



*April 2006*

# NEWSLETTER

## April President's Paceline

The first order of business this month is to thank all of the people who were so helpful in making the sponsorship campaign for the 2006 MLC so successful: Sean Hankin, Gwen & Chris Haynes, Ken Silverman and Jerry Rhoads. We were able to raise nearly three times as much as we have in the past few years, and, with this encouragement, we are eagerly looking toward an even more successful campaign in 2007.

Now, on with the rest of the tale of New Zealand (I do hope this is interesting to the readers; my objective is to encourage all who can possibly go to New Zealand to go there soon, before it becomes just another tourist destination). As noted last month, our trip started in Auckland, a city like most other big cities in the world, which has the typical complement of attractions – museums, parks, and at least one very interesting local community, Devonport. The latter does have very comfortable cafes and shops, along with an excellent hillside view of the entire Auckland harbor, worth the hike up, just to get a perspective on the cityscape.

From Auckland, our route took us out to the Coramandel peninsula, “Auckland’s playground”, an area with many beautiful beaches, great

surf, and a mountain backdrop. Randy Mason and I left a day early for our first camp at Miranda hot springs, and used our extra day at the springs for a short ride away from the coastline and up into the interior of the island. We encountered a most pastoral combination of sheep, dairy and cattle operations, along with a complement of small villages (none of which had cafes – a pattern we were going to get used to as the trip progressed). It seems that quite a number of “villages” on the maps are just remnant place names that don’t really promise any commercial activity, so one must always have a snack or two in their kit bag, in preparation for a long ride between cafes or bakeries.

The Coramandel is perhaps the most challenging riding on the entire coastal voyage to Wellington. Though there is a pretense of the road following the beach, it actually veers inland quite frequently, and, with each veer comes a hill with grades ranging from tolerable to monumental. After my spill on the first descent of one of these grades, and after limping into camp that night, we were confronted with one of the monumental climbs right after breakfast the next morning – about four or five kilometers of steady 10, 11 and 12% grade, fol-

## Timely News Notes

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lowed by a screaming descent and then, THE WALL – a 15% grade for about a third of a mile. That is tolerable without a full load; it is nothing short of an insult with a load.

After these humbling experiences, it was finally time to kick back and just take things as they came – short gears when they were called for, slow speeds that challenged one's balance occasionally when they were called for, and a bit less aggression on the descents. So, we were on our way to the East Cape after leaving the Coramandel peninsula – a three or four day stint of rolling hills, magnificent beaches, friendly villages with scrumptuous bakeries, campgrounds with all of the amenities a bicycle tourist could hope for, and just plain terrific riding. The road surfaces are a bit rough, and I will, on my return to the islands, bring bigger tires and lower gearing – at least 25mm (preferably 28mm) and a sub-25” gear. (Cont'd pg 6)

### New Members: January & February

Jared Anderson  
Daniel Bittick  
Holly Johnson  
Scott & Enda Pierce  
Sean Preston  
Chris, Carol, Jonathan & Thomas Wagenet

### Renewing Members: January & February

Cycle Analysis  
Tom Cushman  
Rich & Dianne DiVita  
Mel & Terry Friend  
Wayne, Joki & Bryce Marthaller  
Andy Mayer  
Steven Shaw  
Sims Cycle & Fitness  
Matthew Varnum  
James Williams & Becky Brooks

### New Members: March

Joe Slaughter  
Rick & Kathy Veghte

### Renewing Members: March

Jim & Pam Britton  
Eric Brown  
Dea & Robb Collins  
Medford Cycle Sport & Ashland Cycle Sport  
Jeremy Eisen  
Ray Forsyth  
Gary Harden & Family  
Tish & John Harlow & Family  
Amy Lepon  
Paul & Linda Lieberman  
Tom Pelsor & Sandra Elam  
John J. Petersen  
Bruce Phillips  
Charlie Schink  
Larry Scott & Family  
Deanna Sparlin  
Bruce Taylor  
Peter & Gina Wallwork (From the U.K.)  
David Whipp

### Second Annual "Nearly" Cinco de Mayo Ride

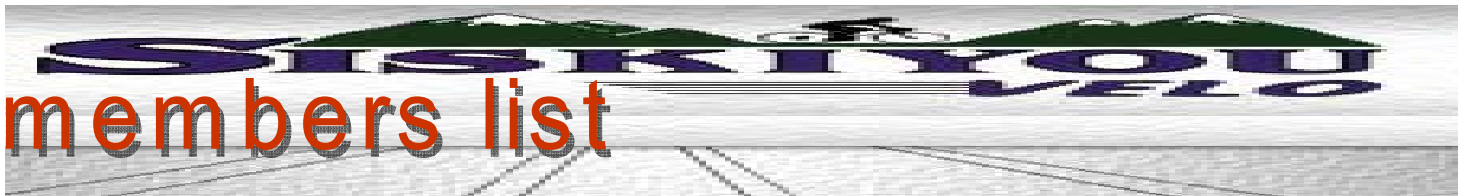
Mark your calendars for May 6<sup>th</sup>. The Wooton Clan (Dan, Leslie, Randy, Pam) are hosting the second annual Cinco de Mayo ride. Ride starts at 9:00 AM @ the Wooton's residence, 2095 Terrel Dr., West Medford.

