



June 2006

NEWSLETTER

June President's Paceline

I gladly surrender my "space" this month to Bill Tout, for what I consider to be a most worthwhile reminder to all of us about our responsibilities and rights on the roads:

A cyclist recently told me that "the roads were made for cars - I consider myself a visitor". Another cycling friend has the belief that he has an absolute right to use the road just as he wishes. Both of these riders have attitudes that are not only contrary to law, but can actually be dangerous to these individuals and their fellow cyclists.

Some cyclists, especially children and less-experienced adults, fall into the "visitor" category. To avoid riding where they think they don't belong, they instead weave into the gaps between parked cars, ride precariously close to the edge of the pavement, and shoot onto the sidewalk whenever possible. This style of rider believes they are being safer. Accident statistics disagree.

Ninety percent of all cycling accidents do not involve cars. Most accidents are the result of cyclists hitting obstacles, unsafe pavement, or hitting other bicycles. Even some of the ten percent of accidents involving cars are actually "car door" crashes that are not really getting hit by a car, as is

most feared. The timid rider increases the chance of injury by twenty times by riding on the sidewalk. The dangers of disappearing between parked cars, being hit by a car coming out of a driveway, or dropping a wheel off an uneven road edge are obvious to more experienced riders.

The cyclist who demands his right to the road is also in danger. As human beings clad only in Lycra we have no way of winning an argument with an irate driver surrounded by tons of steel. Some advice given to me: "You can be happy or you can be right" applies here. The law says we have a right to be on the road. Safety says we need to be careful in asserting that right.

So where does the law and good sense dictate we should ride? One of the best discussions of this topic can be found at the North Carolina Coalition for Bicycle Driving. (<http://www.humantransport.org/bicycledriving/index.html>) Their theme is: **bicyclists are drivers of vehicles**. This is reflected in the laws of all 50 states affirming that bicycles are vehicles of the road with all of the rights and responsibilities of a vehicle. With very few exceptions, all traffic laws apply to bicycles just as they do to automobiles. The main exception is that bicycles are required to ride as far to the right in the traffic lane as can be done safely.

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So just what is the traffic lane and what is meant by "safely"? As car drivers, we have no problem understanding what a traffic lane is and what it is not. Bicycles belong in that same traffic lane except that we must stay to the far right side of the lane. The lane is not the gutter, it is not the sidewalk, and it is not empty parking spaces. The traffic lane is also not the paved shoulder of the road. The white line at the right side of the road (fog line) marks the limit of the traffic lane. This should not be confused with a white line denoting an actual "bike lane" that is marked to show an additional traffic lane for use by bicycles. Bicycles are not required to ride on the shoulder of the road. Nor are bicycles required to ride through glass, debris or damaged pavement. Bicycles should never skim by the doors of parked cars, even if a

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Tour de Nez Bicycling Festival – June 21-24, 2006

Northern Nevada's premier cycling extravaganza, the Tour de Nez, features the best in pro and amateur bicycle racing and an opportunity to sell and shop at Northern Nevada's biggest bicycle and bicycle clothing and accessory swap. Make plans for a weekend in Reno to turn your unused bicycle paraphernalia into cash and watch some great bicycle racing. The Bike Swap on June 24th benefits the Tahoe-Pyramid Bikeway, a 116 mile bike route following the Truckee River from Lake Tahoe to Pyramid Lake. For additional information, see www.tourdenez.com and www.tpbikeway.org. The Bike Swap is a project of the Procrastinating Pedalers of Reno, Reno's largest bicycling club, www.pedalers.org.

New Members: May

No new members

Renewing Members: May

Scott Bybee
Martha Howard-Bullen
Jim Knerl & Rita Orlandini
Julie Knorr & Marsha Fickert
Hugh & Londa Mc Bride

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

Men's Large : 4

Men's Medium: 2

Ladies Large: 1

Ladies Medium: 2

Ladies Small: 1

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

James Williams

MEMBERS' ADS:

FSA SLK Compact Crank Set, 50/34 Chain Rings, 172.5 arm length (slightly used), includes new Bottom Bracket (English, not Italian) Price \$250.00
Andy Mayer 541-941-9151

Landshark.

