



## *President's Paceline: Hyderabad Bicycling Club*

We had a wonderful officers meeting last night (1/20/2010). So much enthusiasm to make the Velo better in the years to come. I got to thinking about cycling clubs and found this article in Wikipedia. Cycling is just so big, so international; we are part of an old and yet growing movement. I hope you find this as inspiring as I do. Please read on...

The Hyderabad Bicycling Club (HBC) is a bicycling club for riders in Hyderabad, Andhra Pradesh, India. Founded by Krishna Vadi in 2007, the club has grown rapidly from a handful of people to hundreds of members, with their count increasing daily. The club organizes various bicycling events in and around Hyderabad on a regular basis, broadcasting their upcoming and past events on a meetup website.









### Members

The club comprises expatriates, NRI's who have relocated their base to India, and local hyderabadis who have a passion for cycling. The club is open for people of all age, profession, and sex. Anyone can easily join on the meetup website. As Hyderabad is a big city, the club has two chapters - the HITEC City Chapter and the Secunderabad Chapter. Each chapter has a few ride leaders who organize at least one ride a week. The riding starting point varies for each ride and is designated on the club's meetup website.

### Cross-Country Cycling Race







HBC conducted the first ever cross-country cycling race in Hyderabad on 29 March 2009. Held in the picturesque background of Hyderabad Central University, the race attracted 30 participants, covering a distance of 15 km in 3 laps. The race trail included flat roads, muddy tracks, rocky mountains, and a water crossing. The motive of the race was to promote cycling amongst people, to voice the concern for the ailing environment, and to raise awareness about maintaining fitness in the sedentary lifestyles. The race attracted men and women of all ages and professions and was a huge success.

### Club Goals

-  Promote cycling as an environmental friendly commuting option.
-  Increase the awareness of cycling as a sport, by:
  -  Exposing it to a wider audience.
  -  Increasing the knowledge about cycling using movies, courses, and training sessions.
  -  Creating events around cycling for amateurs and families.
  -  Create marked trails and improve existing ones.
  -  Use cycling as a venue for supporting the community by hosting charity rides to raise money, riding to villages to increase their awareness of sports, and volunteering as a group to support villages and schools.
-  Provide a networking venue for adventure sport seekers.

### Media Coverage

The activity of the club and its members have been regularly covered in the media. The following are few of the mentions:

-  Cycling for the cause of environment: The Hindu newspaper also published an article about Shrenik Rao, a member of the club, who cycled across the length of India, for the cause of environment.
-  Reachout Hyderabad had an article published on the Hyderabad Cyclathon.
-  Cross-Country Cycling Race: The first ever cross-country cycling race conducted by HBC in Hyderabad had an article and pictures of the race and club members published on the daily newspaper, The Deccan Chronicle's primary supplement Hyderabad Chronicle, on its front page.
-  Cool techies cycle to work: The English daily's primary supplement, Hyderabad Chronicle, had an article covering the members of the club on its front page.
-  Pedal Power: The main article in Sunday portion of the paper covered a story about all the existing bicycling clubs in India. HBC, its organizer and its activities were mentioned in the article.
-  Eenadu story of Narsapur ride: The local Telugu daily, Eenadu, had a story about the club members maiden ride to Narsapur forests in the Medak district which covered a loop of 100 km.

*Best regards, Mike Smith  
President, Siskiyou Velo Bicycle Club*

## January Informational Meeting Notes

The Siskiyou Velo hosted an informational meeting on January 12th, pertaining to bicycling advocacy and Jackson County roads. John Vial (Jackson County Roads & Parks, Director) and Jenna Stanke (Roads & Parks, Special Projects Manager) gave presentations and fielded questions from the 25 attendees on the current status of the county's roads and bicycling plans. Among many exciting upcoming topics, Jenna spoke about the Southern Oregon Partnership for Active Transportation (SOPAT), a newly formed group of folks who are interested in bicycling and walking in the Rogue Valley area. Attendees include representatives from jurisdictions including Bicycle/Pedestrian Advisory Committees/Commissions, City Councils, RVTB, planning departments, law enforcement, the Velo, BTA, and LAB, among others. They meet quarterly and the next meeting will be April 21st, 5:30 at the Rogue Valley Council of Governments. Everyone is welcome to attend; please contact Jenna if



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you'd like more details. Also, there will be some upcoming opportunities to volunteer. The next one will be for Bike to Work Week in May and they could use people to help plan and staff events like Ride with the Leaders (a short ride with elected officials, law enforcement, etc.) and people-powered rest stops with coffee and snacks. If you're interested, please contact Jenna to sign up! Future newsletters will feature more volunteer opportunities as well.

