



August 2006

# NEWSLETTER

## August President's Paceline

Since the name of this column is *Paceline*, and we are now well into the swing of the summer cycling season, it seems worthwhile to pass on some tips on *riding in a paceline*. Paceline riding is perhaps the most fun one can have as a recreational cyclist; you move along faster and everyone gets a chance to share the burden of "breaking the wind". On many of the club rides, I have witnessed short-lived, and some might say feeble, attempts to organize a paceline. They usually are not very successful, and sometimes they are unsafe, because everyone has his/her own notion of what is proper etiquette in a paceline. However, by definition, a paceline requires everyone to follow the same rules. Fortunately, I don't have to make these up. A recent article in the Portland Wheelmen's club newsletter already has them pretty well defined:

### Off the Front...

- Don't accelerate when taking the lead ... unless you really do mean to drop the person who just finished pulling! Gradually increase speed, if

appropriate.

- Swing wide of pot holes and debris. (A near miss is way too close). POINT OUT THE OBSTACLES – ALWAYS.
- Short pulls of 30 seconds to 2 minutes benefit the group better than long, time-trial like efforts. The overall speed of the group increases, thereby improving everyone's spin practice. The weaker riders can "pull through", spending very little time at the front.

### In the Pack...

- Don't focus on the rear tire of the bike in front of you. Instead, look forward several riders to see what the paceline is reacting to.
- Don't make sudden movements. The riders behind you are counting on you to maintain a predictable line.
- Use brakes cautiously; if you brake hard in a paceline you'll cause everyone behind you to pile up.
- If you have to slow a little bit, move to the side, or sit up and catch some air.
- COMMUNICATE! Call

## Timely News Notes

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out actions and conditions (i.e., "turning", "slowing", "stopping", "DOG!" – and which side of the road it's on)

- Don't overlap the wheel of the bike in front of you. If you do overlap, move away until you slow down gradually. Protect your front wheel.
- There are times when you will want to overlap the wheel of the bike in front of you. When you are riding in an echelon formation (to accommodate a cross wind), let the rider in front know that you have his/her wheel overlapped. When you come off the front, PULL OFF INTO THE WIND.
- Wait until you're in the back of the paceline to

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**New Members:**

Dave Buckalew  
Randy Crutchfield  
Gerald Huntington  
Susan Huntley  
Patrick Hurley  
Ron & Elizabeth Zell

**Renewing Members:**

Rhett Bender & Jody Schmidt  
John & Julie Burns  
Marc & Melanie DiTommaso  
Pati Gillen  
Teresa Hogan  
Susan Landfield  
Ed Mills  
Tim Sargent  
James(Bob) Sharp  
Tom Sheets  
Mark & Nancy Spector  
Craig & Diana Stone  
Rick Taylor

**The Siskiyou Velo Jersey Store** has the following size quantities on hand:

Men's Large : 3  
Men's Medium: 2  
Ladies Large: 1  
Ladies Medium: 2  
Ladies Small: 1

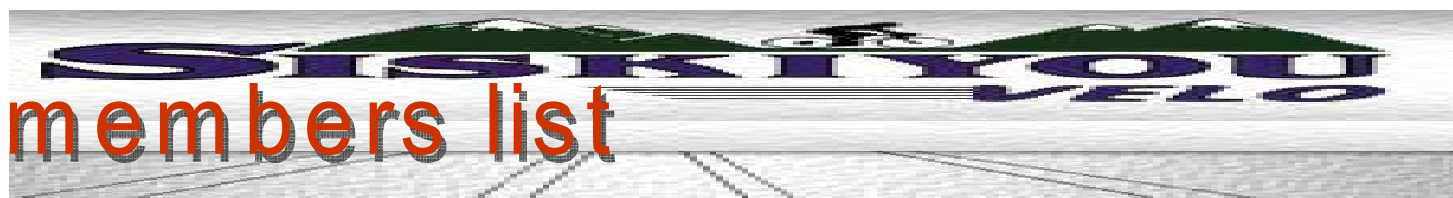
As soon as we sell a few more, I'll be ordering up new jerseys in various sizes. It will also be the time to put in an order for any special order items such as sleeveless and long sleeve jerseys, club windbreakers, shorts and bibs. Special orders call for a \$25.00 deposit. Contact me at 857-9037 and set up a time to try one on. Otherwise, the jerseys are always brought to the monthly club meetings on the second Wednesday of each month.  
James Williams

**MEMBERS' ADS:**

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**

**Giant OCR Elite 1 Carbon Road Bike**  
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**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:**

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

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**Vice President, Touring/Ride Schedule:**

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**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)

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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.