56CM, Look carbon fork, K wing carbon bars, King headset. All the rest is

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Nice custom paint. \$1,000.00

Russ 541-482-8704

Giant OCR Elite 1

Dura Ace 1600 Components

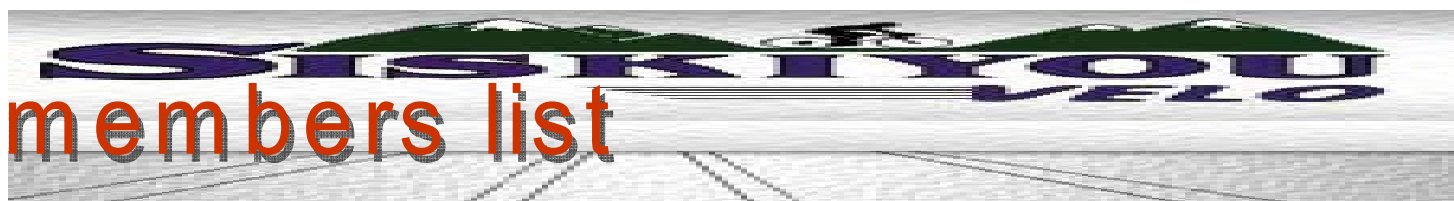
57 cm

\$850

Jerry 840-7981

Found bike pump:

Near the intersection of Colver Road and Pioneer. No tags, cute, seems to answer to Windy. Send an email to red-coyote4@yahoo.com to id.



SAVE PAPER:

Please consider receiving the Siskiyou Velo Newsletter by e-mail.

- 🚲 It is in color.
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- 🚲 You will be saving a tree and a few extra cents for the club.
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- 🚲 E-mail Leslie at: dlwooton @charter.net

Monthly Club Meeting:

Siskiyou Velo monthly meetings are held at 7:00 PM on the second Wednesday of the month at Angelo's Pizza in Phoenix, Oregon .

The Siskiyou Velo

P. O. Box 974 Ashland, OR 97520

Siskiyou Velo Club Officers For 2006

President: Rick Berlet - 488-0036 rberlet@triad-consults.com

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Visit us on the Internet:

<http://www.siskiyouvelo.org> Newsletter contributions accepted until the 15th of the month. Contact the editor for further information. Members are welcome submit letters, stories, opinions, cartoons, recipes, tips or other notices of interest to the club.



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E-mail: carlyle.stout@gmail.com

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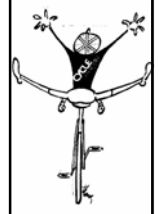
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SISKIYOU VELO RIDE SCHEDULE – June, 2006*****approved helmets required on all club rides ***unless other wise noted, rain/wet pavement cancels ride**

Date	Time	Start Location	Route	Pace/ Rating	Miles	Ride Leader/Contact
Saturday June 3	8:30 AM	Colver Park	Grants Pass via Jacksonville	Regroup C4	+/- 90 mi.	No Ride Leader – Show and Go
Saturday June 3	9:00 AM	Richardson Elem. school on West Pine St. Central Point	Hanley, Beall, Old Stage, Scenic, Grant.	A-2	8 mi. loop	Phil Gagnon 488-4289
Sunday June 4	8:00 AM	Roasting Company Ashland	Conde Creek - Clockwise	Regroup D3	76 Miles	Helmut Schroeder 482-8390
Saturday June 10	9:00 AM	Casey State Park – Hwy. 62	Crow Foot Rd. – Butte Falls and return	Group D3	32 miles	No Ride Leader – Show and Go
Saturday June 10	9:00 AM	Eagle Point @ High School Parking Lot	Butte Falls – Prospect –Hwy 62 and return	Regroup D4	82 miles	Rick Berlet 488-0036
Sunday June 11	7:00 AM	Roasting Company Ashland	Keno Loop via Dead Indian/Clover Ck./Hwy.66	Regroup D3	107 Miles	Helmut Schroeder 482-8390
Saturday June 17	9:30 AM	Roasting Company	Green Springs to Pinehurst for lunch	Regroup D4	50	No Ride Leader – Show and Go
Saturday June 17	9:00AM	Colver Park Phoenix	Jacksonville	A-2	18 mi.	Phil Gagnon 488-4289
Sunday June 18	9:00 AM	Ashland Dog Park	Jacksonville for Coffee, Via Dark Hollow	Regroup C3	45 +/-	Jodi Weber 301 6880
Saturday June 24	7:30 AM	Walker Elementary School	Mountain Lakes Challenge - 4 rides	Your Own	27, 58, 66, 97 Miles	www. siskiyouvelo.org
Sunday June 25	9:00 AM	Colver Park	Gold Hill & Return	Regroup C3	+/- 39	No Ride Leader – Show and Go
Every Saturday	8:00 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Gann 779-6986 Hogan 664-8751
Every Sunday	8:30 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Gann 779-6986 Hogan 664-8751
Every Mon- day	09:30 AM	Colver Park Phoenix	Jacksonville coffee ride	Group B4	25	Bob Korfhage 535 5276
Every Tues- day	6:00 PM	Sims Cycle, Medford	Show & Go Especially for Women	Group B3	+/- 25	Gwen Haynes 772 3040
Every Wed.	10:00 AM	Ashland/ Roasting company	Show-N-Go	Regroup C/4	25-40	Bob Korfhage 535 5276
Every Thursday	6:00 PM	Ashland Dog Park	Show & Go Especially for Women	Group B3	+/- 25	Jodi Weber 301 6880