The ride crosses five creeks (Poorman, Griffin, Coleman, Anderson, Wagner), travels for 50 miles with 5000 + feet of elevation gain.

After completing this Challenging ride, you will partake in a Mexican Fiesta, pot luck at the Wooton's.

If there is enough interest in a flatter 50 mile ride, a route will be developed. Let Dan know if you are interested (779 9248)

**RSVP Dan & Leslie for this ride (it helps for food preparation). 772 9248**



### SAVE PAPER:

Please consider receiving the Siskiyou Velo Newsletter by e-mail.

- 🚲 It is in color.
- 🚲 You can print only what you need.
- 🚲 Your expiration date is duly noted.
- 🚲 You will be saving a tree and a few extra cents for the club.
- 🚲 The newsletter goes out right away to e-mail participants.
- 🚲 E-mail Leslie at: dlwooton @charter.net

### Monthly Club Meeting:

Siskiyou Velo monthly meetings are held at 7:00 PM on the second Wednesday of the month at Angelo's Pizza in Phoenix, Oregon .

### The Siskiyou Velo

P. O. Box 974 Ashland, OR 97520

### Siskiyou Velo Club Officers For 2006

**President:** Rick Berlet - 488-0036 [rberlet@triad-consults.com](mailto:rberlet@triad-consults.com)

### Vice Presidents Advocacy:

Chris Haynes – (541)772-9220 [cghaynes@simscycle.com](mailto:cghaynes@simscycle.com)

Edgar Hee – (541)734-4872 [ejhee@juno.com](mailto:ejhee@juno.com)

### Vice Presidents Events:

Phil & Dale Hoffman – (541)664-9852 [phoffman861@msn.com](mailto:phoffman861@msn.com)

### Vice President, Touring/Ride Schedule:

Bob Korfhage - 535 5276 [bkorfhage@charter.net](mailto:bkorfhage@charter.net)

**Vice President, Racing:** Glen Gann – (541)779-6986 [ggann9@charter.net](mailto:ggann9@charter.net)

### Vice Presidents, Membership:

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Randy/Pam Wooton - 772-1790 [drwoot@mighty.net](mailto:drwoot@mighty.net)

### Secretary:

Jodi Weber - 301-6880 [weberjs@charter.net](mailto:weberjs@charter.net)

### Treasurer:

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### *Visit us on the Internet:*

<http://www.siskiyouvelo.org> Newsletter contributions accepted until the 15th of the month. Contact the editor for further information. Members are welcome submit letters, stories, opinions, cartoons, recipes, tips or other notices of interest to the club.

**MEMBERS ADDS:**

**For Sale:** Recumbent Stratus XT, dual 26", 2 months old, too many upgrades to list, please call for info. \$2000.00  
Jerry 541-512-2155

Airborne Blackbird, 58CM complete, low miles. Call for info. \$1200.00  
Jerry 541-512-2155

Canondale Touring Bike, Aluminum, cantilever brakes, touring bars, down tube shifters, size unknown, but probably around 56 or 57. \$150/offer - [mike@homecarecompanion.com](mailto:mike@homecarecompanion.com)  
cell 944-0247

Specialized shoes, size 42, Velcro closure, mesh and leather, Look cleats installed; they have the standard hole pattern for your cleats. Near new. These are an extra pair I do not wear. Sell \$30.00/offer  
[mike@homecarecompanion.com](mailto:mike@homecarecompanion.com)  
cell 944-0247 email photos available

Chris Carmichael Training DVD's, 1 Sprinting, 1 Climbing, These are a set I received as a gift. New cost \$24.95 each, sell both for \$40.00  
[mike@homecarecompanion.com](mailto:mike@homecarecompanion.com) cell 944-0247  
email photos available

FSA SLK Compact Crank Set, 50/34 Chain Rings, 172.5 arm length (slightly used), includes **new** Bottom Bracket (English, not Italian) Price \$250.00  
Andy Mayer 541-941-9151

**Landshark.**

56CM, Look carbon fork, K wing carbon bars, King headset. All the rest is Dura Ace. The frame is constructed of Dedacciai tubing. Fully fillet brazed.  
Nice custom paint. \$1,500.00  
Russ 541-482-8704

**PLACE YOUR ADD HERE**

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2.25 x 4.5 \$20

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Secretary:  
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541-776-2020 .