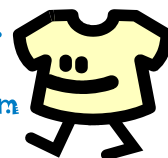
**Jenna Stanke, Special Projects Manager,  
Jackson County Roads & Parks.  
541-774-6231, [stankejs@jacksoncounty.org](mailto:stankejs@jacksoncounty.org)**

## 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 email [ecrawfordzell@yahoo.com](mailto:ecrawfordzell@yahoo.com) if you are interested in buying one.**



Attorney:  
Carlyle F. Stout III

Secretary:  
Remedy Hovermale

### LAW OFFICES OF CARLYLE F. STOUT III Real Estate Law Business Law

- |                            |                                     |
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- Eviction Notices
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- Landlord/Tenant Disputes



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FAX: 541-776-9841



## New Members / Renewing Members

### New Members

Rich Julyan  
Gary Farnham

### Renewing Members

Scott Weldon  
Bill Inman  
Robin McKenzie  
Carolyn Layton  
Randy & Pam Wooton  
Tom & Jenny Wooton  
Matt Varnum  
Jodi Weber  
Scot Toll  
Mark Seals  
Robert Sorrell  
Dave Brennan  
Ray Forsyth  
Tom Pelsor & Sandra Elam  
Dan Thorndike  
Kathy & Duane Mallams  
Dan & Leslie Wooton

### MEMBERS NEEDING TO RENEW:

Mark & Krista Peterson

*Click link below to join or renew your membership.*

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

# Siskiyou Velo Ride Schedule

Date	Time	Start Location	Route	Pace	Miles	Contact
Every Saturday	10 am	Cycle Sport	Varies	Race Pace	Varies >20	Alex Hayes 541-857-0819
Every Saturday	10 am	Varies	Varies	Mellow (10-12 mph)	20 +/-	Phil Gagnon 541-488-4289
Every Sunday	1 pm	Bike Path behind Bad Ass Coffee	Varies	Race Pace	Varies >20	No Ride Leader
Every Monday	10:30 am	Colver Park	Jacksonville coffee ride	Group B4	25	No Ride Leader
Every Wednesday	11 am	The Roasting Company	Varies	Regroup C4	25-40	No Ride Leader

Approved helmets required on all club rides.

Unless otherwise noted, rain/wet pavement cancels the ride.

## 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 and regroup along the route.

Check out the new online ride schedule: <http://www.siskiyouvelo.org/schedule.php>. Thanks to the efforts of Spencer Gray, we now have an excellent way to post scheduled rides. If you click on the "Meet At" link, you'll get a map of the ride start location. Be sure to click the "+" to the right of a ride's date, which 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. We'll still have a schedule in the newsletter, but due to the lead time in producing it, changes in rides may occur after production.

## An Update from the Ride Committee

by Elizabeth Zell

The 2010 ride committee (Charles Whitaker, Phil Gagnon, Charlie Carlson, and Elizabeth Zell) is very eager to provide group rides that meet the needs of our membership. We now have mellow, moderate, and brisk group rides on Saturdays. On several occasions in January, the groups have started or met up in similar locations. So far, we have received positive feedback and it seems that our riders are really enjoying the group camaraderie, along with the routes and pace. We would like to continue building participation in these rides; we encourage you to come out and join us. We also need ride leaders, so please volunteer. Besides, that way you get to pick the route and destination. The website is the most accurate place to get group ride information, but be sure to recheck a few days before for any ride changes. For additional group ride information, there is also a Google group. For additional information about rides or Google groups, or to give us feedback, please contact one of us on the ride committee. We welcome your input!