Ride Rating:**A-** Basically flat with no steep hills.**B-** Gently rolling terrain with one or two short steep hills.**C-** Moderate terrain, with rolling short, steep hills or moderate sustained climbs.**D-** Difficult terrain with longer, steeper hills.**E-** Extreme terrain with steep sustained climbs.**Ride Pace: (average range on level ground)****1-slow** < 10 mph**2-leisurely** 6-10 mph - **Expect to stay at this pace****3-Mellow** 12- 15 mph – **Expect to stay at this pace****4-Brisk** 15 -17 mph**5-Hammer** 18+ MPH**HAMMER-FREE RIDES****Other Ride Opportunities – NOT SPONSORED BY SISKIYOU VELO**Wednesdays -6PM Mountain Bike rides. Meet @ **Cycle Analysis** –Jacksonville

Lights and helmets required. Jana will have pasta after ride.

Saturdays - 9 AM Race Training, **Medford Cycle Sport**, 1390 Biddle Rd #107 (Alex 857-0819)**Sims Cycle & Fitness**, 727 Medford Center, 772-9220

Thursdays – 6:00 PM – Tandem Friendly Rides – Meet @ Sims

25-30 miles, 15-17 mph

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

THESE RIDES WILL NOT BE HIJACKED BY FASTER RIDERS

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

marked bike lane would seem to compel such foolishness.

Must the cyclist always hug the road edge or remain in the marked bike lane? This is where we rely on the law's granting us the latitude to judge what is safe. Only the cyclist can see the hazards in the road. We are allowed to select a position in the traffic lane that keeps us clear of observable hazards. Cyclists may abandon the marked bike lane for the same reasons. We can even ride in the middle of the traffic lane if necessary, as long as we enter that portion of the lane giving due regard to other vehicles. In fact, it is safer to maintain a straight line in the traffic lane rather than veering in and out of the bike lane or shoulder as a way of dodging glass and car doors. Bicyclists are expected to ride in a controlled and predictable manner; we must do everything possible to dispel the characterization of being "deer on wheels".

However, even though the law never requires bicycles to ride on the shoulder of the road, it makes sense to be considerate of automobile traffic by using a shoulder that is suitable for the purpose. This is an example of not being aggressive with legal rights in favor of practical sharing of the road. The middle ground between aggressive and timid is what is referred to as "assertive". Find a safe riding position on the roadway and remain there until changing position can be done smoothly. As an example, it is safer to assertively move to a middle lane rather than be trapped at the road edge of a "right-turn" lane.

Sometimes, despite our best efforts at courtesy and safety, cyclists become the target of anger. Perhaps it is just envy. The lard-butt in the car (or truck) sees trim cyclists. The car driver has to work and he sees carefree cyclists. The driver is stuck in traffic while cyclists shoot through clear bike lanes. There is not much we can do to reduce either the anger or the envy. However, as vulnerable cyclists, it is essential to avoid confrontations with drivers already at the boiling point. Remembering that "buns of steel" will always lose to fenders of steel, it is best to outwardly ignore the few bad drivers. The difficult part is to be legally assertive, but completely non-aggressive and non-confrontational while on the road. We are too vulnerable to take the

liberty of any other response.

However, when we observe a driver endangering or intimidating a cyclist we have an obligation to all other cyclists to report such behavior to legal authorities – *every* time. We should have zero tolerance to verbal harassment, intentional vehicular intimidation, or any form of attempted physical contact by drivers, passengers or thrown objects. Most cases of injuries to cyclists involve drivers with a history of aggressive behavior. It is important to report aggression directed at cyclists as a way of breaking the pattern, and to establish a history at the police department.

