



November 2006

# NEWSLETTER

## President's Paceline

I decided that this month's *Paceline* should be dedicated to a subject that is near and dear to all of us who ride lots of miles, particularly during the fall and winter. Looking back over the past few years, I suppose the incidence of flats (punctures, for our UK readers) which I experience is in direct proportion to the number of miles I log – about one for every 200 miles. For the few of you who ride with me regularly, you know that my “proportion” is unjustly allocated by the cycling gods; I get a lot more than everyone else. However, there is an upside; if I repair 60 or 70 flats a year I get really good at it – so good, in fact, that it is painful to watch those more fortunate (i.e., those who get fewer flats and, therefore, have less practice) fix their own. The result is that I end up fixing a whole lot more than my personal quota of 60 or 70 per year.

Now, flats come in a wide variety of ... let's say instigations. Some are natural, some are the result of human intervention, and the most frustrating are self-made. In the first category are all those sharp objects of vegetable lineage that occasionally end up on the roadway. **Goatheads** are cyclist-enemy number one at this time of year. Who knows where they come from but, to paraphrase a comedienne's quip that Senator Foley's faux pas gave alcohol a bad name, goatheads give goats a bad name. They are

nasty little thorns that also seem to be rubber magnets. All you have to do is pass by one within three feet, and for sure that sucker is adhered to your tire, just waiting for a couple of revolutions to firmly implant itself through Kevlar, Mr. Tuffy, and the inner tube.

A close relative of the goathead is the **blackberry thorn**, another naturally occurring menace to the bicycle tire. This year they seem to be particularly prevalent. (I have heard that we may have had a bumper crop of blackberries this year, and everyone has been out beating the bushes – and leaving thorns on the nearby road lanes). The art of the blackberry thorn is deception. You feel around the inside of the tire and carefully scan the outside; nothing is apparent. You put a new tube in the tire, pump it up, and on down the road you go – for about two miles. You guessed it; that little ol' thorn is still hiding in there somewhere. Another tire change, a more thorough search, and this time you find that almost undetectable rough spot on the inside of the tire. You squeeze and tweeze, and add a couple of well-chosen epithets just to lubricate the process, and finally you eliminate the culprit, refit tube number two in the tire, inflate it, and proceed on your less-than-merry way.

The man-made tire hazards are the

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ones we love to hate – glass, radial wire and lava cinders. With as much experience as I have, one learns to be discerning about **glass**. First, there is auto glass; you generally can ride right through it with impunity, since it is designed to break into small pieces with round edges. This is not to say a large chunk is incapable of putting a nice slice in your tire; certainly it can. But the little pieces are unlikely to give you much grief. However, when you encounter any colored glass or clear window glass, watch out! It *will* get you. You think you've ridden through it safely, since there is no telltale hiss, and then a couple of miles further on, the pedaling gets noticeably harder, and squishier, and of course, it's the back one.

**Radial tire wires** have a kinship to the blackberry thorns in that they are very hard to dig out of the tire. You can usually feel them on the inside of the tire, as they slice a nice paper-cut type wound in the tip of your finger. But, try to extract them and they get really stubborn. It's as

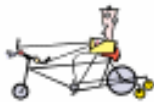
(Continued on page 3)

### New Members:

Kelly S & Chace Anderson, Lawson  
Jean Raymond Basset  
Jeremy Davee  
Darcy Kleiman  
Debbie Levy  
Mark Rehmar  
Jill Scott

### Renewing Members:

Kelly Anderson  
John Baxter  
Steve Bennett  
Gregg Callahan  
Egon DuBois  
Andy Dungan  
Gary Foll & Karen Rethman-Foll  
Gail & David Frank  
Lenny & Dusty Friedman  
Glen & Theresa Gann  
Bob & Joy Grant  
Julie Kang  
Mike & Marion Karpinski  
Gary & Carol Klouda  
Charles Lane  
Peter & Julia Lester  
Paul Murphy  
Garth Pittman  
Bill Reeves & Rebecca Ostrom  
Dan Retzlaff  
Paul Rowland  
Charles Schink, Dylan  
Toni & Ken Sears  
Robert (Sam) Simpson  
Buzz & Julie Skov  
Lonny Slack  
Bill Tout & Marilyn Anderson  
Dylan



