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# SISKIYOU VELO

October 2010 Newsletter

## Harmony

It's not easy doing these Paceline articles. I always wait for the last minute, until Bess says the deadline is tomorrow, to get started. Never does a wonderful bicycle related topic spring to mind. I usually just write about something that's going on in my life, and then try to twist it into something vaguely bicycle-ish. This article is no exception. I've been building wind chimes for a while, and am really caught up in the beauty of the sound they can make. Bear with me as I tell you a little about chimes, and then struggle to twist it into something about bicycling.

I like to build chimes from thick walled aluminum tubing, which is expensive but produces a nice tone when struck. I've been tuning them to the key of A major, not out of any musical sensibility, but because that's what most people do. I start with the tube in the key of A (in my case a frequency of 440). I test that tube with a digital tuner, and then use a mathematical formula to cut the remaining five tubes to length. For an A major chord, I need tubes in the keys of A, B, D, E, F#, and A again. Cutting the tubes is not hard on the chop saw, but hanging them requires some finesse. The best overtones are produced when the hang point is set at .224 from the top of the tube. Most of what you hear from a lower frequency chime is overtone; at first you hear the pure fundamental frequency, but after that it is a series of overtones that meet the ear. This series of overtones, especially in conjunction with several other compatible tubes, gives the lush sound of a well-tuned chime. Where the tube is struck is important as well, as a strike at the very base of the tube creates the most audible overtones. The striking material in the clapper controls the intensity of the sound; I prefer a soft wood such as cedar, with enough mass to give a solid strike. Chimes are activated by the wind; a sail is required below the clapper to give

it motion. 32 square inches is the guideline for sufficient sail without creating a racket. It's better not to have the tubes strike one another, so sufficient spacing between tubes is also important.

When you get all this right, it is amazing to listen to the pure and lovely sound in the middle of the night, when the breeze comes up. This sound is no accident; it is the product of a devoted quest for harmony. This is much like cycling. Good cycling is also a devoted quest for harmony. Not only is the bicycle made well and tuned well, but it has been fitted to your body. You have an understanding of the bicycle, and can unconsciously shift, pedal, steer, and brake to best advantage. You have come to know instinctively which gear is right; be it a short hill or long hill, headwind or rough pavement, you have a gear solution which best suits your body. Your legs spin effortlessly up hill and down, never tiring. You make subtle steering moves, and brake as gently as possible.

You've learned to shift your body position before discomfort becomes noticeable. You find yourself eating a little now and then, and drinking before your mouth is dry. Sounds heard from the bike give both enjoyment and early warnings of danger. We can see and appreciate at least 180 degrees of the landscape and will remember small details later in the day, when we've arrived back home. Since our nose and lungs are wide open, we smell much more than before; industrial areas, farms, road kill, and bakeries all give interesting clues to our senses. Lyrical. Bucolic. It is nighttime: we are listening to the wind softly moving our chimes. It is daytime: we are riding our bikes without effort.



*Playing in the breeze: One of  
Mike's chime creations.*

*Regards,  
Mike Smith, President,  
Siskiyou Velo Bicycle Club*





## Jerseys!



Club Jerseys are available to purchase in both men's and women's sizes. They are \$55.25 each. Please contact Elizabeth at 482-4815 or [ecrawfordzell@yahoo.com](mailto:ecrawfordzell@yahoo.com) if you are interested in buying one.

### Backlash against Bicyclists

By Phil Gagnon

Ray Thomas is a Portland bike lawyer. Five years ago, he wrote a piece titled, "Backlash against bicyclists." Here's what he said:

"It's not too hard to figure out what things about bicyclists most irritate drivers. Foremost is our disregard of traffic laws and second, the perception that we receive special treatment that's out of proportion to our numbers. Motor-

ist irritation and confusion about how to navigate around bicyclists and bike lanes are the main areas in this second category."

He goes on to say..."As bicyclists, we're never going to convince the motorist public to embrace bicyclists as roadway friends, so long as so many of us completely ignore traffic laws. Blowing through stop signs, passing pedestrians without giving an audible signal and making sudden lane changes or turns without signaling, all combine to make people afraid of what we'll do next. Then when we disappear they are left with the irritation about our apparent belief that the law doesn't apply to us."

I want to believe that Siskiyou Velo members are a notch above the "irresponsible bicyclist." We likely are, but Ray's comments about motorists' irritation with all bicyclists still affects us. We are lumped with "them," like it or not.