What should you do if you are involved with (or just observe) such dangerous behavior? Above all, don't antagonize the driver. Get the vehicle license number, note the make of the car if possible, and get as much detail on the appearance of the driver as possible. Give the information to the police or sheriff promptly; if possible, stop immediately and call 911 from your cell phone. Be prepared to supply the location and the time of day of the incident. Sometimes such reports are ignored and sometimes the police will make a call on the owner of the vehicle. Many times the police discover suspended licenses and other outstanding warrants. Most importantly, the contact of the driver with the police confirms to both parties that cyclists are humans, and that they will assert their rights to use the roads without endangerment or harassment. It gives a firm reminder that drivers will be held accountable and cannot feel immune from cyclists, just because they can outrun them. Reporting these incidents can also remind law enforcement personnel that their mission includes protecting the rights and lives of cyclists.

Another important reason for making the report to the police was stated by a district attorney. He said that the hardest thing in prosecuting a case involving an enraged vehicle driver injuring a cyclist is to prove intent. The driver always claims that he would never intentionally force a bicycle into a ditch, and the DA often has to settle for a minimal charge such as failing to yield. However, when the jury hears that prior reports had been filed by cyclists for similar behavior, the driver faces much more severe punishment.

All of our actions should be guided by our desire to use the roads in a respectful manner and to be treated as legitimate users of the road by other users. Through thoughtful application of our rights and responsibilities, we can better secure our place in the transportation and recreational systems.

Racing Corner By Glen Gann

Well here we are again, another month has gone by. The only racing that has gone on for most of us in Southern Oregon since the end of the Tour of Willamette is the Spring Thaw. Twenty-two local team members raced, and that is not counting all those that helped out with the race. Reny Townsend rode away with the overall and several others made the top ten in their classes.

The following day saw 18 local riders participating in the Table Rock Road Race. It was the first time this year that I have raced in the dry warm weather. Both races were well attended and full of climbing and fast downhills. Fifty-six miles per hour was what I had attained as a top speed down Antioch. On the first lap the lead motorcycle from the BMW club was not watching his mirrors and was very surprised when we flew by him down the hill at over 50.

Richard Hogan has started some short track mountain bike races on Tuesday nights up on John's Peak. They will continue through May, so look for them again next year.

Coming in the near future will be the Thursday Night races out at the drag strip. I hope some of you will find the time to come out and watch. You could make a ride of it and then ride home with some of the racers as they cool down.

Last month I mentioned some riders that had raced in Oregon before going pro. It seems like just yesterday when Aaron Olson was racing for a Junior team out of Eugene. Now he is 28 and I'm no longer 29, so I guess some time has gone by. He quickly upgraded to a Cat II as a Junior and would often race in the Senior Cat I-II races where I had the opportunity to race side by side with him. I find it exciting to read about him racing in the Giro for the Saunier Duval team which has Gilberto Simoni as their team leader. With a lot of hard work, he has made what some only dream of, come true



Pedal Strokes by Roger Stevenson

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

The 2006 professional cycling season picked up additional steam at the end of April and beginning of May. Liege-Bastogne-Liege and the Tour of Romandie closed out the month of April and the Giro d'Italia ushered in the month of May with three weeks of racing over an exceptionally difficult and challenging route.

Coming close on the heels of his impressive victory in the Flèche Wallonne, **Alejandro Valverde** (Caisse d'Epargne) made it two in a row just four days later in winning **Liege-Bastogne-Liege**, the oldest of the spring classics. After a long afternoon of chasing a two-man breakaway, a small group of 12 riders were in contention for the win with less than two kilometers to go. Various riders, including Ivan Basso (CSC), Michael Boogerd (Rabobank), Paulo Bettini (Quick-Step) and Patrik Sinkewitz (T-Mobile) took a shot at an early attack before the finish line, but each was reeled in, and in the end it was Valverde who played it very smart and waited until the last moment before making his move and easily edged **Bettini** and **Damiano Cunego** (Lampre) at the line. Valverde has clearly given notice that his earlier victories, especially his win in the Flèche Wallonne and his win over Lance Armstrong in Courchevel in last year's Tour de France were not in any way flukes. He is one of the new kids on the block and, at just 26, obviously destined to remain there for some time.

