



November 2007

NEWSLETTER

MADNESS

by Eugene Anderson

I set off from Shady Cove at 8:30 that Thursday morning, on the first leg of a three day trip to Mt. Hood. The plan was to stay in Bend the first night, Maupin the second, and get to (Boy Scout) Camp Baldwin, on the eastern slopes of Hood about lunchtime Saturday. Originally I had planned Medford to Bend in one day, about 190 miles, but prudence persuaded me to have my wife drive me the first 30 miles and drop me off at Shady Cove. T

The climb up Highway 62 to the high point at the north Crater Lake exit on Highway 138 had taken 4 hours, 11 minutes. Slow, relentless hills, short tantalizing false flats followed by more relentless climbing. But now the grind had given way to effortless speed. Glorious speed. Cool exhilarating speed. I scanned the road ahead for obstacles or dangers, and seeing none, tucked my head down to the stem and soared ever downward. A quick peek down the road, alert for debris in the bike lane or anything untoward. Nothing there. Head down and tuck in. 26mph. 28mph. 34 mph. The road leveled out a little as I approached Highway 97, but even though the grade declined, I kept up a steady pace. Scan ahead, head down. Scan ahead, head down. Glance at the iBike screen. 24.6 mph. I'd done 69 miles since Shady Cove.

Then BAM. The front wheel buckled and I'm briefly airborne. The back of my helmet hammers the pavement. Bright yellow and purple fireworks explode inside my eyes. I feel my shoulder, hip, knee and head drag across the abrasive chipseal as I come to an abrupt halt. I'm on the side of the road, feet forward, in front of the fallen bike. I landed on my Camelbak which has shed some of its contents into the road and gravel shoulder. I lay on my back, motionless for a split second, and heard the whoosh of three cars come close by in quick succession. I don't know if I'm in the road or beside it. I don't know if I'm hurt badly or just scraped up. I'm conscious at least. Another whoosh of a car going by. I'm conscious of the world going by, I'm conscious of myself in the world. I know where I am. I look up at the sky, the trees, I look down at my feet, my legs, my hands. I briefly feel for injuries – nothing too bad it seems. I roll over into the gravel and stand up. I hobble back to the bike, pick it up, pick up all my stuff – I'm only carrying the Camelbak, a pair of All Stars, shorts, a t-shirt, tooth brush, repair kit, a first aid kit, and my wallet. It is immediately obvious what happened. The tips of two windfall trees, probably from last winter, are laying across the gravel shoulder with the tips to the edge of the car lane. The very tips have been crushed to sawdust under the wheel of multiple cars and big rigs, but the sections in the bike lane are still whole. I kick the 3-4 inch diameter poles onto the gravel to spare any other poor biker the same fate. Why hadn't I seen them? I really don't know. But I suspect they were hidden in the stark light/shade contrast of the midday shadows of the trees. I just wasn't paying enough attention for the speed I was carrying.

I take off my Uvex and see the back is smashed in. Less than 7 days old and my \$110 helmet is ruined. My initial reactions is "shit", but then I quickly realize that was \$110 well spent. \$110 doesn't go too far for doctors' bills, and what price the pain or paralysis of not having a helmet on? It had done its job.

I check the bike next. The seat has turned 70 degrees, the bar tape is shredded on one side, and the left brake lever is full of gravel. The wheels look ok though, and once I've cleaned out the gravel, the lever seems to work fine too.

I sit down at the side of the road and take stock of the situation. Do I want to call my wife to rescue me? Probably the sensible thing to do. But then, if I was sensible I would not be riding 290 miles in three days, over mountain passes, on my own. I know that adrenaline kicks in powerfully after a spill like this, and the effect can make a person think they are ok, when really they are not. So I sit in the shade, and eat a Clif Bar, trying to calm down and make a rational (for me) decision.