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77C-YCLE



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**Rides** (Charles Whitaker, Elizabeth Zell, Phil Gagnon, and Charles Carlson)

- » Focus educational articles on rider safety, rider etiquette, and being a good cycling ambassador
- » Conduct and promote a series ultra-mellow rides for new riders
- » Promote bike touring
- » Increase membership rides by offering variety and special events
- » Set up plan for members to determine what riding level they fit in
- » Provide bike rodeos and/or skills clinics
- » Expand user friendly website for scheduled rides
- » Increase ride leadership via incentives
- » Expand Google groups for group rides
- » Provide newsletter coverage of rides/events and follow up

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**Webmaster** (Spencer Gray)

- » Provide timeline for website completion steps

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**Membership** (Ron Zell and Don Parker [assisting])

- » Ongoing renewals, follow up, and new member processing
- » Ongoing analysis of membership to guide planning
- » Monthly reports on membership status to Club and in newsletter
- » Dialogs with non renewers to collect information
- » Long term: develop tracking mechanism to better understand membership demographics
- » Develop and implement a program geared toward local bike shops
- » Design and install new member information page on website
- » Develop a program for Siskiyou Velo booths at appropriate events to encourage new membership
- » Develop a complete month-by-month plan for budgeting

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**Events - MLC** (Jonathan Williams, Charles Carlson, Jodi Weber, and Anna Arispe)

- » Date for 2010 MLC is June 19, 2010
- » Streamline ride to two distances
- » Reduce expenses (i.e., dinner will not be offered after the ride)
- » Ensure volunteers and insurance issues are covered\*

*\*Volunteers are still needed! If you don't remember signing up at the holiday party, talk to Jonathan Williams  
mlc@siskiyouvelo.org)*

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**Treasurer** (Dave Oliver)

- » Monitor the moolah and report monthly to the Club
- » The current Club balance is \$8,620.17

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**Newsletter** (Bess Perry)

- » Create a Facebook page for members, with Club highlights
- » Produce the monthly newsletter; deadline for articles is 20th of preceding month
- » Encourage members to submit articles
- » Evaluate ways to reduce printing costs for hard copies

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**Advocacy** (Edgar Hee)

- » Encourage good citizenship as riders
- » Encourage every member to be an advocate
- » Liaison with community regarding riding issues and communication

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**Secretary** (Cheryl French)

- » Record minutes of Executive Committee and Club meetings and publish in the newsletter
- » Compile history of Club minutes
- » As new policies are set, update By-Laws with Board of Directors

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**Racing** (Glen Gann)

- » Serve on OBRA (Oregon Bicycle Racing Association) board for a second term
- » Build a Junior program in the valley
- » Work with race promoters to help keep racing strong in Southern Oregon
- » Report to Club on upcoming events

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**President** (Mike Smith)

- » Make sure all goals are moving forward and are being met

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**New Board Presents 2010 Plans**

Submitted by Cheryl French

President Mike Smith convened the 2010 Board of Directors on January 20 at Boulevard Café in Ashland. The purpose of the meeting was to get to know one another better and to lay out plans for 2010. Each officer was asked to discuss their goals for the year. Here's a recap of the presentations.

Remember when temperatures exceeded 100° and the road oil blistered in the noon-day sun? During these short days of winter, I long for those early morning rides without the now typical tights, shoe covers, multiple layers, and winter jackets. The following is an offering to the cycling spirits of those times when an 8 day, 7 night tour was possible.

# Dreaming of Summer

By Gary Shaff

Steve Levesque coined the term the Big Foot Tour; it came to symbolize both the tour's geography (encompassing the creature's known habitat in S. OR and N. CA) as well as our thrill of "big" discoveries. Fittingly, the tour began at Steve's home outside of Jacksonville. There, the other members of the tour, Mike Smith, Rick Berlet, and I loaded our camping gear and other vital supplies (energy drinks, beer, and gin) into the back of Mike's van. We said our goodbyes to Jane, Steve's wife, and thus began the Big Foot Tour.

Most days, we broke camp at 7 a.m. and finished cycling by 2 or 3 p.m., leaving ample time to relax and enjoy the evening. Not once did we prepare an evening meal and we only rarely ate breakfast in camp, opting instead to eat most meals at local diners. We had hoped, early in the planning process, that we could enlist a non-cyclist van driver. That didn't happen, but between alternating the driving chore and splitting each day's drive into roughly two equal parts, the task was bearable. Each cyclist spent no more than a couple hours driving every other day.



*At the crest of Bear Camp pass: notice smiles and the resting pose of Steve's recumbent.*

Day 1 – [Jacksonville to Merlin](#) through the Applegate - 59 miles (Indian Mary Campground). The rolling terrain made for an easy and fast ride. We didn't try to enforce a ride protocol; as such, one rider enjoyed solo solace while the others paired up for conversation. Indian Mary was delightful, as I remembered it from days camping with my family many years before – clean showers, a beautiful campsite, and plenty of space for our cycling laundry. We enjoyed dinner and an early morning breakfast at the Galice Store and Resort.