In fact, **Valverde's** (26) back to back victories, **Tom Boonen's** (25) (Quick-Step) win in the Tour de Flanders, **Fabian Cancellara's** (25) (CSC) upset win at Paris-Roubaix, **Filippo Pozzato's** (24) (Quick-Step) taking Milan-San Remo, **Frank Schleck** (26) (CSC) winning the Amstel Gold Race and the promising, young Dutch rider **Thomas Dekker's** (21) (Rabobank) victory in Tirreno-Adriatico have set an interesting pattern for these early season races, all of which were won by youthful members of what the French sports newspaper *L'Equipe* calls "A new generation of champions." The old guard appears to be struggling to come up with a win. Michael Boogerd can't seem to repeat in his own country's spring classic, the Amstel Gold Race, Paulo Bettini, who came into the spring season with quite remarkable form and hopes to win more than one of the prestigious classics, has been thwarted on several occasions at the finish line, and inveterate sprinter and all-time class rider Erik Zabel is most often seen struggling just to stay up with the younger sprinters on the block. The retirement of Lance Arm-

strong after his unprecedented seventh straight yellow jersey in the Tour de France perhaps does indeed signal the end of an era. On the other hand, the emergence of so many talented, young racers is an encouraging sign for the future of professional cycling and bodes well for renewed excitement and suspense in the current season's feature events: for the first time in several years, the top podium spot in the Tour de France appears to be beckoning a veritable hand full of promising riders.

This year's **Tour of Romandie**, a six-day stage race in Franco-phone Switzerland, was one of the most exciting in recent memory. The short but demanding prologue through the old town in Geneva was full of excitement as Paulo Savoldelli (Discovery) turned in a remarkable performance to beat Valverde's time by 63 hundredths of a second. Stage one the next day was about the only stage for sprinters, and Robbie McEwen (Davitamon-Lotto) gave his team one of their first victories in the young season. Teammate and American Chris Horner followed up with a stage win the next day and took the leader's jersey only to lose it on the following day to **Alberto Contador** (Liberty Seguros). Stage four was won by Contador's teammate **Valverde**, who remained just six seconds behind Contador in the overall. The final, tough time-trial around Lausanne proved to be the deciding factor in the race as the Australian **Cadel Evans** (Davitamon-Lotto) gave his team victory number three in the race, but also crushed the field with his impressive time trialing, putting 51 seconds into Contador's time and over a minute on Valverde, taking the final stage as well as the overall win. Contador and Valverde finished second and third. It was a wonderful stage race with the leader's jersey changing shoulders almost every day and a final, suspense-filled stage that left everyone in awe of Evans' skills as a time trial specialist.

Jan Ullrich made his season debut in the Tour of Romandie. Plagued by earlier problems with a knee and his perennial extra kilograms around his waist, the 1997 winner of the Tour de France was only there to put in some racing kilometers. His extra weight was very obvious and he was quite unceremoniously dropped at the beginning of almost every climb, but he stated at the end of the race that he was happy with how things had gone and that he looked forward to riding the Giro as a preparation for his annual attempt to repeat at the Tour de France.

The **Giro d'Italia** kicked off with a short 6.2-

kilometer time trial through the streets of Seraing, Belgium and another prologue victory for last year's Giro winner, Paulo Savoldelli, who seemed to come back with a vengeance after suffering the gastro-intestinal problems that forced him out of the Tour of Romandie. After ten stages, as we write, a bevy of different riders have donned the pink jersey, Robbie McEwen has won three sprint victories, the first one over Alessandro Petacchi, who on the very next stage suffered a broken kneecap in a fall on the rain-slick Italian roads. It was a tough day for the Italian sprinter, who quite valiantly rode the final 50 kilometers to the finish. He was obviously in a lot of pain, but it was not until after the stage that x-rays taken in a local hospital revealed the fracture. It was a big loss for Italian fans for this year's Giro and cleared the way for McEwen to pull off two more sprint victories.

The decisive stage in the early part of the Giro proved to be stage 8 when **Ivan Basso** (CSC) proved that all the pre-race attention focused on him as the number one favorite for the overall was well placed. In the final climb up the Maielletta, Basso's teammate Carlo Sastre had maintained a blistering pace at the head of the pack. When Lampre's Damiano Cunego attacked the group with just 4 kilometers to go, Basso effortlessly caught and passed him to soar to an impressive stage victory and the pink jersey. However, as Basso pointed out following the stage, the Giro is exceptionally difficult this year with some terrible mountain stages during the final week of racing. Keeping in mind his disastrous problems last year on the very next stage after he had taken the pink jersey, the young Italian remained very philosophical about the race, although he seemed to exhibit a new confidence and determination that should serve him well in the grueling climbs to come.