E-mail: [carlyle.stout@gmail.com](mailto:carlyle.stout@gmail.com)

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**SISKIYOU VELO RIDE SCHEDULE – April, 2006****\*\*\*approved helmets required on all club rides \*\*\*unless other wise noted, rain/wet pavement cancels ride**

Date	Time	Start Location	Route	Pace/ Rating	Miles	Ride Leader/Contact
Saturday Apr. 1	10:00 AM	Colver Park, Phoenix	Gold Hill and Return	Group C4	40	Show and Go
Sunday Apr. 2	10:00 AM	Hawthorn Park, Medford	Eagle Point – Barbed wire café and return	Group B3	35	James Williams 857 9037
Saturday Apr. 8	10:00 AM	Roasting Company Ashland	Carol Lee's Loop or against the wind	Group C3-4	30	Carol Lee Rogers 482-1887
Saturday Apr. 8	10:30 AM	Bear Creek Park by Skate Park, Medford	Mellelo's coffee ride	Group A2	12	Phil Gagnon 488-4289
Sunday Apr.9	10:00 AM	Colver Park, Phoenix	Rogue River	Group C4	60	Jerry Rhoads 512 2155
Saturday Apr. 15	10:00 AM	Colver Park, Phoenix	Shady Cove	Group C4	75	Rick Berlet 488 0036
Sunday Apr. 16	10:00 AM	Ashland Dog Park, Ashland	Orchards and beyond	Group B3	35-40	Jodi Weber 301 6880
Saturday Apr. 22	10:00 AM	Post Office in Gold Hill	Evans Creek Loop	Group B3	54	Phil Hoffman 664 9852
Saturday Apr. 22	10:30 AM	Hawthorn Park, Medford	Willow Springs Rd Loop	Group A2	19.5	Phil Gagnon 488 4289
Saturday Apr. 23	10:00 AM	Colver Park, Phoenix	Wood Rat Loop	Group C4	45	Show and Go
Saturday Apr. 29	10:30 AM <i>Tandems +</i>	Colver Park, Phoenix	Lake Creek Café and return	Group B3	57	Bob Korfhage 535 5276
Sunday Apr. 30	10:00 AM	Colver Park, Phoenix	Applegate Store and Return	Group C4	40	Show and Go
Every Saturday	8:00 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986 Richard Hogan 664-8751
Every Sunday	8:30 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986 Richard Hogan 664-8751
Every Monday	<b>10:00 AM</b>	<b>Colver Park Phoenix</b>	<b>Jacksonville coffee ride</b>	<b>Group B4</b>	<b>25</b>	<b>Bob Korfhage 535 5276</b>
Every Tuesday	<b>6:00 PM</b>	<b>Sims Cycle, Medford</b>	<b>Various – determined by group</b>	<b>Group B3</b>	<b>+/- 25</b>	<b>Jodi Weber 301 6880</b>
Every Wed.	<b>10:00 AM</b>	<b>Ashland/ Roasting com- pany</b>	<b>Show-N-Go</b>	<b>Regroup C/4</b>	<b>25-40</b>	<b>Bob Korfhage 535 5276</b>

**Ride Rating:**

- A- Basically flat with no steep hills.  
 B- Gently rolling terrain with one or two short steep hills.  
 C- Moderate terrain, with rolling short, steep hills or moderate sustained climbs.  
 D- Difficult terrain with longer, steeper hills.  
 E- Extreme terrain with steep sustained climbs.

**Ride Pace: (average range on level ground)**

- 1-slow < 10 mph  
 2-leisurely 6-10 mph - **Expect to stay at this pace**  
 3-Mellow 12- 15 mph – **Expect to stay at this pace**  
 4-Brisk 15 -17 mph  
 5-Hammer 18+ MPH

**Group** - Riders will stay together.**Regroup** - Riders will spread out, regroup at specific points along the route.**Other Ride Opportunities – NOT SPONSORED BY SISKIYOU VELO**Wednesdays -6PM Mountain Bike rides. Meet @ **Cycle Analysis** –Jacksonville

Lights and helmets required. Jana will have pasta after ride.

Saturdays - 9 AM Race Training, **Medford Cycle Sport**, 1390 Biddle Rd #107 (Alex 857-0819)





## Pedal Strokes by Roger Stevenson

344 rue de Blansin, 74800 Saint Pierre en Faucigny, France

Although the European professional cycling season kicks off in early February, it is during the months of March and April that things really begin to roll. There are several minor races in various parts of the continent and the two most important stage-races of the early season, Paris-Nice and Tirreno-Adriatico, provide a showcase for the early-season form of most riders. The UCI Pro-Tour calendar of races continues on March 18<sup>th</sup> with the ever-exciting and important Milan-San Remo, and Paris-Roubaix isn't far off.

Most of the riders in the European peleton were divided between two important and simultaneously-run races in mid-March. **Paris-Nice** drew an impressive lineup of Pro-Tour teams and one wild-card team (Agritubel). The rest of the riders were lined up for **Tirreno-Adriatico** in somewhat sunnier climes in northern Italy.

