg. I would be in the follow vehicle as a rookie UMCA official, with their 2-man crew of Rich Kranz and Jim Kerns.

Sunrise greeted us with a slight drizzle . The weather forecast for the day was sketchy and they were hoping that they would not have the cold and wet as they did on their California crossing last season. But the weather gods proclaimed this a good day and blessed them with a cool sun and tailwinds. In general, this north-to-south route is uphill with the climbing done in the first half. Vicki and Tim began with 30-minute pulls but then switched to 60-minute pulls.

This was my first experience with a team event and there were unexpected aspects to it. For example, the 30-minute pulls were too short. It would take 5 minutes or so for the riders body temperature and heart rate to settle into race pace. On the other hand, as the rider sat in the van after their pull, their body temperature would drop suddenly . They would sit there shivering while the crew sweat with the van's heater on high. One of the positive sides of a team competition is that the rider gets to hydrate and fuel while resting in the van and not at race pace. The rider gets to rest those cycling contact points which tend to go numb for a solo rider.

Choosing to make the crossing from north to south meant that we would drive the course first. Jim, as crew chief, began making those mental notes of how to balance the ride load based on his riders strengths. I took note of the traffic and occasional stretches without adequate shoulder area for the cyclist wondering if this would be done in the daylight as we leap frogged them or at night so that we would be able to shadow the rider and present some additional safety. I was pleasantly surprised by the hospitality shown us by the Oregonian drivers.

It was also fun to watch how seasoned veterans worked with rookies either as riders or crew. As riders, a rookie is so concerned with the minute details whereas the veterans will judge the quality of the ride by the distance of their projective vomit, having accepted stomach issues as the nature of their passion. As crew, the rookie quickly learns

that they exist for the sole purpose of the rider. They will have to wait impatiently for their rider to take a nature break at night so that they can too.

The small Oregonian towns slipped by: Waso, DeMoss Springs, Erskine, Grass Valley, Rosebush, Bourbon, Kent, Wilcox, Shaniko. Axford, Willowdale, and finally Madras. It had been just approximately seven hours and 115 miles when we came upon the Crooked River Gorge which cuts 300 feet into volcanic basalt.

Vicki had taken the pull through Redmond and into Bend where the team planned to refill the gas and some supplies. As Rich walked Tim and his bike into place for the switch he noticed a broken spoke on the rear wheel. Jim quickly flagged Vicki to continue on as the wheel was swapped out. After the rider change was made Rich performed some mechanical magic to fashion a spoke of the correct length for this unconventional wheel. And yes, it was ridden to the finish.

We reached the high point of the ride in Chemult, mile 203 at 18h14. Such overwhelming views of Cowhorn Mountain, Tolo Peak, Cappy Mountain, Walker Mountain, and Diamond Peak. You can even see Mt St Helen to the southwest.

Two more rider changes and we are now coming upon sunset. Once last chance for leisurely stops for at this point the van must stay with the rider. With only one follow vehicle, all comes to a complete stop at rider changes waiting for the bike to be loaded. Crew and off-rider work quickly to minimize lost time. It's been 14 hours with 235 miles covered. Only 60 miles to go.

Four more rider changes brought the team to within 2 miles of the finish. They had allotted themselves 20 hours for the crossing but had come to this point in just 17 hours. The last 2 miles would be ridden together, sharing the triumph together as they came upon that goal, "Welcome to California".