Day 2 – [Merlin to Agness](#) – 42 miles (Agness Rogue River RV Park). What a grind. It's a 3 hour, difficult pull up the Klamath

Mountains via Bear Camp Road with grades exceeding 9% from mile 9 to 14 (total climb 4,300'). Some have managed it with trailers and panniers, but we were all happy to be riding unencumbered and even more delighted when we crested the pass.

The descent to Agness is thrilling, although there are numerous 50 to 100 foot-long gravel sections spread randomly along the 15 mile descent. It was one of the best downhill rides of our lives: steep but not so steep as to require frequent braking.

Day 3 - [Agness to Crescent City, CA](#) - 84 miles (Shoreline Campground). Riding along the Lower

What follows is a description of each day's ride: the beginning and ending points, approximate mileage, and campsite.



*A picturesque morning along the Lower Rogue.*

Rogue in the early morning light made breakfast at Indian Campground all the more satisfying. Our ride south on US 101 through Gold Beach just preceded the start of the Curry County Fair Parade. We found ourselves in the middle of the parade route, so we waved to everyone as the assembled crowd waved back and clapped while children called for candy. We enjoyed incredible ocean vistas accentuated by a low-layer of marine air. Our stay at Shoreline Campground was not pleasurable and we agreed that it would not be included as a stop on future tours.

*Continued on next page...*



# Dreaming of Summer (continued)

Day 4. **Crescent City to Blue Lake CA** - 74 miles (Motel 6). The day started off with low-cloud cover and rain: a real Oregon/NorCal coastal experience, soaking everything. Hwy 101's high traffic volume (relative to the earlier legs of the ride), coupled with little or no shoulder and sunken grades, made for a memorable but not altogether pleasant experience. However, that coastal section was stunning, with redwoods and ferns growing thick at every turn. The RV campground that seemed so inviting on the Internet refused to allow tents (odd but true). In fact, our desperate attempts to find any nearby campgrounds with showers were futile. Hence, a call to Motel 6 and guarantees of hot showers and comfortable beds allowed for one night's respite from tents and hard ground.

Day 5. **Blue Lake to Orleans CA** - 75 miles (Klamath Riverside RV Park). This segment included two long steady climbs over the Coastal Range, a total climb of 5,928'. After Willow Creek (the site of the Big Foot Collection, a.k.a. Tour), the route follows the Trinity and Klamath Rivers. Stunning! In Rick's estimation, it is among the most scenic of all US routes.



*Posing with Sasquatch at the Willow Creek Big Foot Collection.*



*Soaking in the Siskiyou.*

Day 6. **Orleans to Happy Camp CA** - 45 miles (Big Foot RV Park). The pavement was too hot to touch (111° in the sun) and the ride included more climbing than we had expected. Next time, we'll pack more water. Dinner at Happy Camp's local burger joint proved to be a low-point in the trip's gastronomic offerings. Nonetheless, Happy Camp should be on every cyclist's life-list of destinations due to its remoteness and beauty.

Day 7. **Happy Camp to Lake Selmac** - 51 miles (Lake Selmac Park). Another Big Foot Tour day and another mountain range to climb, this time through the Siskiyou. The route begins by following Indian Creek but soon climbs steeply into one of Southern Oregon's most scenic and wild regions. The day included approximately 4,058' of climb elevation, but the beginning and ending points differed in elevation by only 264'. The descent, by the way, is lovely.

Day 8. **Lake Selmac to Jacksonville** - 52 miles.

What could be nicer than cycling to home sweet home after 8 days on the road? Our enthusiasm showed as we sprinted (19/20 mph) a good part of the way. Jerry Rhoads greeted us at Applegate, where we shared cool drinks before cycling up and over Jacksonville Hill.

Happy winter-time musings and start planning your next tour!

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GRANTS PASS  
785 Rogue River Hwy.  
541-476-4935



# Safety on Group Rides

By Charles Whitaker

As you may have heard, the Rides position in the club is now a Ride Committee, consisting of Elizabeth Zell, Charlie Carlson, Phil Gagnon, and Charles Whitaker. Along with improving the variety and number of rides in 2010, we want to improve other aspects of club rides as well. Over the next few months, we'll be publishing short articles on various aspects of riding, including safety and etiquette among other things. We'll start off this month with a brief overview of safety on group rides, in particular safety within the group (i.e., how to avoid falling or causing others to fall).