Meanwhile further south, Bjarne Riis' CSC team continues to impress with **Fabian Cancellara** winning the opening stage and taking the leader's jersey in the Tour of Catalonia in northeastern Spain. It was the young Swiss rider's first race after his win at Paris-Roubaix, and he seems to have taken up right where he left off.



Velo Minutes
May 10, 2006

Introductions: 17 members present

Minutes approved, but discussion ensued based on one item from the last minutes: "Andy Dungan requested the club share its MLC mailing list for the Ride the Rogue. Permission given." It was pointed out that the registration form for the MLC states: "Your information will not be sold or otherwise distributed." Because the RTR is being organized with full support from the Velo, it was moved and approved that the club send out the RTR registration forms with the Velo return address. Then in the future, the MLC committee will revise the registration forms to indicate that the mailing list will not be used for any commercial interests.

Committee Reports

Treasury: The treasurer was not present. Money is coming in for the MLC.

Membership: no report.

Touring: There will be no Tour de Fronds Challenge with the Umpqua club this year because no one from the Siskiyou Velo was inclined to organize it.

Events: If you're not riding or volunteering for the MLC, feel guilty! There is still room for more volunteers. Brochures for the MLC have been / will be distributed at other organized rides.

Newsletter: Bill must have all articles and information for the newsletter by the 15th of each month so that it can be proofed, go to the printer and be out by the beginning of each month so that the ride schedule is out in a timely manner.

Advocacy:

The Table Rock Road Race was successfully revitalized with 120 riders and very positive feedback.

May 15 - 19 is Bike to Work Week. Part of that will include a "Ride with your politicians" to educate elected officials to show that bikes do belong on public roads. Many represented officials will be participating.

It was emphasized that we all need to observe the laws and be courteous to drivers to maintain a good image of cyclists. The few who don't observe the laws create a negative image of all who ride.

Hazards: Springbrook in Medford is being repaired; the Greenway has some serious bumps which need to be painted.

The Bear Creek Greenway is currently focusing on getting the segment behind the fairgrounds done, and then continuing from Upton to Blackwell where it will be able to tie into the Rogue River Greenway.

The section between Bear Creek Park and South Stage will be the last segment to be completed because the who South Medford interchange is being redone.

Old Business

The next meeting will firm up the logistics for the Velo presentations at Stewart State Park in July and August. The committee for spending the MLC money proposed spending the money for the following. Amounts will remain open until it is known how much is made from the ride.

ACCESS - helmets for kids

Bear Creek Greenway street signs

Bike ride for newbies with pizza afterwards

BTA

Hands on projects: bike racks at Blue Heron and / or Eagle Point parks, stenciling bike lane logos in Medford; stenciling sharrows in Talent or Phoenix

New Business

The Central Point and Medford police have been very cooperative with cycling related matters. Please show them your appreciation.

The (Almost) Cinco de Mayo ride was a great success with about 43 riders and a great potluck at Dan & Leslie Wooton's afterwards.








Again it was emphasized that cyclists need to be courteous to motorists. In jest (?) it was suggested that we wear signs on our backs saying "How do you like my riding? Call 1-800..."

Long range plans for the Bear Creek Greenway could include extensions to Emigrant Lake, southeast Medford and Jacksonville.

Meeting adjourned at 8:35.

Siskiyou Velo Membership Application

Name	Age	Type of Membership (check one box in each cell below)	
Street Address	City	<input type="checkbox"/> Individual – \$15/year	<input type="checkbox"/> New
	Zip	<input type="checkbox"/> Family – \$20/year	<input type="checkbox"/> Renewal
E-Mail Address	State	<input type="checkbox"/> Business – \$25/year	Any new Information included? (e.g., address, phone, bikes, interests) <input type="checkbox"/> Yes <input type="checkbox"/> No
	Cycling Interests <input type="checkbox"/> Social/Training rides <input type="checkbox"/> Mellow-paced social rides <input type="checkbox"/> Commuting/transport <input type="checkbox"/> Self-contained touring <input type="checkbox"/> Racing <input type="checkbox"/> _____ <input type="checkbox"/> Single track <input type="checkbox"/> Back road mountain biking <input type="checkbox"/> _____		Bike Frame Brand(s) _____ _____ _____
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		Other Family Cyclists Name _____ Age _____ Name _____ Age _____ Name _____ Age _____	
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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Siskiyou Velo
P.O. Box 974
Ashland OR 97520
June Newsletter

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