**Bobby Julich** (CSC) was back to defend his title at Paris-Nice from last year and showed his top form with a win in the prologue in the streets of Issy-les-Moulineaux in the southern suburbs of Paris. It seemed, however, to be an all Quick Step-Innergetic show in the early stages with back-to-back sprint victories in stages 1 & 2 by current World Champion **Tom**

**Boonen**. Boonen donned the leader's jersey, but quickly lost it again on the steep climbs of stage three, which proved to be the pivotal stage for the race and the overall victory. Phonak's **Floyd Landis**, fresh from his impressive victory in the Tour of California, clearly demonstrated not only his early season form, but also that he is finally coming into his own as a team leader and stage-race contender. He led the charge up the final climb of the stage, the Col de la Croix de Chaubouret, and took over the race lead after finishing second behind his breakaway companion, **Paxti Vila** (Lampre). Boonen picked up his third sprint victory in stage four, but Landis rode smart, benefiting from the dedicated support of his Phonak teammates, during the rest of the stages to hang on to his slim nine-second lead over Paxti Vila for the

final overall victory. It is only the second victory in the "Race to the Sun" for an American, the first being Bobby Julich's win last year. Landis, who now leads the UCI Pro-Tour points competition, will not contest Milan-San Remo: his priorities remain his preparation for the Tour de France in July. Landis' new teammate, Axel Merckx, stated during Paris-Nice that Landis was certainly capable of winning the Tour this year.

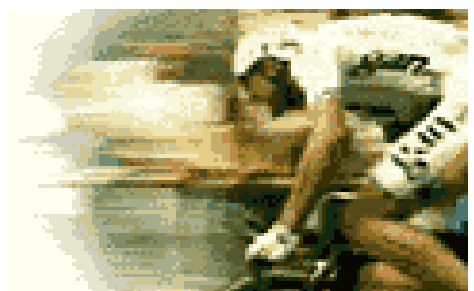
The Quick Step show continued south of the Alps at **Tirreno-Adriatico** with Paulo Bettini's performance in the early stages of the race. The diminutive Italian won the sprint at the end of both stages one and two, and even outfoxed the entire Milram team on stage two by sneaking across the finish line ahead of the turquoise train leading out Erik Zabel and being led by none other than Alessandro Petacchi. Unfortunately, Bettini's luck ran out on the next stage—a stage that he has won twice in the past – when he was caught up in a fall on a descent and was forced to withdraw from the race with a bruised hip, sprained wrist and a very sore knee. After finishing second in the penultimate stage, Petacchi finally won a sprint in this year's edition on the very last stage. Bettini's injuries put his participation in Milan-San Remo in doubt. However, Team Milram seems to be ready for its next challenge at Milan-San Remo where Petacchi is the reigning champion. The overall victory in Tirreno-Adriatico was taken by Rabobank's young rider **Thomas Dekker** who donned the leader's jersey with his third-place finish in the time trial on stage five, which was won by the Swiss **Fabian Cancellara** (CSC).

Tirreno-Adriatico proved to be disastrous for more than one racer. In addition to Bettini's fall, Stuart O'Grady, who is riding for CSC this year after leaving Cofidis, suffered five broken ribs and a fractured collarbone in a fall on stage two. Mainly because of his ribs, he will be out of action for up to eight weeks. Stefano Garzelli (Liquigas) also did a number on his knee during the same stage, and Jan Kirsipuu (Crédit Agricole) broke his heel in a fall on stage three.

**Tour de France Teams for 2006.** There has been scant reaction to the UCI announcement (see Pedal Strokes for March) that it would not approve the proposed Trophy of the three Grand Tours and that it fully expected the Tour de France, the Giro and the Vuelta to honor their commitment to being part of the Pro-Tour calendar of races for 2006. While there are still undecided issues between those three races and the UCI, the organizers of the Tour de France, it would seem, have acquiesced, as is evident in their announcement of the teams for this summer's Tour de France. One of the sticking points was the number of Pro-Tour teams and wild-card teams that the organizers could invite to the Tour. Being forced to accept all 20 Pro-Tour teams would severely limit the number of wild cards that could be invited. Deviating from their oft-stated opposition to having more than 21 teams in the line-up, ASO, in meeting a UCI requirement of team announcements for the Tour by March 1<sup>st</sup>, has increased the number of teams to 22, which will include all 20 Pro-Tour teams and two wild-card invitations for Continental Pro teams: Agritubel, a French team, and Comunidad Valenciana from Spain. For the first time since 1997, there will be six French teams lined up for the Tour.

**More drug news:** The Swiss team Phonak just can't seem to shake the monkey from it's back. Coming on top of the three drug-related cases last year (Tyler Hamilton & Santiago Perez for alleged blood doping, and Oscar Camenzind for EPO), a fourth Phonak rider has been implicated in a positive drug test. A young Swiss rider, Sascha Urweider tested positive for testosterone in February. Phonak has suspended Urweider while awaiting results of his B sample test.