### MEMBERS' ADS

Cannondale RT-2000 Road Tandem: \$950  
2001 Vision Recumbent: \$450  
2-1991 Cannondale Mt. Bikes: \$75 each  
Bike E Recumbent: \$195  
1991 Cannondale (small frame) Road Bike: \$95  
2000 Tandem Twos Day with trailer set-up: \$1,950  
Call Patrick 541- 778-3144

### Carbon Bianchi 928 Road Bike

Carbon handle bars, Carbon lugs,  
Dura Ace components. Compact FSA Carbon crankset  
50/34, 175cm crank length.  
Rolf Elan aero wheels. 58CM  
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Call Jerry 541-512-2155

**Quote:** "The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart."  
Iris Murdoch, *The Red and the Green*

### PLACE YOUR AD HERE

3.5 x 2" \$15  
1/6 page 2.25 x 4.5 \$20  
1/3 page vertical 2.25 x 9" \$25  
1/2 page horizontal 7 x 4.5 \$40  
2/3 page vertical 4.5 x 9" \$50  
full page 7 x 9" \$60

## SISKIYOU VELO MEMBERS

SHOW YOUR CARD. Receive 10% discount on parts and accessories in the bike shops listed in the newsletter.



### The Siskiyou Velo

P. O. Box 974 Ashland, OR 97520  
Siskiyou Velo Club Officers For 2006

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

### Vice Presidents Advocacy:

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

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

### Vice Presidents Events:

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

### Vice President, Touring/Ride Schedule:

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

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

### Vice Presidents, Membership:

Dan/Leslie Wooton - 779-9248 [dlwooton@charter.net](mailto:dlwooton@charter.net)

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

### Secretary:

Jodi Weber - 301-6880 [newsletter@siskiyouvelo.org](mailto:newsletter@siskiyouvelo.org)

### Treasurer:

Bill Tout – 482-7080 [treasurer@siskiyouvelo.org](mailto:treasurer@siskiyouvelo.org)

### Newsletter Editor:

Bill Inman - 541-601-5952 [bill39@clearwire.net](mailto:bill39@clearwire.net)

### Temp Editor

– Jodi Weber – 301-6880 [newsletter@siskiyouvelo.org](mailto:newsletter@siskiyouvelo.org)

### Webmaster:

Spencer Gray - 621-3743 [webmaster@siskiyouvelo.org](mailto: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.

Attorney: Secretary:  
 Carlyle F. Stout III Remedy Hovermale

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**Landlord/Tenant Law**

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 Landlord/Tenant Disputes



541-776-2020 .

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215 Laurel Street, Medford FAX: 541-776-9841



ally come from doing something stupid like hitting a big rock, trying to jump a railroad track, jamming a rock into the front-tire sidewall when you're going around a turn on a steep descent (my absolute favorite). These usually cause the tire to deflate a good deal more rapidly than is preferred, or than is advisable for good control, and they usually cause some anxious moments – and I'm not talking about the repair end of the incident. Pinches almost always are characterized by two holes in the tube side-by-

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and it holds no air at all. So, it's back to the original replacement tube, to find the leak, patch it, and get on our way. This goes well, until I begin the inflation part of the process. The patch leaks, and can't be repaired. It's on to repair of tube number two. This one takes – for about five miles, etc., etc., etc.

**Bad patches, broken stems, sealed stems** are those things that you do to yourself and that just drive you bonkers. How many of us have gotten the tire completely reinflated and proceeded to be a bit aggressive with the pump head (heaven knows where that aggression came from), and pulled the stem right out of the tube. That would be me on a good day. Or, just to make things go a little easier when putting the tube back in the tire, we put a little air in it and sealed down the valve. Now, we are ready to do some serious inflating. We affix the pump head and start pumping away – and it seems to get really hard, really quickly. It's probably because we changed about four flats today, and we're getting weak. But, no, it's just that we forgot to open the valve back up, before we put the pump head on.

Well, everyone could add to this catalog of sins. But, I've already over-shot my space limit. My best wishes go to all of you to have a flat-free winter. Just don't send yours my way!