After 10 minutes or so, an old Dodge conversion van pulls slowly by going West. The van makes a U turn and pulls to a stop just ahead of my bike leaning on a mile marker. Two young hippies start to get out, and I tell them "thanks, but I'm ok" They say that's cool, but they just want to hang out with me!! I'm sitting 30 feet from the pave-

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Members' Ads

FREE:

- 34" aluminum women's road handlebar
- 36" aluminum women's road handlebar
- Shimano SPD pedals
- Blackburn Air Stick pump (mini)
- Performance Gel road seat cover
- Two aluminum bottle cages

Cheryl French

482-8475

WANTED: Light weight, two person tent and camp stove. Phil 488-4289

FOR SALE: Yokota Mtn Bike - excellent condition - unsuspended, small (14.5 in, 38 cm); frame of double butted cro-mo w/ Shimano mtn LX components, 21 speed—\$250. New cycling shoes, size 39, and a variety of new and slightly used women's small to medium cycling clothing, including Gor-Tex, wool and synthetic pieces. Hiking & water sports technical clothing & equipment also available in small to medium sizes. Call for availability if interested. John 482-1529.

Membership Notes

By Don Parker

Where can I find my renewal date for the Siskiyou Velo?

- It is on every mass e-mail sent to you by the club.
- For those members choosing snail mail for receiving your newsletter as your preferred choice, it is on the address label on your newsletter. We also paste a "Please renew now, don't be dropped" label for overdue renewal dates
- It is on your membership ID Card.

For those of you getting your newsletter online, you receive a notification e-mail advising that the newsletter is online and your expiration date is on that e-mail. There is also a link in that e-mail that will take you to our website to download a membership form. As an added feature, I will send out e-mails to members getting their newsletters online, with a reminder that their renewal date is overdue. As you may have noticed we have a column in the newsletter listing new and renewing members. I suggest that I create a list of names whose renewal date comes up in the following month.

I would respectfully ask that renewing and new members please fill out a membership form and sign the liability waiver and print clearly.

Thanks for your attention.



NEW MEMBERS

Jerry Kenefick

RENEWING MEMBERS

Gerald Huntington
Diana & Larry Stumpf
Mark Rehmar
Buzz & Julie Skov
Bill Inman
Eugene Anderson
Jessica Jones
Edgar & Karen Hee
Bill Reeves & Becca Ostrom

RENEWAL TIME

Tom Burnham
Andy Dungan
Jim Greer
Superior Athletic Club
Gary & Laurie MacGraw
Robin McKenzie
Paul Rowland
Dave Sinclear
John, Jenny & Sara Slawta
Wil Thomson
Marilyn & Bill Tout
David J. Walton
Larry Wolfson
Cathy Edwards & John Zigler

Siskiyou Velo Club Officers 2007

P. O. Box 974 Ashland, OR 97520

President: Glen Gann 779-6986 ggann9@charter.net
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Events: Ron & Elizabeth Zell 482-4815 mlc@siskiyouvelo.org
Touring/Rides: Dan Wooton 779-9248 touring@siskiyouvelo.org
Racing: Steve Maluk 512-1368 steve@malukcoaching.com
Membership: Don Parker 488-1924 membership@siskiyouvelo.org
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Webmaster: Spencer Gray - 621-3743 webmaster@siskiyouvelo.org

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.

Letter to the Velo

Bicycle Riding as a Public Relations Effort

We members of the Velo advocate for bicycle riders: for better roads, better facilities, and better attitudes among motorists who pass bicycles. Some of us put a lot of effort into attendance at meetings of the appropriate boards, committees, and other governing bodies as part of this advocacy. I think a few of us need to put more effort into thinking about how we ride.

As I rolled along behind the little group on today's ride, I became aware that one or two of the riders ahead of me stayed consistently in the middle of the traffic lane, even on busy roads where there was a good bike lane. They seemed, at the times I observed them, to be enjoying conversations with riders to their right, people who were in the bike lane, or at least steering outside the fogline. They may have been oblivious to the traffic situations around them. In one instance, a rider held position in the traffic lane as a car came up behind us. Two of us yelled, "Car back!" Maybe we didn't yell loud enough. Two or three cars were coming toward us, and the overtaking driver had to slow to our speed until it was safe to pass our rider, a Velo member. He did that, only passing us in the oncoming lane when it was safe to do so. We all rode on, and I thought about what might be going through that driver's mind as he went on his way. I also recalled that particular rider grouching about the poor attitudes he encounters among motorists—aggressiveness, inattention, deliberate pranks, and shouted insults—as we sat talking during a break.