**(Milan-San Remo race on page 8)**



(From pg 1)

The gateway to the East Cape is Whakatane (pronounced Fwa-ka-ta-ney – all Wh's are pronounced in the Maori tongue as Fw's), which we reached on our sixth day out. Unfortunately, the traverse from Whakatane to Te Kaha (our first actual camp on the East Cape) forced us to go on a stretch of Highway 2 (one of the two major north/south roads in the country), and it was certifiably unpleasant. The experience convinced most of us to avoid the main highway in later segments of the trip, even if it meant a few extra miles. The East Cape is populated heavily by the Maoris and there is much evidence of the culture – the carved entrances to their town meeting halls, one or two magnificently restored mission churches, the little fishing village where Whale Rider was filmed – most peaceful and charming – and, of course, the stunning coastline.

We were on the East Cape for four days and they were certainly the “jewel in the crown” of the trip – almost no traffic on the roads, virtually deserted campgrounds (less sumptuous than most we had encountered earlier, but still adequate), and still more of the friendly, interested people. The end of this idyll came at Gisborne, a fairly active port city where we had our second rest day. (The first rest day was along our traverse to the East Cape at Mt. Maunganui, a touristy town with a beautiful beach setting. At the time we were in Mt. Maunganui, one of the largest cruise ships – 3,500 passengers and 1,500 crew – had docked and the town was rather overrun.). This second respite

was quite welcome and particularly useful for recharging the batteries in preparation for the couple of days ahead. The route to Wairoa and Napier had some very challenging hills and some longer mileage. Napier, again, was a major port city (maybe 50,000 population), but still with some considerable charm and, as always, the friendliness.

I keep touting the friendliness. Lest anyone doubt my assessment, two incidents demonstrate just what extremes these people go to. We had one member of our crew who kept leaving things behind, and he was always hitching rides from one campground to the next. One day he got a ride from a surveying crew which was staying in the same campground as our group. He unloaded all of his gear at the next stop and sent the truck off, only to discover he had left his tent in the truck. The surveyors, of course, went back to stay at the previous night's campground and discovered the tent. A little while later that night, our hostess from the night before shows up in camp with our friend's tent – and a plate of brownies for the whole group. The second example involved me leaving my wallet on the bar at a stop some distance from that night's campground. Sure enough, about ten or twelve miles down the road, a car comes by, fishtails onto the shoulder and skids to a stop. The passenger gets out with a quart bottle of beer in one hand and my wallet in the other – “Thought you might need this later,” he says, “but we had to look at your picture (on my DL) to make sure we had the right bloke”. Over and again, we en-

countered this spirit and sense of welcome.

From Napier south, the riding got a bit easier. The countryside looked more and more like eastern Oregon, and I think our mindset was geared to sheer enjoyment of the last days of our ride. We did have a most interesting experience riding (and pushing) our bikes along the Rimutaka Grade, an abandoned, but very well maintained, cog-railway grade that cut through the range of mountains that guards entrance to Wellington on the east. This railway was used to haul timber and other commercial goods in the late 19<sup>th</sup> and early 20<sup>th</sup> century, and was a most unusual engineering feat. The engine employed an additional wheel set, mounted horizontally on the undercarriage, which was used to clamp down on a center rail as a brake. Similarly, the train included several brake-cars with comparable braking mechanisms that were interspersed regularly between the freight cars, to further slow the train's progress down the grade. The path went through four tunnels (one of which was 1,300 meters long), and crossed one gully (Siberia Gully by name) which was most challenging with the bikes. The trestle that crossed this gully was no longer in existence, so one had to go down an extremely steep embankment, both hands on the brakes and heels planted in the gravel, and then up the other side, at least as steep. This particular experience tested my good humor like no other!