To establish a new image with motorists isn't likely to happen unless a new PR campaign is launched to identify a cadre (club) of riders who are definitely law abiders. (Picture an "I'm a law abiding bicyclist" jersey.) Short of that, I believe our best bet is to upgrade our "law abiding ways" and also to upgrade our visibility on the road with more powerful tail and head lights. Don't you think that in itself would distinguish us from the haphazard bicyclist in the minds of drivers?

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## Fall Colors Ride

This year's Fall Colors Ride is scheduled for Saturday, October 9<sup>th</sup>. The ride takes place in Fort Klamath at the home of John and Linda Monfore. The ride route goes from Fort Klamath to Rocky Point and back. It is about 44 miles of gently rolling terrain and gorgeous fall foliage. Riders are welcome to ride at any pace and shorten or extend the miles at their discretion. The Siskiyou Velo Club supports this ride and it is open to all members. The picnic and social gathering afterwards are the highlights of the day. Come join the fun!

**Where:** The home of John and Linda Monfore, 524 Ft Klamath Loop, Fort Klamath, 541-381-2382

**When:** Saturday, October 9<sup>th</sup>

**Time:** 9:00 AM gathering, with a ride start time of 10:00 AM.

**Coffee Dave** will be there with his delightful coffee concoctions prior to the ride!

**Bring:** Lawn chairs and your own alcoholic beverages, if desired.

**Directions:** Using your web browser type in: [www.maps.google.com](http://www.maps.google.com). When it comes up, type in: County Road 501 Keno, OR 97626. Click the button SEARCH if necessary. A red tear drop with an A in it will appear where the ride starts. Click on Get Directions. In empty box A, where the cursor will be flashing, type in your home address. Click on the button Get Directions your map and directions should appear.

**Potluck dishes:** A note from our organizer: If you want to bring an appetizer, salad, or dessert potluck, that would be great (but not necessary if you don't want to!!) Please let me know in your RSVP if you are willing to bring a potluck.

If you have already sent me a RSVP, you do NOT have to do it again.

RSVP to [donaldparker41@gmail.com](mailto:donaldparker41@gmail.com)

# Siskiyou Velo Ride Schedule

Date	Time	Start Location	Route	Pace	Miles	Contact
Every Saturday	10 am	Cycle Sport	Varies	E	Varies >20	Alex Hayes 541-857-0819
Every Saturday	10 am	Varies	Varies	C	20 +/-	Phil Gagnon 541-488-4289
Every Sunday	1 pm	Bike Path behind Bad Ass Coffee	Varies	E	Varies >20	No Ride Leader
Every Monday	9:30 am	Colver Park	Jacksonville coffee ride	Group E2	25	No Ride Leader
Every Wednesday	10 am	The Roasting Company	Varies	Regroup E3	25-40	No Ride Leader
Every Tuesday and Thursday	5:30 pm	2200 Hull Rd., Medford	Varies	D / E	25 +/-	John Harlow 541-245-8598 or 541-821-4167



**Group:** Riders will stay together. **Regroup:** Riders will spread out & regroup along the route.

## Ride Rating

Please note that there are a few changes in the ride pace description, namely that the categories will now be listed from A to F. Also note that "mph" refers to the average pace of the entire ride. This will help accommodate a greater variety of riders.

Letter	Average Speed	Description
A	7-9 MPH	A great opportunity for a family ride. Minors should be accompanied by an adult. Mostly flat, neighborhoods, and country roads and usually up to 15-20 miles distance.
B	9-11 MPH	Easy pace with frequent stops to regroup. No one will be dropped. Mostly flat neighborhoods and country roads and usually up to 20-25 miles distance.
C	11-12 MPH	Easy pace with frequent stops to regroup. No one will be dropped.
D	12-14 MPH	Fewer stops than a C ride, steady pace for experienced riders. Everyone should know how to fix a flat. Might ride at 15-18 mph on the flats. No one will be dropped.
E	15-17 MPH	For stronger riders who want to ride in a fast pace line or in tight packs (18-25mph on the flats). Occasional sprints. Riders must be confident in a group and pace line. Not recommended for D pace riders.
F	17+ MPH	Constant pace lines, brisk climbs, only for experienced, fast riders. Check with ride leader if this is your first F pace ride.