Safety within the group doesn't get a lot of attention on club rides, but it's probably at least as important as safety around cars, in terms of avoiding injury. Riding within a group requires that riders pay much more attention to what's happening around them than when riding alone. With other riders just a few feet away, it doesn't take much to create a situation where someone (you or someone else) goes down. And by the way, we're not talking about pacelines here, just plain old group rides, like many of us do every weekend.

There are two main principles.

- ☒ **Pay attention** - Know what's going on around you. Is the group about to slow, or move right or left, because of something up the road? Is someone moving up alongside you? Is someone near you riding erratically? Knowing what's about to happen means not having to react at the last second.
- ☒ **Be predictable** - Ride in a straight line at a constant speed unless you indicate differently.



These two main principles apply in a variety of situations:

- ☒ If you want to move right or left within the group, check behind you first -- if you're going to move right, is someone in the process of passing you on the right? If the way is clear for you to move, signal your intention first, so those behind you don't try to go for the same space you are.
- ☒ If you're going to move up alongside, or overtake, a rider in front of you, give an audible warning first ("on your left," etc.). This avoids having the rider in front try to move into the same space that you are.
- ☒ Don't slow unless you need to. Don't stop pedaling when you take a drink, or when you start talking to the rider next to you, or at any other time, unless there's a compelling reason. When you slow, everyone behind you has to slow, and the more riders there are behind you, the more abruptly the last riders must slow (it's called the "accordion effect" and describes how a group compresses when the lead rider slows).
- ☒ If you need to slow, be deliberate about it. Don't just stop pedaling. Check to see if there's anyone behind you. If there is, signal your intention with a hand signal, and give an audible warning ("slowing," "stopping") before you slow. The more people there are behind you, the more gradually you should slow, due to the "accordion effect."
- ☒ Never overlap wheels. Say you're behind another rider, on their right. If your front wheel partially overlaps their rear wheel (you're not 100% behind them) and they move suddenly to the right, their rear wheel will knock your front wheel out of the way. The rider in front may not even notice, but you'll be on the pavement so fast you won't know what happened. Very dangerous! And not just for you, but for anyone behind you, who may well go down when they hit you on the ground. If you're going to ride alongside someone, get directly alongside, so they know you're there. If you're going to drop back behind someone, don't overlap your front wheel with their rear -- drop all the way back.

*Continued on next page...*

## Next Club Meeting

Join us at 7:00 pm, February 10<sup>th</sup>, at Angelo's Pizza in Phoenix!

Siskiyou Velo club meetings are open to all members.

Meetings are held each month at 7:00 pm on the 2<sup>nd</sup> Wednesday of the month.





## Safety on Group Rides (continued)

- 🚲 If you catch up to a group, if you get behind a rider at the rear of the group, let them know that you're there. Say "on your wheel" or "behind you," so they don't slow suddenly, thinking they're still alone at the back. If you're going to pull up alongside someone at the rear, call out "on your left" or "on your right" before you do, the same as you would within the group.
- 🚲 Don't follow the rider in front of you too closely. Serious drafting should be done only in a group of skilled, experienced riders, where everyone has agreed to riding in very close quarters. Club group rides are no place to try it. Leave at least three feet between your front wheel and the rear wheel of the rider in front. If that isn't comfortable for you, leave more room.
- 🚲 If you're especially tired during a ride, drop to the back of the group and leave a little extra space in front of you. It's hard to stay focused when you're really tired, plus your reflexes may not be as quick.
- 🚲 On hills, beware of the rider in front of you standing up. When a rider goes from sitting to standing, they slow slightly. If the rider in front of you stands, they'll move back into your space. This is another reason to not follow too closely.

These are the most basic principles of group riding. There's a lot more to say about it, and we will in future articles. In the meantime, if you start practicing what we've discussed here on your next group ride, you'll help make it a safer ride for everyone. If you have comments (including pet peeves about group ride safety) or questions, please contact me at [chwhitaker@opendoor.com](mailto:chwhitaker@opendoor.com). Next month, we'll discuss other aspects of group ride safety. Thanks to The League of American Bicyclists, from whose publications some of this material was taken.



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### 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.

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

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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.