Siskiyou Velo  
March 8, 2006 minutes

- I. Introductions: 26 present, including guest speakers Shayne Maxwell and Emma Gordon.
- II. Guest presentations
  - A. Shayne Maxwell, chair of the Rogue River Greenway Foundation, gave an update and exciting developments on the status of the greenway, which will eventually extend from Grants Pass, linking into the Bear Creek Greenway in Central Point. Shayne emphasized her appreciation for all the Siskiyou Velo has done to support this effort.
  - B. Emma Gordon is raising funds for her fund-raising bike ride from San Francisco to Washington, DC. The ride is for Global Exchange. They will be doing community service en route. She needs to raise \$4000 for her trip, which begins June 8.
  - C. Ben Harlow gave an update on his upcoming bike trip to Louisiana to benefit Four Directions, a non-profit for the benefit of indigenous communities. He will be leaving the beginning of April.
  - D. Motion approved to give \$200 each to Emma and Ben towards their costs en route
- III. Committee Reports
  - A. Treasurer: Membership fees about equals the outflow of expenses. Current balance of \$6,400+.
  - B. Membership: 19 renewals, 2 new members
  - C. Touring: Phil Gagnon is leading more rides at a slower pace. We are all encouraged to join those rides, while at the same time we need to be willing to stay at that pace.
  - D. Events: Sponsorships for the MLC is going well (approximately \$1100). The deadline for getting sponsors' donations and logos in is March 15. The next meeting is April 10.
  - E. Advocacy:
    1. Two Medford cyclists were nominated by the Portland based Bicycle Transportation Alliance for their efforts to promote the use of bicycles and increase the livability of our community. Congratulations to Edgar Hee and Eileen Adee!
    2. Volunteers are needed to help with the Table Rock Road Race on May 7. Contact Mike Ripley at 541-225-7946 or [mikecycle@earthlink.net](mailto:mikecycle@earthlink.net).
    3. May is *Bike to Work Month*.
- IV. Old Business
  - A. Bike Law seminar March 20 at 3:30 and 5:30 at the Medford library.
  - B. The club received a thank you letter from Erin Taylor (see January minutes) for contributions for her 4-H bike education classes.
  - C. Hanley Rd is still dangerous. Chris will bring it up at the next county bike commission meeting.
  - D. In the repaving of Hwy 99 between Phoenix and Medford, bike-safe drain grates were *not* put in as they said would be done. Rick will follow up with the appropriate officials.
  - E. The Ride the Rogue group was given permission to use club equipment for their ride on Sept. 23.
  - F. Enough members signed up for the Oregon Bike Ride to qualify for a discount. Other interested club members can still sign up and get the discount.
- V. New Business
  - A. Les Schwab aired a spot on local radio emphasizing the need for bike safety. Jodi will write a letter of appreciation to them. We are delighted to have a local business advocate for bike safety!
  - B. Ride of Silence is a 'global' ride on May 17 at 7:00. It is a memoriam to cyclists killed while riding. Bob Korfhage is coordinating it for the Rogue Valley.
  - C. The Portland bike touring club is promoting their club to ride in the Rogue Valley the weekend of June 24-25, including the MLC. They've requested members here to host them for the weekend. The club feels this would be great for reciprocity in the future.
  - D. Oregon Bicycle Summit, a bike related conference will be held in Eugene April 1. \$25.
  - E. With the new MLC sponsorship packet, there is the potential of having considerably more money available to donate. As a club, we need to be able to tell sponsors what the money will go towards. A committee will meet to bring proposals to the next meeting.
  - F. Central Point is putting together a bike committee and needs members. Chris Wagonet has volunteered to be on that committee. Thanks, Chris!!
  - G. New hazards on the Bear Creek Greenway and on Kings Highway were reported.
- VI. .Meeting adjourned at 8:28.

## **The Red Ride**

By Benjamin Harlow

The Red Ride commences April 9th. Prayers and support carried by bicycle from Southern Oregon are bound for Louisiana's hurricane affected American Indians.

An appeal for help was posted on January 25th to the Four Directions Solidarity Network website [www.eswn.org](http://www.eswn.org) from 4 American Indian tribes in Louisiana's bayous. Though their independence and fortitude has brought them through many disasters and Indian hardships. Hurricanes Katrina and Rita created an intense burden on the people, and storm assistance was requested. There is an understanding in the bayous of the focus being directed to New Orleans. But the smaller communities, especially the American Indian communities, are still in dire need. The Red Ride is a proposed vision to the creator from Naomi Archer of Four Directions and myself Benjamin Harlow an Oregonian. My goals have been to reach out to communities and individuals who need assistance, and this year I wanted to learn more about American Indians. When I read about Four Directions, it seemed to fit my goals. Four Directions Solidarity Network is a grassroots organization that uses a community-based model to organize people, supplies and other forms of support in collaboration with indigenous leadership and communities.

We thought a cross-country bicycle ride could raise awareness to all Native American issues, gain prayers from Indian Nations throughout the country for the bayou tribes and possibly find them some financial donors. Naomi and I have been working hard to setup this ride, which will take shape organically as it finds its way past many Indian homes. We still need a lot of community support to make the event as effective as possible. We are still trying to connect with tribes in route, and cyclists who would like to ride for all or part of

the Red Ride are encouraged to contact us.

The Red Ride plans to commence with a send off from the Native American Student Union at Southern Oregon University on the 9th of April, during their Spring Pow-wow that weekend. With their prayers and support the ride will head into Grants Pass and on to California following the coast. From the south west corner of Arizona the ride will travel diagonally across the state to the north east corner, meeting New Mexico at four corners. Then proceed into Oklahoma the home of the Five Civilized Tribes where it will then follow a southern route along the "Trail of Tears" through Arkansas and into Mississippi meeting up with the Natchez Trace Trail. The Ride proposes stopping in Baton Rouge which means 'Red Stick', and is the state capital with both cultural and political significance as well as access to a wide range of media outlets in Louisiana for major press conferences. The ride will finish in the bayou parishes of Louisiana.