### PLACE YOUR AD HERE

3.5 x 2" \$15  
 1/6 page (half of a vert. column)  
 2.25 x 4.5 \$20  
 1/3 page vertical (1 column)  
 2.25 x 9" \$25  
 1/2 page horizontal  
 7 x 4.5 \$40  
 2/3 page vertical (2 columns)  
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### Landlord/Tenant Law

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 Evictions/FEDs  
 Landlord/Tenant Disputes



541-776-2020 .

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

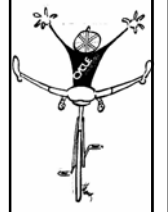
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 Ashland, OR 97520 info@siskiyoucyclery.com Fax: 541-482-3571

**SISKIYOU VELO RIDE SCHEDULE – August, 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 Aug. 5	08:30 AM	BLM Parking Lot	Shady Cove via Table Rock Rd. return via Eagle Pt.	C3 Regroup	68	No Ride Leader
Sunday Aug. 6	8:00 AM	Colver Park	Butte Falls & Return	C3 Regroup	50+	No Ride Leader
Saturday Aug. 12	08:30 AM	Ashland Dog Park	Orchards Loop Coffee in Talent	C3 Regroup	25-30	James Williams 857 9037
Saturday Aug. 12	08:30 AM	Colver Park	Applegate Lake & Return	C4 Regroup	60	No Ride Leader
Sunday Aug. 13	8:00 AM	Roasting Company Ashland	Lakes Loop	D4 Regroup	55	Chris Haynes 772 9220
Saturday Aug. 19	08:30 AM	BLM Admin. Site Hyatt Reservoir	MLC Lakes Loop	C3 Regroup	60	Bob Plummer 488 5003
Sunday Aug. 20	08:30 AM	Ashland Roasting Company	Mt. Ashland Ski Park via old Hwy., Callahans and return	E3 Regroup	+/- 55	No Ride Leader
Saturday Aug. 26	08:30 AM	Colver Park	Grants Pass via Applegate, Murphy, Rogue River, G. Hill	C4 Regroup	85	Jerry Rhoads 512 2155
Sunday Aug. 27	9:00 AM	Buck Prairie Summit	Dead Indian Hwy, FS Rd 37, Hwy 140, Lake of the Woods, Return on Dead Indian Hwy.	C3 Regroup	+/-50	Bob Korfhage 535 5276
Every Saturday	8:00 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986
Every Sunday	8:30 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986
Every Monday	09:30 AM	Colver Park Phoenix	Jacksonville coffee ride	Group B4	25	Bob Korfhage 535 5276
Tues., Thurs., Fri.	Call	Colver Park Phoenix	Show and Go	Group B4	Varied	Rick Berlet 488-0036 Gerry Rhoads 512-2155
Every Tuesday	6:00 PM	Sims Cycle, Medford	Show & Go Especially for Women	Group B3	+/- 25	Gwen Haynes 772 9220
Every Wed.	10:00 AM	Ashland/ Roasting company	Show-N-Go	Regroup C/4	25-40	Bob Korfhage 535 5276
Every Thursday	6:00 PM	Ashland Dog Park	Show & Go Especially for Women	Group B3	+/- 25	Jodi Weber 301 6880

**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.

**HAMMER-FREE RIDES**

**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)

**Sims Cycle & Fitness**, 727 Medford Center, 772-9220

**Thursdays** – 6:00 PM – Tandem Friendly Rides – Meet @ **Sims Cycle and Fitness**

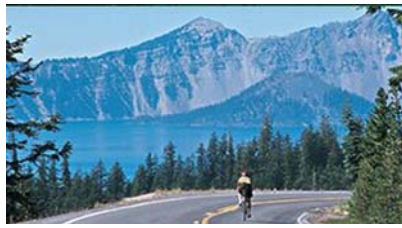
25-30 miles, 15-17 mph – single bikes welcome

If you look closely at the ride schedule for June, and over the coming months, take note of the slower-paced offerings – in tandem with the usual ride schedule. Several of the members, led by Phil Gagnon, have offered to lead these rides, for those who want a leisurely, social pace.