I've been riding since 1946. By now I must have been passed by at least ten million American and Canadian drivers. Did some of them act like jerks by yelling insults, throwing things, or trying to run me off the road? A dozen or so did, in all that time. Were there drivers impaired enough to have nearly hit me—drunk, sleepy, incompetent, talking on cell phones? Maybe twice that number were—that I noticed—in all that time. Did some stop to help me when I was in difficulty, or just to offer me something cool to drink? Some have, and some have bought me a meal, and a few have given me a place to sleep. Did some drivers save my scrawny butt by reacting quickly and correctly when I'd done something stupid? There have had to be a few, I regret to say, but they all came through for me. Of the drivers I have reason to remember, those who have been kind, together with the those who saved me from injury or death, far outnumber the yahoos.

Americans may be the most skillful, careful drivers on the planet. We should be: more than any other nationality, we are born to the wheel, five or six generations of us by now. One reason may be that nearly all of us drive as if everybody else is crazy and incompetent. That's a crucial defensive-driving attitude, but my experience suggests that it isn't the objective truth. The truth has been that about 99.999% of the drivers who use the road are concerned about getting someplace with a minimum of trouble, and they're so good at avoiding problems that they do it almost automatically, and we barely notice them. That's no reason to let our guards down, of course, because they, too, have lapses. Everybody's safety lies in all of us watching out for each other. *All* of us.

We bike riders do PR whenever we ride on public roads. Our attitudes toward motorists potentially affect their attitudes toward us, every time we encounter them. When I ride alone, my PR effect is small, unless I ride in stupid, careless, discourteous ways. When we ride in groups, our PR effect is probably greater, particularly if some of us ride without courteous concern for the needs of overtaking drivers.

Whether you're riding solo or in a group, please remember that the courtesy you show motorists has an effect on how they see all of us, and that affects how safely all of us can ride.

Hoping for another 61 years of happy riding,

I am yours truly,
DAVE HARVEY

Dear Velo Friends,

We would just like to thank everyone who joined us on our "going away" ride on Saturday, Oct. 20. It was an amazing day with almost no rain. It has been a great pleasure to be a part of the Siskiyou Velo Club. We've enjoyed getting to know you all and helping to promote cycling in the Rogue Valley. Do stay in touch and we'll try to get back for all the great fun rides throughout the year. Thanks again for everything.

Chris and Gwen Haynes

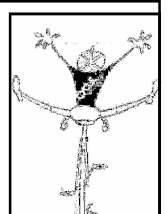


Trivia of the Month

The League of American Wheelmen began in Newport, RI in 1880 and began defending the rights of cyclists from the start. The League of American Wheelmen is credited with getting paved roads the U.S. before the reign of the automobile. By 1898, the League of American Wheelmen had more than 102,000 members including the Wright Brothers and John D Rockefeller.

CYCLE
—analysis

535 N. Fifth St
Jacksonville, OR 97530
899-9190



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ment, under a shade tree, in the middle of nowhere, and Mr. and Ms. 20 something Hippie want to hang out with me? She eyes my Clif Bar, and he's eyeing my bike. I ask them where they are from, "Nowhere really, but originally from Oregon" OK. Where are you going? "Nowhere really, we're just going ..." OK These people have made up my mind for me, time for me to go. I tell them I've still got a lot of miles to go, and I'll be seeing them ...or not.

When they have gone it dawned on me that at least they had stopped. I don't know whether they were interested in the Clif Bar, or the bike, or me, but at least they stopped. No one else had.

At least three vehicles passed me as I lay on the ground a split second after impact. A few more as I was staggering around picking up my things, and then 30+ as I was sitting on the side of the road. Yet not a single soul stopped to see if I was ok. No one even slowed down. Unless all the occupants of those first three vehicles were asleep, someone must have seen me hit the trees, and seen me flying through the air. Yet no one stopped. Did these people see me as just another roadkill skunk, possum or racoon? What kind of a person can be so devoid of compassion and concern?