As the lone cyclist for the Red Ride, I came to the bicycle community in Southern Oregon and asked for their help. Siskiyou Velo donated two hundred dollars that I put towards the purchase of a BOB Yak trailer. I needed a trailer to carry my volunteer supplies so I can help with cleanup once I am in Louisiana. Marty's cycle and Moore, and Sims Cycle and Fitness helped me out with donations of gear necessary for the cross-country tour. Things really took shape when Siskiyou Velo member Mike Karpinski stepped in and helped coordinate the donation of his wife's 1992 Cannondale touring bicycle. To top it all off, I received a beautiful copper Giro helmet from Velo member James Williams. There is nothing like a reliable helmet. I owe many thanks to all of the wonderful bicycle advocates here in Oregon, and know I will have many more to thank elsewhere in the days ahead. Follow the tour on the Red Ride Journal link at <http://>

[www.cloudforest.org/bicycleride](http://www.cloudforest.org/bicycleride) If you have tribe information or cyclist friends along the route that you would like to pass along please contact Naomi or me. Benjamin Harlow [bicycleride@riseup.net](mailto:bicycleride@riseup.net) Naomi Archer at 828.230.1404 Yahoo! Mail.

## **Milan-San Remo**

By Roger Stevenson

If Milan-San Remo is any indication of the ensuing season, we are in for some wonderful racing in the months to come with results as surprising as they are outstanding. When the dust settled around the arrival line of this year's edition (the 97th), it became clear that the winner, while not at all one of the favorites, and there were several, but a rider from the team that had clearly dominated the tactics of the race, a rider who had worked selflessly for his team leader, especially on the final climb up the Poggio, but who had the intelligence and the legs to pull off a stunning and well-deserved victory. Filippo Pozzato (Quick Step) was in a four-person break that charged up the Poggio and held a slim 8-second lead over the peleton at the bottom of the descent into San Remo. Just as the pack closed in on the four riders with just 600 meters to go, Pozzato jumped ahead and managed to stay about three bike-lengths ahead of Alessandro Petacchi (Milram) and Luca Paolini (Liquigas) Pozzato's teammate and one of the top favorites for the victory, Tom Boonen, finished fourth, but was just as overjoyed with the young (24) Pozzato's victory as he would have been had he won the race himself. An ecstatic Patrick Lefevre, Quick Step's manager, said that it is to experience such moments that he has worked so hard over the years. "I think this is the best team of my career", he added. The post-Armstrong season is indeed off to a promising start.



## Racing Corner By Glen Gann

We are now well on our way into the new racing year. With the Cherry Pie race being first on the calendar, seven local racers braved the cold to get an early jump on the year. Only one pie was brought home. I won the Masters 40+ with Scott Toll right behind in 8th place. Others finished respectfully in their fields.

The next weekend, our very own webmaster, Spencer Gray had the winning time for the Cat 3 field at the Jack Forst Time Trial. (His time earned him a 21st place out of 324 total riders for the day).

We have also made it through two of the three S.O. Time Trials. The first Time Trial gave us mild weather and a showing of 42 riders, seven of which were women. The second race gave us a little bit more of a weather challenge with snow and ice on the roads. Tim decided to shorten the course for the safety of the hard-core riders that still made the show. What some of us will do to race a bike, it could put the Postal Service to shame.

There were three of us, Scott Toll, Richard Fox and myself, that made the drive up to Portland for the second Banana Belt race on March 12th. Once again we encountered more cold, snow and rain around the Hagg Lake race course. That didn't stop us from having some fun, getting a good work out, and all finishing in the top twenty. That about does it for the local race scene update.

Keep your calendar marked for the weekend of May 6th and 7th. The Spring Thaw XC MT bike race is on the 6th and downhill on the 7th. Also on the 7th there will be a road race out around the Table Rocks in Sams Valley. The promoters of each of these events will surely be looking for volunteers to help with running the races and keeping them safe for the racers. So please consider taking some time out of your weekend and come cheer on some of the top racers from the Valley and around the State and maybe help the organizers out a little.

## Becoming a Pro Cyclist Groupie for a Weekend (Submitted by Paul Rowland)

Driving on Hwy 101 in California, headed from Sausalito to Santa Rosa, a car with Oregon plates (a Subaru wagon, of course) pulls along side us. "Are you going to the bike race?" the passenger yells. The traffic is heavier than usual, due in part to people like us (my riding companion, Dan DeNeui and myself) and our unknown friends from the Rogue Valley. We're all chasing the first of seven stages of the Amgen Tour of California, which started that morning in Sausalito.

Actually the prologue had taken place the previous day in San Francisco along a two mile route that began at the Embarcadero and ended with the steep climb up Telegraph Hill to Coit Tower. Many top racers from the eight UCI-International teams (Discovery Channel, T-Mobile, CSC, Phonak, Gerolsteiner, Credit Agricole, Davitamon-Lotto, & Prodir-Saunier Duval) joined seven US-Continental teams and the Mexican National team for the type of race we do not often get the chance to see firsthand on the west coast. We watched the prologue at the 100 meters to-the-finish line mark near Coit Tower and were totally drawn into the huge crowd's enthusiasm as the finely tuned pros individually struggled against time and the hill.