*Rick Berlet*

**Marty's  
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(Continued from page 1)

if they think their place is in a tire somewhere, and once rejected in the first instance, they are bound and determined to take up residence in their new home. They are also like the blackberry thorn in that they love to hide and cause multiple flats, before you get serious about scanning the tire.

We are mostly grateful that our highway maintenance crews do not use salt on the roadways. Having come from Chicago, where lots of salt is used, I can say that its ban is very beneficial to the elongation of car lives and to the preservation of our environment. However, the substitute used hereabouts, to give us traction on those slippery days – the locally abundant **crushed lava rock** – is really hard on bike tires. It is sharp and fully capable of penetrating a slightly worn tire, and the flat will almost always occur on a 45° day, when it is just starting to sprinkle a bit, and your hands are good and stiff. Good time to call in the sag wagon!

Now for the most endearing category – the self-made flat. **Pinches and blowouts** are my favorites. They usu-

side a quarter inch apart, and no hole or evidence of penetration on the tire. They can be patched, but best left to a home, rather than road, repair. Blowouts, on the other hand can be disabling to a more consequential degree; they frequently put a significant hole in the tire which must be “booted” with some very high-integrity material – a dollar bill works well, but I am told a borrowed twenty is far more effective.

There is a group of self-made flats that, no matter how much practice I get, always seem to make their presence felt at the most inopportune times. Recently, I pulled out of a restaurant stop near Iron Gate Lake and discovered a flat of the goathead origin. I found a shady spot, pulled off the wheel, quickly extracted the tube (I have calluses on my thumbs from using them as tire irons), and replace it with a spare – I use the word “spare”, rather than “new”, since this tube had a few patches in it. I started to pump it up, and it held pressure – up to about 40 lbs. – not really a firm ride. Next tube didn't hold much air either, so I'm into my partner's supply. He has just one,

## SISKIYOU VELO RIDE SCHEDULE – November 2006

🚲 **Approved helmets required on all club**

🚲 **Unless other wise noted, rain/wet pavement cancels ride**

Date	Time	Start Location	Route	Pace/ Rating	Miles	Ride Leader/ Contact
Nov. 4 Saturday	10:00 AM	Colver Park	Gold Hill and Return	B-3 Regroup	44	Mike Smith 855 1531
Nov. 5 Sunday	9:00 AM	Call	Fort Jones, Quartz Valley, California	C3	60	Bob Plummer 488 0036
Nov. 11 Saturday	10:30 AM	Colver Park - Phoenix	Applegate Store and return	C-3 Regroup	50	Rick Berlet 488-0036
Nov. 12 Sunday	11:00 AM	Colver Park	Emigrant Lake and return	B3 Regroup	30-35	Bob Korfhage 535 5276
Nov. 18 Saturday	9:00 AM	Bad Ass Coffee, Downtown Medford	Jacksonville and return	A3 Regroup	30	Gerald Huntington 778-6781
Nov. 19 Sunday	10:00 AM	Hawthorn Park Medford	Gold Hill via Old Stage Road	B3	35	James Williams 857 9037
Nov. 23 Thanksgiving Day	10:00 AM	Tally Ho Tavern, Hwy 99, Talent	Orchards Loop via south Ash- land exit, east side of I-5, Phoe- nix, back to Talent	B3	16 +/-	Show and Go
Nov. 25 Saturday	11:00 AM	Colver Park	Eagle Point and Return	C3	40	Show and Go
Nov. 26 Sun- day	11:00 AM	Colver Park, Phoenix	Rogue River via Gold Hill	Brisk/B	63	Show and Go
Every Saturday	8:00 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986
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	<b>11:00 AM</b>	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
Every Wed.	10:00 AM	Ashland/ Roasting company	Show-N-Go	Regroup C/4	25-40	Bob Korfhage 535 5276

### 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 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

**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)

**Monthly Club Meeting**  
**Siskiyou Velo monthly meet-ings are held at 7:00 PM on the second Wednesday of the month at Angelo's Pizza in Phoenix, Oregon .**


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# Ride the Rogue

## Hello Siskiyou Velo Members,

The final total of registered participants was 675 and 264 of those signed up at the event and only 18 no shows. The advice from Siskiyou Velo members was extremely helpful when you told us to expect around 40% additional registrations on event day. We heeded that advice and planned to have enough food and drinks on hand just in case and that saved us.