**THESE RIDES WILL NOT BE HIJACKED BY FASTER RIDERS**

If you are interested, come out and give these rides a try; if you have questions, give Phil a call at 488-4289 ([philg@mind.net](mailto:philg@mind.net)). If you would like to lead a slower paced ride in the coming months, contact Bob Korfhage at 535- 5276 or [bkorfhage@charter.net](mailto:bkorfhage@charter.net)





Photos Courtesy of Mark Wojahn - Bicycle Adventures

## Crater Lake Century II August 27, 2006



Crater Lake, the deepest lake in the United States and the 7<sup>th</sup> deepest in the world is located in the northern part of Klamath County and was chosen as the site of the century ride because few places on earth command overwhelming awe from observers as Crater Lake does. Even in a region of volcanic wonders, Crater Lake can only be described in superlatives. Stories of the deep blue lake can never prepare visitors for their first breathtaking look from the brink of this 6 mile wide caldera which was created by the eruption and collapse of Mt. Mazama almost 7,000 years ago. Even seasoned travelers gasp at the twenty-mile circle of cliffs, tinted in subtle shades and fringed with hemlock, fir, and pine; all this in a lake of indescribable blue.

For more information about Crater Lake go to [www.nps.gov/crla](http://www.nps.gov/crla)

### The Ride

**Century Riders** (100 miles) will start at the Fort Klamath Museum on Crater Lake Highway (Rte 62) at 4,000 ft elevation, and will enjoy the first 35 miles along the valley floor of the Wood River Valley with breathtaking views of the surrounding Cascade mountains with old growth forests. This will be a nice warm up for the 3,000 ft climb to the Crater Lake Rim. Once reaching Crater Lake Rim and getting your first view of the brilliantly blue, awe inspiring Crater Lake, **Century Riders** will continue another 30 miles of peaks and valleys for an additional 3,000 ft of climbing around the lake on Rim Drive. Then riders will enjoy the ride back down to the Wood River Valley and will end the ride with 8 miles of flat roads back to the Fort Klamath Museum.

**(Please note: The Century route is reversed from last year's route)**

The **Half Century** (50 miles) ride will start at the Fort Klamath Museum on Crater Lake Highway (Rte 62) at 4,000 ft elevation, and within 8 miles of the start will begin the 3,000 ft climb to Crater Lake Rim. **Half Century** riders will turn around at the Crater Lake Rim after a well deserved break, and will return back down to the Wood River Valley and the Fort Klamath Museum.

**Quarter Century** (25 miles) riders will start at the Fort Klamath Museum and will ride into Fort Klamath, then will continue across the valley floor along the Volcanic Scenic Byway - All American Road and back to the Fort Klamath Museum.

**PLEASE VISIT [WWW.CRATERLAKECENTURY.COM](http://WWW.CRATERLAKECENTURY.COM) FOR MORE INFORMATION**

eat that energy bar or peel the banana.

- Stay relaxed, loose and fluid; keep the pedals spinning; soft-pedal, if you have to.
- **AERO BARS HAVE NO PLACE IN A PACELINE!** You simply don't have the necessary control of your bike in a tightly packed group.

### Courtesies...

- Don't leave stragglers. If you get separated at intersections, as a matter of courtesy, the lead group should soft pedal until the rest have rejoined. **IT IS THE RESPONSIBILITY OF THE LEAD RIDERS TO KEEP THE GROUP TOGETHER,** and they should always err on the side of keeping the group together at intersections.
- Know your limitations. If you are not strong enough or are too tired to take a turn at the front, stay near the back and let the stronger cyclists pull in front of you. Don't make them go to the back of the line. This will keep them from having to pass you, when you create a gap.
- Change positions correctly. A common beginner mistake is to stop pedaling just before pulling off the front. This creates an accordion effect toward the rear of the pack. Keep a steady pressure on the pedals,

until you have cleared the front. After pulling off, soft pedal and let the group pull through. As the last couple of riders are passing through, begin to apply more pressure to smoothly take up your position at the rear.

- If you are at the rear of the pack, let the rider coming back from the front know that you are the last rider, so that he/she knows to begin to accelerate and pull in.