At the stage 1 finish in Santa Rosa, it's the speed that sends a chill up your spine. The peloton passes by four times at an unbelievable 36 mph, jostling for position for the final sprint on the narrow downtown streets. It's enough to erase any doubt about just how much these pros exceed us recreational riders in skills and conditioning. But there's also lots more to do than just watch human machines scream








by at a surreal pace. Each staging area is abuzz with excitement: racers warming up amidst the chaos of their team vans and equipment, tents under which sponsors and promoters are handing out swag and demonstrating the latest equipment or nourishment, large screen TVs showing what's going on out in the race, side shows like the Arnold Swartzenegger masked guy shooting shirts out of a pump gun, and spectators on their own array of expensive and enviable bikes.

If you didn't attend this year, put it on your calendar of "must do's" for next year. How often can you bike next to a Hincappie, Landis, Leipheimer, Simoni, Savoldelli or Ekimov during their prerace warm-ups out on the streets? At this time I can only guess that next year's race will be scheduled for a similar mid February time. Check [www.amgentourofcalifornia.com](http://www.amgentourofcalifornia.com) later in the year for info. And plan to take your bicycle. Dan and I found it relatively easy and quite fun to bike the city, especially along the bay with its many parks, over the Golden Gate bridge to the Marin headlands, where there's access to roads and dirt trails.

**Siskiyou Velo Membership Application**

<b>Name</b>	<b>Age</b>	<b>Type of Membership (check one box in each cell below)</b>	
<b>Street Address</b>	<b>City</b>	<input type="checkbox"/> Individual – \$15/year	<input type="checkbox"/> New
	<b>Zip</b>	<input type="checkbox"/> Family – \$20/year	<input type="checkbox"/> Renewal
<b>E-Mail Address</b>	<b>State</b>	<input type="checkbox"/> Business – \$25/year	<b>Any new Information included?</b> (e.g., address, phone, bikes, interests) <input type="checkbox"/> Yes <input type="checkbox"/> No
	<b>Phone</b>		
<b>Cycling Interests</b> <input type="checkbox"/> Social/Training rides <input type="checkbox"/> Mellow-paced social rides <input type="checkbox"/> Commuting/transport <input type="checkbox"/> Self-contained touring <input type="checkbox"/> Racing <input type="checkbox"/> _____ <input type="checkbox"/> Single track <input type="checkbox"/> Back road mountain biking <input type="checkbox"/> _____		<b>Bike Frame Brand(s)</b> _____ _____ _____	<b>Newsletter Distribution Election</b> <input type="checkbox"/> Snail mail (cost borne by Club) <input type="checkbox"/> Electronic (via web site – notification by e-mail)
<b>Information Blocking Options (items checked will <u>not</u> be available on the secure pages of the web site)*</b> <input type="checkbox"/> Phone Number <input type="checkbox"/> E-mail Address <input type="checkbox"/> Residence Address <input type="checkbox"/> All		<b>Other Family Cyclists</b> Name _____ Age _____ Name _____ Age _____ Name _____ Age _____	
<b>Make Checks Payable to:</b> Siskiyou Velo P.O. Box 974 Ashland, OR 97520		<b>Volunteering</b> <input type="checkbox"/> Committees (MLC, etc.) <input type="checkbox"/> Newsletter <input type="checkbox"/> Ride Leader <input type="checkbox"/> Officer position <input type="checkbox"/> Other _____	
<b>Waiver</b> In consideration of my participation in Siskiyou Velo, I hereby waive, release, and discharge any and all claims for damages, death, personal injury, or property damage which I may have, or which hereafter accrue to me, as a result of my participation in said organization or their activities such as club organized rides and events. This release is intended to discharge in advance, the Siskiyou Velo organization or officers, and any involved municipalities or other public agencies, from and against any and all liabilities arising out of, or connected in any way with, my participation in said organization. I further understand that serious accidents occasionally occur during bicycle riding, and that participants occasionally sustain mortal or serious personal injuries and or property damage as a consequence thereof. Knowing the risks of bicycle riding, nevertheless, I hereby assume those risks and do hold harmless all persons or entities related to the Siskiyou Velo Bicycle Club who (through negligence or carelessness) might otherwise be liable to me (or my heirs or assigns) for damages. It is further understood and agreed that this waiver, release and assumption of risk, is to be binding on my heirs and assigns. I acknowledge that an ANSI certified helmet is required to be worn by me at all times while riding a bicycle in any Siskiyou Velo event. By signing this release, I hereby agree to the terms of this release.			
<b>Signature(s)</b> Applicant _____ Date _____ Parent or Guardian of Minor _____ Date _____			

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**Siskiyou Velo**  
**P.O. Box 974**  
**Ashland OR 97520**  
**February Newsletter**

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