Riverside park rest stop in Grants Pass heard that Applegate's rest stop was the hit of them all and said the gauntlet was thrown and next year theirs will be the best. You have to love that kind of spirit! Remember this was a first for many of the rest stop people as well but so far most have already signed on for next year and now have a better idea of what to expect.

We learned a great deal from this first experience and hope to improve and learn with each step we take. From the comments and feedback I have heard so far, I think we did okay for our first time out the gate. My one wish was granted and that was that it was a safe ride and that no participants were injured seriously from a fall or other such thing.

I can tell you that it took an amazing amount of work from a great many dedicated people volunteering their time, skills and heart to pull this off and of course the generosity of some terrific sponsors. Of course you all

know what goes into such an event but it was eye opening for those of us who are new to it.

The funds raised from this event will help in building the Rogue River Recreational Corridor and Greenway which is the core reason we took on this adventure. We have very daunting task of raising \$67,000.00 as our match if we are fortunate enough to receive the ODOT Transportation Enhancement Grant we applied for, over and above the numerous other parts of the Greenway we are working on simultaneously. The first leg into the Valley of the Rogue State Park is a milestone and very important but only one of many other projects in the works.

We truly appreciate that so many Velo members participated in the ride and in helping us get it right. The support from Siskiyou Velo members was wonderful and we thank you all so very much.

We have a long road to travel (30 miles to be exact) and hope you will continue your support of the Rogue River Greenway Project and that we can glean from your experience and expertise for next years RTR event.

Most sincerely,

*Shayne Maxwell, Chair  
Rogue River Greenway Foundation  
(541) 582-2020*

*Mark your calendars for the 1st Siskiyou Velo Toy Run scheduled for December 16. What's the biggest toy you can strap on your bike? Can you dress up like a reindeer or a snowman? This will be a fun, social ride. Check the December newsletter for the time and place. Hot coffee, etc. is in the works. The toys will be donated to a local charity.*


## Pedal Strokes

As you've undoubtedly noticed, this isn't the usual Pedal Strokes column. Roger Stevenson, who has been the Club's faithful foreign correspondent with the tough duty of covering the pro-racing scene, has decided that fifteen years is a long time covering the same beat.

As he mentioned in the last newsletter, he is taking a well-deserved break. We hope that we will still see occasional reports from him on racing or perhaps on other cycling related topics. In the meantime, we would like to thank you, Roger, for all you've contributed over the many years.

*Thank you!*



 <b>Rogue Valley Cycle Sport, Inc.</b>	
<b>Ashland CYCLE SPORT</b> 191 Oak St. Ashland OR 97520 (541) 488-0581 Fax: (541) 488-3802 E-mail: info@roguecycle.com	<b>Medford CYCLE SPORT</b> 1390 Biddle Rd. #107 Medford OR 97504 (541) 857-0819

## Bicycling Advocacy and Road Hazards

Unfortunately, road hazards and less-than-polite motorists are a constant in our lives. Rick Berlet's *Paceline* last month outlines some very specific means of working to improve these situations. Spencer Gray, our webmaster, has a great link on the Siskiyou Velo website specifically related to advocacy—what we can do and who we can contact.

Riding a great descent, dropping that friend, or just lollygagging on the Greenway are all part of the fun of cycling, but as a club, perhaps one of the most important aspects of what we do is making the roads safer for all of us.

Please check out the website:  
<http://siskiyouvelo.org/advocacy.html>

### A Word from Meg on Russ

I plan to bring Russ home November 5, the day after the fund-raiser. As was the case with the cost of foster care, the cost of caregivers I will need to hire is not covered by insurance. If anyone can spare some time on weekends to give me a break, or take Russ on an outing, we would welcome it. He has started outpatient therapy and is doing well. I have taken him to Superior a couple of times also.

## Fundraiser for Russ Rudometkin

Saturday, November 4, Superior Athletic Club will be holding several spin classes to raise money to help cover Russ' on-going medical expenses. They are hoping to raise \$4000 for each class. Please call 779-7529 for more information.