## Terrain Difficulty:

Number	Terrain Description	Example
1	Flat	South Stage Road, Colver Rd.
2	Some hills	Orchard Loop, Gold Hill
3	Hilly	Dark Hollow, Adams, Old Military Rd.
4	Mountainous	Lakes Loop, Woodrat Loop, Greensprings Rd., Callahan's



1729 Siskiyou Blvd  
Ashland, OR 97520  
(541) 482-1997  
www.siskiyoucyclery.com  
info@siskiyoucyclery.com

Approved helmets required on all club rides. Unless otherwise noted, rain/wet pavement cancels the ride.

When going for a ride, we encourage you to select a ride along your cycling and fitness level. If you do not find a ride that is at your level, this is the perfect opportunity to start a ride of your own!

Check out the online ride schedule:

<http://www.siskiyouvelo.org/schedule.php>

If you click on the "Meet At" link, you'll get a map of the ride start location. Clicking the "+" to the right of a ride's date brings up a dialog including the terrain (flat, some hills, etc.) and miscellaneous ride notes (where to park, the need for lights, etc.).

**The online schedule is the authoritative source for information on scheduled rides. Be sure to check it out online prior to showing up for a ride you see in the newsletter.**



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Carlyle F. Stout III

Secretary:  
Remedy Hovermale

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## Next Club Meeting

At our October meeting, we are excited to host a presentation on the development of the Rogue River Trail from Central Point to Grants Pass!

This trail, when complete, will connect with the Bear Creek Greenway to form a continuous bike path from Ashland to Grants Pass. Gail Frank and Paul Korbolic, representing the Rogue River Greenway Foundation, will talk about progress on the trail to date, future plans, and how it will enhance the communities it serves.

Please plan on coming to the meeting on Wednesday, October 13<sup>th</sup>, 7:00 PM, at the Harley Davidson meeting room just south of Phoenix. The address is 3846 S. Pacific Hwy, Medford.

Click link below to join or renew your membership.

<http://www.siskiyouvelo.org/join.php>

### Siskiyou Velo Club Officers - 2010 P.O. Box 974, Ashland, OR 97520

Office	Name(s)	Contact Information
President	Mike Smith	855-1531; michaelmail@earthlink.net
Advocacy	Edgar Hee	734-4872; ejhee@juno.com
Events	Jonathan Williams	mlc@siskiyouvelo.org
Touring/Rides	Charles Whitaker, Elizabeth Zell, & Phil Gagnon	touring@siskiyouvelo.org
Racing	Glen Gann	779-6986; ggann9@charter.net
Membership	Debbie Cheevers	membership@siskiyouvelo.org
Secretary	Cheryl French	Cherylannfrench@gmail.com
Treasurer	Dave Oliver	treasurer@siskiyouvelo.org
Newsletter	Bess Perry	newsletter@siskiyouvelo.org
Webmaster	Spencer Gray	621-3743; webmaster@siskiyouvelo.org

Visit us on the Internet: <http://www.siskiyouvelo.org>

Newsletter contributions accepted until the 15<sup>th</sup> of the month. Contact the editor at [newsletter@siskiyouvelo.org](mailto:newsletter@siskiyouvelo.org) for further information. Members are welcome submit letters, stories, opinions, photos, cartoons, recipes, tips, or other notices of interest to the club.

## SISKIYOU VELO IS "PROUD!"

- P = Prepared for everything  
R = Routinely safe  
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### Taking "off-road" to a whole new level!

Last month, we asked if you had any guesses as to where you can find this example of extreme biking within the Ashland city limits. If you said the Hearts Trail off of Lithia Park, you were right!



Phil Gagnon just bought a new recumbent trike and would like to invite other trikers to join him for tea at the Downtown Café in Talent on Saturday, October 30<sup>th</sup> at 2pm. The idea is to pull together a group of trikers and plan a ride. Please let Phil know if you will be there: [star@mind.net](mailto:star@mind.net).

### Support Our Member Shops!

The bike shops with ads in the newsletter are business members of the Siskiyou Velo. Show them your membership card and receive a 10% discount on parts and accessories.



### 2010 Velo Club Holiday Party Save the Date!

The Club holiday party will take place this year on Sunday, December 12th, from 6-10 pm at the Ashland Elks Lodge located on Main Street in downtown Ashland. The historic Elks Lodge building is 100 years old this year, and the dining room is beautifully decorated for the holidays. We will have a scrumptious catered meal and open bar.

Stay tuned for more updates!