### In the Hills...

- Climbing: If you stand abruptly while climbing, you will move backwards relative to the rider behind you, when you hit the bottom of your pedal stroke. If you need to stand, shift up a gear to compensate for the slower cadence, and stand up smoothly, keeping a steady pressure on the pedals. **When leading, if you are approaching a hill, try to maintain a steady work rate, but not necessarily a steady speed;** if you try to maintain the speed, you will drop the weaker riders.
- Descending: The leader must overcome much greater wind resistance, as speed increases. If you are leading, keep pedaling. If you are following, back off a couple of bike lengths to compensate for the greater effects of drafting. If you are closing on the rider in front of you, sit up and

let the wind slow you, or use **LIGHT** braking to maintain spacing.

### Safety...

- Headphones are unacceptable, to say nothing of cell phones. Do your listening and calling at home.
- Relax. This is really important. If you have tense arms and get bumped from the side, the shock will go directly to the front wheel, and you will swerve or possibly crash. Plus, if you are tense, you are using more energy than is necessary to pedal your bike and keep up.

These are very practical tips, and ones we all can live by in a pace line. I would hope that, on the next club ride you take, you will be able to enjoy the true pleasure of a well-functioning pace line.

### Update on Russ

(A Local rider seriously injured in an altercation with a vehicle. Ed.)

July 14, 2006

Hi everyone:

I delayed sending this hoping I would have more info than I do as far as Russ's length of stay in rehab, but I don't know that yet so I can just tell you about this past week.

I have been able to take Russ outside to a little courtyard in his wheelchair twice this week and he seems to enjoy it. He has told me he is bored and not too happy about being there but seems to understand that things have to be this way for now. Part of the information I don't have yet is exactly what he has been doing in therapy - I can't be there all day long to find out first-hand. But it seems to me that each day he is making small gains in terms of what he can do and those will add up to big gains. If any local folks want to see him contact me please. Thanks for your continued support! Meg



## Pedal Strokes by Roger Stevenson

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

July in France can only mean one thing: **Le Tour de France**. For three weeks, the increasingly congested calendar of sports events is dominated by Le Tour and page after page in the nation's newspapers is devoted to the event and to recalling the great Tours of the past and millions of spectators and cycling enthusiasts are either glued to their television sets or line the roads and climbs the riders will take. However, that rosy scenario was slightly altered this year by several extra-race developments, one of which threatened at the very outset to disrupt the event totally. The World Cup Soccer Championship had not yet played itself out when the prologue was held in Strasbourg on July 1<sup>st</sup>. With France unexpectedly reaching the finals, much of the nation's attention was still focused on Zinedine Zidane and his teammates and their performance on the soccer field. For the first time in memory (mine, at least), Le Tour wasn't the subject of the first five or six pages of France's sports newspaper, *L'Equipe*. It was as though soccer and Zidane's head but were all that mattered.

And then the seemingly unthinkable: the three top pre-race favorites, Ivan Basso, Jan Ullrich and Alexandre Vinokourov were all excluded from the Tour at the very last minute as a result of the Operation Puerto drug investigation in Spain. This was certainly going to be a far different Tour de France than was the case in the previous several years. No more Armstrong, no Ullrich, no Basso, no Vino. It was a wide-open race and other, fresher faces began to emerge as the early race favorites. But was it going to be a great and memorable Tour de France? That was the question on everyone's mind.

When all was said and done, it turned out to be an exceptional vintage – one of the most exciting and suspenseful in recent memory -- with constant changes, surprises and unexpected, both great and poor, performances by a wide variety of teams and riders. An all-time record for changes in the yellow jersey (10) was established, as seven different riders shared the glory of being the race leader. There were constant and courageous attacks and breakaways, some of which were successful. There were team tactics and decisions that, while criticized by some at the time, turned out to be moments of pure inspiration. All of these factors were made possible because there was no single rider or team that dominated the race and controlled its ebb and flow throughout the three weeks of the Tour.