I ride another mile and reach the junction of 138/97. I turn left and start heading north. I'm worried about my head, and my knee is bleeding a little, but other than that, I think I'm ok. The Saul Raisin articles I'd read haunt me. "At first responsive, he lapsed into coma ..." Saul seemed fine for two days after his Giro D'Italia crash, then fell into a life threatening coma. How do you know if you're bleeding inside your head? I guess you don't. I resolve to keep going until Crescent. There is a good tail wind, and 97 is mercifully flat, wide and deliciously smooth. I keep pressing on. Beaver Marsh, Chemult. Crescent - I'm at about 100 miles for the day, but feel good under the circumstances. I reach Bend about 6:00, and spend another 8 miles finding a motel room. Due to a golf tournament at Sun River, nearly all the town's rooms are booked.

153.4 miles for the day, and 6,898 feet of climbing in a cumulative travel time of 9 hours 11 minutes. I quickly get my room keycard and carry my bike to the third floor. I peel off my shirt and shorts to survey my injuries for the first time. A little patch of road rash on the back of my left shoulder, not bad. My knee I already knew about. I start to take down my shorts, CRAP, my shorts are glued to my left hip/thigh. Old matron technique for ripping the bandaid off fast – yikes. Not too bad, about a 3 inch strawberry, and some swelling where my thighbone took the impact. Not bad, but not great. In the shower I expect the soap is going to sting, but I scrub away at the congealed blood, dust and tiny gravel

particles, but it's surprisingly bearable.

I sleep fitfully, and wake about 7:15. That is late for me, but hey, at least I wake up. By 8:00 I'm back on the road, heading north for Redmond. I'm not hungry, so I plan to eat breakfast in Redmond after another 16 miles, and an hour or so on the road.

Redmond feels like one big construction zone with even worse bike lanes than Bend. Still not hungry, I decide to wait until Madras, 30 miles or so north. I hit Madras 90 minutes later. From Bend to Madras has been relatively flat and I've made good time. North of Madras Highway 97 starts to get more hilly. At least most of the traffic seems to have gone the Warm Springs route, not mine. The 49 miles to Maupin is an alternating grind and glide section, with one exceptionally punishing 7 mile ascent that tested my resolve to keep going. An old guy on the side of the otherwise deserted road, about half way to the summit, offered me some of the blackberries he'd stopped to pick. "Give you energy" he yelled as I crawled past him. I declined with a smile and a "Thanks, but no", and keep on grinding.

The last 5 miles into Maupin are fast switchbacks between short steep straights. I pull into the first motel in town, The Oasis. They have one cabin left but it doesn't have a shower. After 89 miles I need a shower. I ask for alternatives. The Imperial is just down the road. I ride 400 yards down to the Imperial. The Imperial is a much more upscale establishment. I wheel my bike into the lobby, and ask the girl for a room. She eyes me up and down, and politely says there are no vacancies. Does she know if the other motels have any vacancies? She doesn't know, but she gives me the numbers of the last two motels in town. The second number has one room left. As I thank the Imperial receptionist the phone rings. She excuses herself and picks up. "Imperial Motel", "Yes", "Tonight?", "Two rooms?", "Let me see", "Yes, we do", "I'll need a credit card and registration to reserve the rooms", "Thank you, sir"!! I stand there. She doesn't have a room for me, but Mr. Anonymous on the phone books two rooms without a problem. I say nothing, but look her in the eye and shake my head. She makes momentary eye contact, then is instantly absorbed by the keyboard. I walk out and ride up the hill.

The Deschutes Motel is at the top of the west side of the canyon, through old town, and on the way to Mt. Hood. It's got roofing shingles for siding, funky plumbing, and my room is mere feet from the highway. The iBike reads 88.4 miles, 4,684 feet and 6 hours 12 minutes for the day.