Your Holiday Party Committee,  
Cheryl French  
Elizabeth Zell

### Ballad of Breakfast at Suzie's

Along this road I pump my bike, a morning's quiet ride.  
In hopes of breakfast, Suzie's beckons me, and there outside  
Four shiny hogs, their kickstands down, beside the open door  
Show HARLEY riders are here, to add to the décor.

All shiny paint and gleamy chrome, they might be new today.  
They can't be very far from home. No packs, no roadstains, they  
Look much too shiny to have traveled many miles; chaste power  
In these HARLEY highway virgins, as if they waited in a tower!

My heavy-laden bike is of the true long-distance breed:  
The many miles it's gone, the states it's crossed, it is indeed  
A dusty highway hound-dog, engine nothing but my legs  
No gas I burn, my miles I EARN—and that is good for brags.

The dings my Highway Cruiser shows are reason for some pride.  
I lean my bike against the wall—and then I step inside.  
There sit the four, with shiny scalps, beaucoup tattoos and chains  
That hint the ways they can become as fierce as raiding Danes.

One's T-shirt gives away the game: they're very close to home.  
Heart-full and carefree as the breeze, but only thirty minutes' roam,  
If not for wives and families, they'd make those HARLEYS snort!  
They talk of freedom, but I think their tethers are quite short.

For all the power in their hogs, and all their fierce costumery,  
Like me they are just fam'ly men, their leathers only plumery.  
They finish up and pay their bills; each mounts his massive bike.  
With mighty ROAR away they soar—but on the homeward pike.

Some HARLEY incense drifts inside, and Suzie gives a curse  
The noise merely awful, the foul exhaust, some worse.  
We hear them fading homeward, like mother-summoned fawns;  
It's Saturday; they cannot play—they have to mow their lawns.

--el Jarv del San Joaquin  
(submitted by Mike Smith)

### A new & effective way to help a heart attack victim

*Submitted by Phil Gagnon*

It isn't likely that bicycle  
riders will have heart attacks,  
but then ya never know, right?

The person riding alongside  
suddenly falls over and lies  
motionless on the road.  
What d'you do?

Check this video:  
<http://tinyurl.com/2fx8r59>.

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## Siskiyou Velo Meeting Minutes - September 8<sup>th</sup>, 2010

Submitted by Cheryl French, Secretary

The meeting was called to order at 7 pm and adjourned at 8:45 pm.

Twelve members were present: Beth Hay, Helmut Schroeder, Buzz Skov, Phil Gagnon, Dave Oliver, Charles Whitaker, Sam Simpson, Mike Smith, Cheryl French, Jonathan Williams, Bess Perry, and Jerry Rhodes.

The October meeting will take place at Harley-Davidson.

Rogue River trail representatives Gail Frank and Paul Korbolic will speak.

SUBJECT	DISCUSSED	REPORT / ACTION
<u>Old Business</u>	Minutes of last meeting	Approved. Follow up from August. 1. Discussion to appoint a committee to develop a plan for membership drive. 2. Discussion to encourage new and younger riders.
<u>Financial</u> David Oliver	Treasury	--The Club treasury has a balance of \$18,215. There will be ongoing discussion at the next meeting about how to support the cycling community organizations with some of the funds.
<u>Membership</u> Mike Smith for Debbie Cheevers	New Membership	--The Club now has 295 members vs. 291 last month. --Members can join or renew online via Pay Pal. Check the club website.: <a href="http://www.siskiyouvelo.org">www.siskiyouvelo.org</a> .
<u>Events</u> Cheryl French Elizabeth Zell	Fall Colors, Holiday Party	--October 9 <sup>th</sup> - Fall Colors --December 12 <sup>th</sup> - 6-10 pm at the Ashland Elks Lodge.
<u>Rides</u> Charles Whitaker Phil Gagnon Elizabeth Zell	Leaders wanted needed for October	--Contact <a href="mailto:ecrawfordzell@yahoo.com">ecrawfordzell@yahoo.com</a> --If you lead more than 4 rides you will receive a special gift at the holiday party.
<u>MLC</u> Jonathan Williams	2011 MLC	--The MLC committee needs organized people to join the core committee. Please contact Jonathan Williams: <a href="mailto:jonladdw@mind.net">jonladdw@mind.net</a> .
<u>Events</u> Elizabeth Zell	Check back for dates	--Vino Velo- September 25th, Jonathan Williams & Nancy Keeley are the leaders. --October- Fall Colors --December- Holiday Party
<u>New Club Officer Position</u>		--If you are interested in getting involved in the club please contact Mike Smith. Available positions for 2011: Secretary, Treasurer, Rides, and Newsletter.