One of those early outsiders for the overall victory was the American **Floyd Landis** (Phonak). When Basso and Ullrich were dropped by their teams, Landis emerged as the most probably contender for the Yellow Jersey in Paris. Landis had ridden for Lance Armstrong during three of his successful Tour campaigns, but had chosen to leave Armstrong's team and try his hand at being a team

leader on a European-based team. His early season victories in the Tour of California and Paris-Nice were clear indications that he was now one of the big boys on the block, and his strong performance in the first time trial (finishing second to Honchar) put him in a position to eventually take the Yellow Jersey on the first mountain stage in the Pyrenees. But an early shadow of doubt hovered over Landis' head after he announced during the rest day in Bordeaux that the hip he broke in a fall four years ago had developed a condition known as avascular necrosis where the blood flow to the ball of the hip joint had been compromised and the bone was slowly dying. It left Landis in a great deal of pain, especially when he walks. He will undergo a complete hip replacement at the end of his season. However, it didn't seem to hinder his riding during the race, and after regaining the yellow jersey that he lost to Cyril Dessel (AG2R) and then to **Oscar Pereiro** (Caisse d'Epargne), he seemed unstoppable on the first of the three brutal mountain stages in the French Alps. Disaster struck on the second day with the mountain top finish at the ski resort of La Toussuire when Landis apparently bonked on the final climb and lost over ten minutes to the stage winner and dropping from first to eleventh place, 8' 08" behind his former teammate Pereiro.

Just when it seemed that all was lost, Landis pulled off one of those extraordinary feats that is the subject of legend. Spurred by a phone call to his team director by the great Eddy Merckx who admonished the team to try an audacious early attack on the next stage ("You've lost a battle, but not the war"), Landis embarked on a "Merckx-like" breakaway at the foot of the first climb of the day up the Col des Saisies after his team had set a blistering pace to wear out potential chasers. He soon caught an earlier breakaway group and then proceeded to drop all of them on his way up the ensuing climbs of the Col des Aravis, the Col des Colombières, the Col de Chataillon and the extremely tough Col de Joux-Plane to a marvelous stage victory in Morzine, gaining enough time on the Yellow Jersey group to put him in third place and in contention again for the overall victory. Landis earned the admiration and respect of everyone watching him that day for what had seemed to many to be a foolhardy and absurd attack. It was a move that will go down in the history books of the Tour and serve as a reference for future riders. It was a moving experience as John Baxter and I watched him surge past us at the top of the Col de Chataillon with a lead of over nine minutes on the peleton. A day that will not soon be forgotten!

The suspense continued, however, two stages later when the final time trial would decide the podium spots in Paris. Landis lived up to his reputation as a great time trialer and ended the day in yellow, with Pereiro in second and a strong and impressive **Andreas Kolden** (T-Mobile) in third. After the always-impressive final stage on the Champs-Élysées in Paris, the network commentators on French television and Eurosport were effusive in their praise of Floyd Landis

because of his determination to fight to the end in spite of seemingly overwhelming odds and because of his winning smile and human dimension. He was a truly deserving winner of the 2006 Tour de France.

Landis' victory in the Tour de France upped the number of American wins to eleven over the past 21 years since Greg LeMond won the Tour in 1986. In that time not a single French rider has won the Tour and only one rider from one of the so-called "three great cycling countries" of France, Belgium and Italy has pulled off a victory (Marco Pantani in 1998). The Tour, on the other hand, is a truly international event. There were frequent and not-too-subtle references to Lance Armstrong in the accolades given to Landis and to this year's Tour. To one historian, Armstrong had "chloroformed" the previous seven Tours, and many a commentator referred to Landis' more human qualities and his humility as a person and his genuine smile. In fact, Armstrong was not greeted with open arms during the two days he spent following stages of the race, especially after his totally unfortunate and distasteful remarks about the French soccer team during the ESPY awards.

Overall, it was a wonderful, unforgettable, Tour full of constant surprises, suspense and upheavals. It was, unfortunately, the victim of the latest drug scandal and of the World Cup: television audiences were down in France and the United States and especially in Germany, and sales of Tour-related memorabilia were down as much as 30%. I must admit to being considerably less enthusiastic about this year's Tour when it first began and during the early stages. But, to echo a little flag that could be seen flying on the rear of a French Gendarme's motorcycle during the final stage, "Thank you Floyd!"

**Operation Puerto fallout:** Both Jan Ullrich and Oscar Sevilla have been fired by their T-Mobile team for failing to provide any proof of their claimed innocence. The team has also announced that it has cancelled a contract with Ullrich to serve in a consulting capacity with the team when he retired. Ivan Basso, on the other hand is reported to be training for the Vuelta and is vigorously preparing his defense. Alexandre Vinokourov, who is not personally implicated in the Dr. Fuentes affair, has arranged to have his new team's owners buy out Manolo Saiz' holding in the team. He has also hired Walter Godefroot, who retired as general manager of T-Mobile last year, to become the new manager of the Astana team.