**Photos from the Velo Vino Tour in September**

*Above: Pennington Farms Bakery*

*Below: Tooling down the road*



### Trivia of the Month

November 4, 1924: Tullio Campagnolo's frozen hands can't loosen the wingnuts of his wheel to flip it over to a different sprocket during the Gran Premio della Vittoria race across snowy Croce d'Aune Pass. "Bisogna cambiar qualcosa de drio"... "Something needs to be changed in the rear." He vows to invent a product that will eliminate this problem - the creation of "galletti automatici"... automated wingnuts or, as we now know it, the quick release.

**Yea Tullio!!**

<http://www.velo-retro.com/tline.html>



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## *Minutes from the Velo Meeting October 11, 2006*

I. Bill Tout chairing in Rick Berlet's absence; 19 members present

II. Minutes of the last meeting approved

III. Committee reports

- A. Treasurer: \$1500 was paid to ACCESS for helmets; about \$7500 remaining in account
- B. Membership: Bobbie Plummer has been calling lapsed memberships; Rick Berlet will contact the bike shops whose memberships have lapsed
- C. Touring: schedule passed around for ride leaders to sign up
- D. Events:
  - 1. There will be a possible Bandon over-nighter.
  - 2. Our club will provide the desserts for the Fall Colors ride Oct 21.
  - 3. The Christmas Toy Run will be Dec 16, beginning in Medford and ended at Pony Espresso. Details will be coming later. Toys will be donated to ACCESS.

A. Newsletter: A survey was handed out for a quick idea of which newsletter features are read most and what people would like to see in the newsletter.

B. Advocacy:

- 1. Edgar Hee handed out a copy of a letter he wrote on behalf of the Velo requesting that bicycle facilities be incorporated into construction on Fern Valley Rd and Hwy 99 in Phoenix.
- 2. Chris Haynes has been nominated and will likely be elected to the BTA board; if that happens, he'll be in a position to advocate for Southern Oregon cycling issues.

I. Hazards

- A. Kings Hwy has been swept by Medford; a letter of thanks has been sent.
- B. Hanley & 238 is still a dangerous intersection; ODOT is responsible
- C. A reminder that cyclists are not obligated to ride on shoulders or in a bike lane if it is not

maintained and clean. Bike lanes are for the benefit of the cars.

D. The massive root on the Greenway near the Ashland waste treatment plant is soon to be repaired!

I. Old Business

- A. Christmas party will be Dec 1 at 6:30 Pioneer Hall in Ashland; Bobbie & Gwen would like help setting up.
- B. Mike Smith gave an update on the signs for the Greenway. The Greenway committee is planning on 10 6'x2' colored maps of the entire trail. Upon approval of other sponsors, perhaps next spring the maps will be up. Velo members will have the opportunity to stencil mileage markers on the Greenway.
- C. 2007 MLC co-directors (Rick Berlet, Elizabeth & Ron Zell) will be meeting Oct 30 to begin planning.
- D. Jonathan Williams found a new storage locker near the Pear Tree; 10x10 - twice as big as our current locker. Motion was passed to go for it.
- E. A 'Thank You' plaque from Shayne Maxwell for the Velo's support of the Ride the Rogue was passed around; someone will check to see if it can be hung at Angelo's Pizza.

I. New Business

- A. Proposed changes to the text of the Velo by-laws and policies were passed out; the plan is to have the bylaws and proposed changes available on the website.
- B. James Williams got volunteers to help him decide on a few different designs and colors for new club jerseys; the group plans to bring proposals to the Christmas party for a vote.

I. Racing report: Cyclecross will be starting at the far end of Emigrant Lake on October 21; come out for some good entertainment!

II. Adjourned 8:27

### **2007 Mountain Lakes Challenge!!**

The kickoff organizational committee meeting will be held on Monday, October 30th. A key goal of that meeting will be to finalize the committee for the 2007 event. We would appreciate hearing from last year's committee about their intent to participate this year. Also, we would be happy to entertain new members; so let us know if you would like to be involved. We need your help! Elizabeth & Ron Zell: [ecrawfordzell@yahoo.com](mailto:ecrawfordzell@yahoo.com) - phone 482-4815.

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