I again sleep fitfully, and wake at 6:30. Breakfast isn't an option, so I fill my bottles and CamelBak and set off west as the dawn matures behind me. The road rises gently for a few miles, then flattens out. I'm back on top

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of the plateau that is punctuated by the Deschutes canyon. The grind and glide resumes. A yellow "Slow Trucks Next 5 miles" sign lets me know I'm in for a long next hour. Mule deer eye me suspiciously as I trickle past their breakfast patch. Just before Dufur I turn left onto the road to Camp Baldwin. The sight of the road sign for "Camp Baldwin 17" lets me know I'm going to make it. There has been some lingering doubt, but now I know my goal is within sight. The final 15 miles is all uphill, but the knowledge of the end flattens the grade. I arrive at Camp at 10:33am.

282.5 miles, 16,487 feet in 19 hours 4 minutes. My nether regions are a little sore, but other than that I feel I could keep going. If it were not for the crash, I could turn around and ride back home. Fortunately my mission is to drive back to Medford with my son in his car.

I'm greeted with dismay at the Camp. Those who know where Medford is are amazed, those who don't sheepishly ask how far that is. They don't know whether my answer is serious, or whether there is a catch. Is this guy for real?

Monthly Club Meeting
Join us the 2nd Wednesday of
each month at Angelo's Pizza
in Phoenix at 7:00 pm.!



Siskiyou Velo Annual Holiday Potluck

It's just around the corner and an event you won't want to miss; so get your calendars out and mark this date.

When: Saturday, December 8th

Where: Pioneer Hall in Ashland

Time: 6:00 - 9:30 p.m.

There will be live music from the group "Endangered Species" from 7:30 - 9:30. The club will provide four-baked lasagnas, wine, beer, soft drinks, cups, plates, and silverware. You will need to bring a dish (salad, veggies, dessert). We also would appreciate it if you would bring a serving utensil for your dish.

Any questions? Call or email Elizabeth at 482-4815 or ecrawfordzell@yahoo.com

Get Involved!

The City of Medford and Jackson County bike committees have vacancies. This is a chance to make a difference and be heard.

City of Medford Bicycle and Pedestrian Advisory Committee

On-line application: <http://www.ci.medford.or.us/FormPage.asp?FormID=25>

Residency within the City of Medford is a requirement for most boards and commissions. Descriptions of the boards and commissions are listed on the Bicycle and Pedestrian Advisory Committee Web-Page:

<http://www.ci.medford.or.us/CCBIndex.asp?CCBID=36>

Jackson County Bicycle Committee

Application may be downloaded from the County website:

<http://www.co.jackson.or.us/Page.asp?NavID=2121>

WINTER SPIN CLASS STARTING IN ASHLAND

Jody Marthaler will be offering a one-hour spin class in Ashland every Monday and Wednesday from 6–7pm starting November 7 through February, 2008. She leads spin classes at 24-hour Fitness in Medford and held classes at Sims. Bring your own trainer. You can arrive as early as 5:30pm to set up and start spinning.



Where: Mt. Ashland Physical Therapy, 1526 Siskiyou Blvd.

Cost: \$3.00 per class if you pay by the month; \$4.00 per class for drop in.

Please contact Cheryl French to reserve your spot. Cheryl.French@opendoor.com

We need 10 people per class in order to continue.

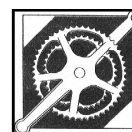
Preference will be given to those who pay by the month. If you pay by the month:

November: 6 sessions (no session Wed. before Thanksgiving) = \$18.00

December: 7 sessions (no session Xmas Eve & New Year's Eve) \$21.00

January: 9 sessions: \$27.00

February: 8 sessions: \$24.00



**Rogue Valley
Cycle Sport, Inc.**

Ashland CYCLE SPORT

191 Oak St.
Ashland OR 97520
(541) 488-0581

Medford CYCLE SPORT

1390 Biddle Rd. #107
Medford OR 97504
(541) 857-0819

Fax: (541) 488-3802 E-mail: info@roguecycle.com

Siskiyou Velo Meeting Minutes for October 10, 2007

1. Minutes of the last meeting were approved.

2. Committees:

- a. Treasurer-- Bill Tout said expenses during the last month were \$300 for the Velo Vino Ride and \$500 for the bike racks located at the new Talent Community Center. Balance is \$11,800.
 - b. Membership-- Membership is down to 286, in large part because of lapsed memberships. Don Parker will send emails to those members.
 - c. Touring/Events-- Dan Wooton reported the next two upcoming events as the Fall Colors Ride set for October 13 and the Farewell Ride for Chris and Gwen Haynes scheduled for October 20. As always, he needs volunteers to captain weekend rides for the November schedule.
 - d. MLC-- Ron Zell expressed an emphatic need for volunteers to help with publicity and sponsor solicitation. He also needs someone to make up 15 new signboards for route marking. He additionally said Elizabeth Zell needs volunteers to help with December's Holiday/Election Party.
 - e. Racing-- Glen said the Outlaw Cyclocross Series starts October 20 at the Greenhorn Park in Yreka, CA followed by the Costume Ride at Tom Pearce Park in Grants Pass on October 27.
 - f. Advocacy-- Edgar Hee said there's a need for volunteers for the Medford and Jackson County Greenway Watch. The Sheriff's Office will put together a training Program and hopes to launch this endeavor by next spring. He also reported there are vacancies on the Jackson County and Medford Bike and Pedestrian Advisory Committees. Edgar would also like for members to advise him of any hazards they see while cycling.
3. New Business: Egon Dubois, our local Bicycle Transportation Alliance Representative, said the effort to launch a bike safety program in Medford had failed but will start at Scenic Middle School. He said the Carpenter Fund came through with \$5000 and they will be purchasing 32 bicycles and 200 helmets. The program will start in the spring. Egon also said the Willow Wind School in Ashland is having a Bike-A-Thon to raise money for rebuilding an activity room. Children, ages 4-14, will ride a circuit for pledges in this effort.
4. Old Business: James Williams announced the MLC Contributions choices as: \$1000 towards Junior Racing, \$1000 for the purchase of helmets to be distributed through Access, a \$1000 donation to the Rogue River Greenway and \$2000 donation to the Bear Creek Greenway for maintenance. Ron Zell will follow through with Karen Smith to stipulate the donations use. Ron also talked about the Siskiyou Velo Future Donation Model to provide a method for allocating funds that we have available for donation from the MLC. Jodi Weber made a motion that the club also donate \$1000 to the Bicycle Transportation Alliance. The motion was seconded and voted for unanimously.

The meeting adjourned at 8:30

Attorney:

Carlyle F. Stout III

Secretary:

Remedy Hovermale

LAW OFFICES OF CARLYLE F. STOUT III

Real Estate Law Business Law

Contracts of Sale

Foreclosures

Earnest Money Agreements

Trust Deeds

Promissory Notes

Boundary Disputes

Easements

Corporations

Limited Liability

Companies (LLC)

Partnerships

Sales & Purchases

Contracts

Landlord/Tenant Law

Residential Rental Contracts & Leases

Commercial Rental Contracts & Leases

Mobile Home Park Contracts & Leases

HUD/Subsidized Housing Contracts & Leases

Eviction Notices

Evictions/FEDs

Landlord/Tenant Disputes



541-776-2020 .



E-mail: carlyle.stout@gmail.com

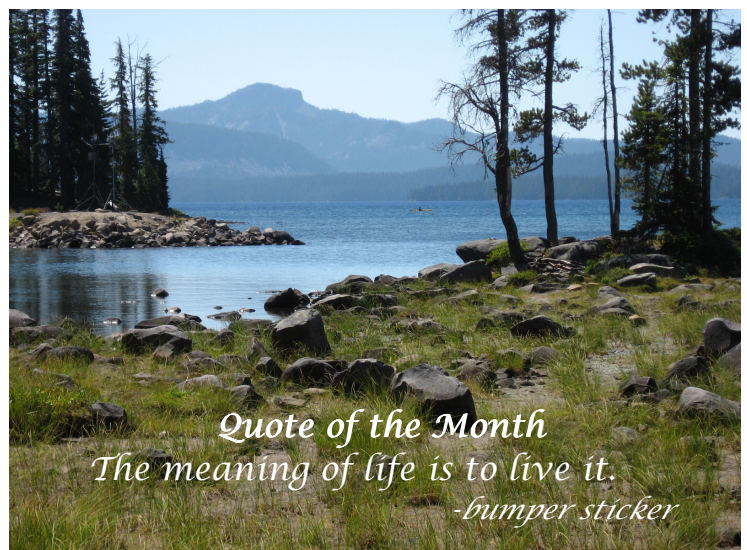
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SISKIYOU VELO RIDE SCHEDULE – November 2007