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# Oregon: South to North

By Bill Heimann

*(This is the first in a 2 part article on a ride from Ashland to Portland.)*

The temperature was rising as quickly as the angle of the climb. The almost 13 mile hill was a tough enough beginning for a long day in the saddle, without high temps. John and I were riding to meet Mike who had gone ahead to wait at the end of Dead Indian, the road we were now climbing, searching for the summit.

This journey began with John saying he was riding to Portland to meet his new granddaughter. I had been working with Mike, a new rider, training him to drive his bike. During the training, Mike had expressed a desire to tour and John's idea seemed to fit well with that goal. I arranged for them to talk and stepped out of the process, or so I thought.

Now here I was on a new type of tour, riding with 2 other cyclist on my Trek Madone, all our gear in the sag truck. Recently returned from a 5 month trip to South America, 3 of which were solo touring on my fully loaded Soma Saga, this was a real change. Not sure why I was out on this tour, but it looked like fun.

As we crested the top, we found the sag truck. Having just launched Mike, Annette was performing her job well. It must be hard for her, I thought, sitting in the truck not riding with us. A long distance tourist with a round the world trip under her saddle, she knows the joy of the road.

We talked with her for a while before proceeding down the hill and out to a clear blue sky that set off Mount McLaughlin with its still snow covered shoulders, in wondrous beauty. The open, high mountain, light brown grass covered prairie provided a downhill high speed break before the steeply rolling hills of the Lake of the Woods up tilt. As the trees began to close in around us and the road leaned up, the realization that the trip had started, struck. For me, this was my 4th or 5th time riding to Portland from Ashland, but first with others. For John, it was his first time riding more then 3 days in a row. Mike was on his virgin cycle journey. Annette was new at driving sag for such a long trip. This 5 day ride was a learning opportunity for all 4 of us.

The dark green forest provided a cool break from the bright sun and heat as we rolled on to higher altitudes. Passing the horse camp at Lilly Glen, climbing toward the lake, the adrenalin of a new beginning was flowing fast through our bodies. Attacking each rise, shooting up the hills, our fast bikes were trying to outrun our abilities. We began to wonder if this was a smart way to ride with over 83 miles on the agenda today. We tried to slow down, but our excitement would not allow such. Not

racing each other as much as ourselves, we passed Lake of the Woods and climbed the last hill to find Mike and Annette waiting.

After the turn and long downhill, we ran along the flyway of Klamath Lake, challenging each other on the flats. Dropping back, then attacking, sprinting just enough to make the other jump, then resting, in this way we made our way to the first night's camp at Collier State Park.

Set up camp, did laundry, and ate a too large dinner at a "Bus Stop" type cafe. Sleep found us soon after returning to our fabric homes with dawn waking us too soon. Breakfast at the dinner stop and on the road for 2 days of riding SR 97, the original route of I-5 before lobbying took it through Medford.

Morning offered a climb to Chelmult. Not a steep but a long slow rise. I took a "flyer" off the front and cranked it up to around 22 mph. Feeling good as I settled into a spin, just pedaling along knowing the day was made for me. My tires eating up the miles, the light, cooling breeze barely resisting forward effort, all was well in my world.

A small climb into Chelmult and a look around for the sag truck resulting in no Annette. Turning back to the town line, I spied John and Mike. John said he saw the truck at the last rest stop. A phone call and no answer; several more and still no answer, finally Annette answered. She had been sitting in the shade at a picnic table enjoying the day as we were. She would come right away, no problems. Lunch was off the back of the pickup at a small Sunday flea market then back to the bikes for the final leg into La Pine.

Annette scouted ahead and found a very nice RV camping park, just out of town. The routine of setting up camp was enhanced by a couple of beers accompanied by 3 types of cheese and crackers. A laundry mat in the camp gave us more time to enjoy sharing the day's ride. Mexican food in a small family restaurant added to the pleasure of the evening.

*...Stay tuned for the conclusion of the article on this great ride in next month's edition!*





After putting the racks on the front of the bikes and loading the panniers, we are off to journey 2500 miles (including some 130,000 feet of climbing) from the Canadian (Sumas) to the Mexican (Tacate, CA) border! We were really back in our element - cycletouring in wonderful country living a most simple life. Our first stop was Sedro-Woolley, then onto day 2, a pleasant ride with good roads and polite motorists. We had one climb and spent a moderate day wandering up the Skagit River Valley to Marblemount.