### **“This ride’s for you Russ” MLC T-Shirts Available**

I’m sure all of you know by now that one of our club members, Russ Rudometkin was hit by a car, head on, May 30 during an after work ride east of Phoenix. In an effort to do something to show how much we care and to help raise awareness about bicycle safety we dedicated the Mountain Lakes Challenge to Russ.

The MLC Committee added “This ride’s for you Russ” to the t-shirts and when the word got out about that, t-shirt sales took off. In fact, a second printing of the shirts was done right after the MLC because of the huge demand. Proceeds from the t-shirt sales go directly toward club advocacy work in the community.

There are still a few t-shirts left (S, M, L) at \$15. If you would like to buy a shirt contact Gwen at 772-9220 and help support an important cause. Good luck Russ. We’re all rootin’ for you!

### **Another Successful MLC**

The Mountain Lakes Challenge is always a great cycling event with gorgeous routes, challenges for every rider, great food, hard working volunteers, and nice weather (except for the heat this year), but there are a few things that made this one special. First, the dedication of the ride to a fellow cyclist, and Velo member, Russ Rudometkin, who, while riding his bicycle, got hit by a car and seriously injured, was not only a way for us to express our support to him and his family, but it really reinforced the bicycling advocacy and safety causes that we support with the proceeds from this event. It gives us all a greater sense of purpose, and a mission that we must continue to pursue. Second, the new Cascade Highlands metric, which we introduced for those looking for a challenge somewhere between the Chinquapin Spin and the epic climbs of the two existing centuries, proved to be very popular route.

The 2006 MLC held on June 24 had 296 riders, matching exactly the number of riders that we had in 2005. While the number of riders from out of state dropped from 106 to 84 (we think the high gas prices had something to do with this), the great news is that we made up for this with more riders from the Rogue Valley and from within Oregon. The new Cascade Highlands metric drew the same number of riders as the traditional metric, 59 or 20% each. With participation in the Chinquapin Spin dropping almost in half this year (55 to 29), it is apparent that many who would normally have done the 27 mile Spin chose the greater challenge offered by the longer 65 mile Cascades Highlands route. The longer route, combined with the hot weather and high altitude, was a bit too much for some, and about 12 riders needed to be transported back to the start at Hyatt. While the Rogue Valley Wings did a great job of supplying riders with tire tubes and communicating rider needs to us, we were so thankful that Dan and Leslie Wooton recognized the special needs caused by the heat and bused a majority of the riders that needed transportation.

We are happy to report that the event raised net proceeds of \$7,736 that can now be donated to cycling related causes. The popularity of the t-shirts with Cindy Roche’s beautiful artwork and the words of support for Russ certainly helped the bottom line. To date, we have had 248 shirts printed. Sponsor contributions reached a new high this year at nearly \$3,000 with the excellent sponsorship package developed by Rick Berlet and Chris Haynes. With this new program now in place, it has the potential to raise at least several times this amount in future years, as the campaign can now begin much earlier and with greater coverage. We had a wonderful group of sponsors this year, and we thank them for their generous support.

Again this year, Ken Royce, an outstanding sports photographer, posted a huge gallery of photos that you really need to check out. There is a link to Ken’s site at the Siskiyou Velo website: <http://www.siskiyouvelo.org/> or you can go to Ken’s site directly: <http://www.kenroyce.com/>

[mlc.html](http://mlc.html) .

As always, the MLC committee and volunteers really made the event happen. The MLC committee consisted of: Jodi Weber, Sam Simpson, Jonathan Williams & Nancy Keeley, Chris and Gwen Haynes, Rick Berlet, Sean Hankin, Jerry Rhoads, Bob Korfhage, Cindy Roche, Russ & Renee Rickert, Don Parker, and Dale & Phil Hoffman. A scan of these names (except for the last two, who are amateurs) reveals an awesome amount of cycling and cycling event experience for such a young (acting) group of people. Also, Andy Dungan and Kristine Ralls, who are doing an impressive job in organizing the upcoming Ride the Rogue, were very helpful to the MLC, and we enjoy a relationship that is beneficial to both events. Spencer Gray did a wonderful job on the event web site, accented with a slide show of Ken Royce photos. He was involved through the many months of planning, making incremental additions to the website (lots of late nights) as event information evolved.