🚲 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
Nov. 3 Saturday	10:00 AM	Colver Park JERRY'S BIRTHDAY RIDE	Meadows- Antioch	Brisk	70	Jerry Rhodes 512-2155
Nov. 4 Sunday	12:00 Noon	Bi Mart, W. Main Medford	Show & Go	Tandems+	TBD	Ron & Elizabeth Zell 482-4815
Nov. 10 Saturday	10:00AM	Colver Park	Woodrat Loop	Moderate	40+	Ron Zell 482-4815
Nov. 11 Sunday	12:00 Noon	Bi Mart, W. Main Medford	Show & Go	Tandems+	TBD	Dan Wooton 779-9248
Nov. 17 Saturday	10:00 AM	Ashland Dog Park	J'Ville via Dark Hollow	TBD	40	Jodi Weber 301-6880
Nov. 18 Sunday	12:00 Noon	Bi Mart, W Main Medford	TBD	Tandems+	TBD	Dan Wooton 779-9248
Nov. 24 Saturday	10:00 AM	Hawthorne Park	Show & Go	TBD	TBD	No Ride Leader
Nov. 25 Sunday	12:00 Noon	Bi-Mart, W. Main Medford	TBD	TBD	TBD	No Ride Leader
Every Satur- day	10:00 AM	Varies	TBD	Mellow	20+/-	Phil Gagnon 488-4289
Every Satur- day	8:30 AM	Bike Path behind Bad Ass Coffee Co	TBD	Race Pace	Varied <20	Alex Hayes 857- 0819
Every Sun- day	8:30AM	Bike Path behind Bad Ass Coffee Co	TBD	Race Pace	<20	Glen Gann 779- 6986
Every Mon- day	11:00 AM	Colver Park	JVille Coffee Ride	Group B4	25	No Ride Leader
Tues, Thurs. Friday	Call	Colver Park	Show & Go	Group B4	Varied	Rick Berlet 488-0036
Every Wednesday	10:00 AM	Roasting Company Ashland	Show & Go	Regroup C4	25-40	No Ride Leader

Ride Rating:

- A- Basically flat with no steep hills.
- B- Gently rolling terrain with one or two short steep hills
- C- Moderate terrain, 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 10—12 mph
- 3-Mellow 12- 15 mph
- 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)

**Diamondback Raleigh Redline
BMX**

ASHLAND STREET BICYCLES

Sales & Service

1632 Ashland Street
Ashland, OR 97520
(541) 482-3440

Jack Christman



Siskiyou Velo Membership Application

Name			Age [] 18-35 [] 36-45 [] 46-55 [] 56-65 [] 66+	Type of Membership (check one box in each cell below)	
Street Address			<input type="checkbox"/> Individual – \$15/year <input type="checkbox"/> Family – \$20/year <input type="checkbox"/> Business – \$25/year	<input type="checkbox"/> New <input type="checkbox"/> Renewal	
City	State	Zip			
E-Mail Address			Phone	Any new Information included? (e.g., street address, e-mail address, phone, NL distribution) <input type="checkbox"/> Yes <input type="checkbox"/> No	
Information Blocking Options (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			Newsletter Distribution Election <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					
Make Checks Payable to: Siskiyou Velo P.O. Box 974 Ashland, OR 97520			Volunteering <input type="checkbox"/> Committees (MLC, etc.) <input type="checkbox"/> Newsletter <input type="checkbox"/> Ride Leader <input type="checkbox"/> Officer position <input type="checkbox"/> Other _____		
Waiver 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.					
Signature(s) Applicant _____ Date _____ Parent or Guardian of Minor _____ Date _____					

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P.O. Box 974
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November 2007 Newsletter

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