Day 3 started the big work and the adventure of Rainy and Washington Passes. Near the top of Rainy, it started to (fittingly) rain, and we suffered through the 18 mile descent. In the Methow Valley, we stayed in the Mazama Ranch Inn, having done 76 miles and 6100 feet for the day.

The next day took us to the confluence of the Methow and Columbia Rivers at Pateros, WA. The scenery was marvelous! On Day 5, we headed toward Sunnyslope, WA: a most wonderful cycling day alongside the Columbia River and Lake Chelan and camping where the Wenatchee and Columbia Rivers meet. We had two climbs, but they paled in comparison to the scenery; we could have taken a "post-card" photo at every turn of the road.

Day 6 found us climbing the big Blewett Pass to get out of the North Cascades, where we lunched at the top and then enjoyed nearly 30 miles of descent to arrive in Ellensburg.

We are having a wonderful time and feel we'll be in the true swing of things in another couple of days. Sleep is still fitful, muscles are still adjusting and we are remembering how to take care of each other on the road. This is a fine life, and we are happy we are out here. Totals so far: 6 days, 368 miles, and climbed 18,200 feet - we are ready for more!

Bend, Oregon. Wow! I can't believe we are already this far after just 2 weeks. Our legs believe it though and we are certainly enjoying our rest day. The stats from our journey thus far: Total miles ridden - 759, Total elevation gain - 40,124, and Total days camping - 2.

That's right, just 2 days camping due to rain, cold, and wind. That will be changing, though, as we don't have any other choices for the next few nights. During our adventure, we have stayed in some interesting places, like out in the middle



of nowhere in a little derelict campground with a few rundown cabins with no electricity and much bird and mouse detritus. It was warm and dry, at least!

From Ellensburg, as we made our descent towards Packwood, we could see hoards of people in the middle of the road, converging for a huge swapmeet. We ran into some Pacific Crest Trail hikers who started at the Mexican border in April. I really admire their stamina and determination! I've been picking up paperbacks at flea markets to read en route, while Ron has his Kindle to read. After Eagle Cliff, we had an adventurous day along our route to Hood River.

We entered Oregon after a long, hard day, crossing the Columbia on the Bridge of the Gods, embracing and exclaiming "We're still alive!" after tackling the crazy traffic. Our route then went steeply up, in order to avoid Route 84 (which we eventually rode for 11 harrowing miles). From Hood River, we climbed to Mt. Hood and the town of Government Camp. It rained all night and we forced ourselves out on the road the next day. We decided to take a more direct route to Bend, taking Hwy 26 to Madras and then on to Bend the next day. We are now ready to get back into the mountains and on some of the more remote and rural roads!

Ashland, Oregon! Since our last update, we have traveled 239 miles and climbed 48,500 feet - a little milder than we had been experiencing. However, our friend, the weather, has continued to follow us in a negative way!

When we left Bend, we climbed 18 miles and 2600 feet on the shoulder of

Mt. Bachelor to get onto a road to Crescent Lake Junction. Views of the Sisters and beautiful Bachelor in the context of the Cascades Lakes were thrilling! A cozy night in our down bags was interrupted by a chilly 33 degree wakeup.

The next day, we were supposed to go to Crater Lake, but as we were having some physical challenges and were treated to a rolling, swirling mess of very black clouds, we took the alternate route to Diamond Lake. No sooner than we had checked into our room at Diamond Lake Resort, the skies opened with rain and hail. The rim road at Crater Lake closed, so we couldn't have gotten there in any event.

The next day, after taking photos of the snow that had fallen, we ambled down the hills to Rogue Elk Campground, in a lazy day of mostly downhill and wonderful weather.

Yesterday was our return home to the sunny Rogue Valley, after 19 days on our bikes. When we reached White City, we pulled into McDonalds for smoothies. No sooner had we got off our bikes than Jerry Rhoads and Jim Greer pulled into the parking lot on their recumbent for a surprise reunion! We met our friends, Stanley and Anne Muth, and then saw Mary Pritchard on the road. As we were lunching at the Talent Cafe, Renee Rickert and her husband Russ rode by, and then Don Parker and Helmut Schroeder unexpectedly showed up. It was a wonderful homecoming! Thanks to everyone for making it special.

We will be off for California and the last leg of our journey on Saturday morning. We will send our next update from Bridgeport, CA after climbing Monitor Pass.