In addition to the names listed above (many of whom worked during the event), we relied heavily upon and thank the following additional volunteers who served during the event at rest stops and registration sites: Toni Drummond, Jim Greer, Alex Hayes (mechanic support at Walker), David Ingals, Bill Inman, Bob & Bobbie Plummer, Kathy Veghte, Carol Lee Rogers, Wil Thompson, Ken Silverman, Jana Jensen, Mike Smith, George Stevens, Dan and Leslie Wooton, Randy Wooton. We thank the 15 members of the Rogue Valley Wings motorcycle club who donated their day and some expensive gasoline to patrol our route. Also, we thank the Army National Guard, 1<sup>st</sup> Battalion 186<sup>th</sup> Infantry in Ashland for providing the providing the water buffalo at Greensprings, and particularly Sergeants Foley and Meyer, who accompanied the water buffalo.

Following the event, the MLC committee met one more time (this time at the Plummers) to consolidate our list of things we would like to fix and improve on, and ideas that might be used next year. This list will be passed on to next year’s MLC committee. However, we decided to proceed now with the creation of direction signs that will be used in conjunction with the markings on the roadway. At the last Velo meeting it was agreed that the Velo will pay for half of the material cost for signs needed for the up coming Ride the Rogue, and the two events would share these sign boards in the future. Some exciting new ideas include looking into using the Senior Center adjacent to Walker School for registration and after ride meal, and the possibility of moving the Great Meadows rest stop to the Lake of the Woods resort, which would provide more amenities and protection from the sun and wind. All of this means that the event will keep getting better and better, and we can all look forward to a fantastic 2007 MLC.

Phil & Dale Hoffman  
Co-Chairs, 2006 MLC













Siskiyou Velo Minutes  
July 12, 2006

- I. Introductions: 20 present
- II. 2006 MLC was very successful. Much credit goes to Phil and Dale Hoffman, co-chairs.
- III. Rick Berlet apologized for last meeting's presentation by Brian Tingle. Many felt it was a sales pitch and had concerns about the product being distributed at the MLC.
- IV. Minutes of the June 14 meeting approved.
- V. Committee Reports
  - A. Treasurer: Treasurer not present, but summary was there is \$2,000 new money plus \$8,800 net from MLC for a total balance in excess of \$14,000.
  - B. Events: MLC had the same number of riders as last year; increased the rates by \$5; 20% fewer riders came from out of state (possibly due to fuel costs). Recommendations included additional signage on roads and consideration of different rest stop locations.
  - C. Rides: Dan Wooton volunteered to be Touring/Ride Schedule Vice President.
  - D. Newsletter: Articles are due to Bill Inman by the 15<sup>th</sup> of the month.
  - E. Advocacy:
    - 1. Questions to be answered by the Jackson County Commissioner candidates were distributed and discussed and how best to distribute their answers to the cycling community.
    - 2. Russ Rudometkin was moved to Providence for rehab. The DA is on vacation through July. Everyone was encouraged to send their concerns to the DA's office.
    - 3. A suggestion was made to have the Mail Tribune interview cyclists for news stories to show public that cyclists are regular folks.
    - 4. There's interest in trying to get "Share the Road" license plates in Oregon.
    - 5. Ray Thomas, attorney and bike advocate in Portland, is working on a state law to require three-foot safe passing distance around cyclists by autos.
    - 6. I-5/Barnett Overpass is under review. It was suggested that letters be written to the editor of the papers and to county commissioners to encourage the overpass be raised high enough to allow the Greenway bikepath to pass under Barnett.
  - F. Road Hazards:
    - 1. Talent Ave. bike lanes need to be swept.
    - 2. Biddle to the airport need to be swept.

**Siskiyou Velo Membership Application**

<b>Name</b>	<b>Age</b>	<b>Type of Membership</b> (check one box in each cell below)	
<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>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>Information Blocking Options</b> (items checked will <u>not</u> be available on the secure pages of the web site)* <input type="checkbox"/> Phone Number <input type="checkbox"/> E-mail Address <input type="checkbox"/> Residence Address <input type="checkbox"/> All		<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)	
* Access to roster on web will require member ID and password		<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**  
**August Newsletter**

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