



May 2006

NEWSLETTER

May President's Paceline

My pledge for this month is to reduce the "windage", at least in comparison to last month's travelogue. I would like to devote this month's space to the subject of the **1st Annual Oregon Bicycle Summit**. I attended this event in Eugene on April 1st and, though I had intentionally set my expectations low – it being the first such attempt to coalesce a state-wide range of interests in cycling – I was pleasantly surprised. There were more than 150 attendees, including those from the travel industry – most notably a large contingent for Travel Oregon – bicycle retailers and manufacturers, bike-club executives, bike-tour operators, ODOT, BLM, Oregon Parks & Recreation, and a host of cycling-interested private parties.

The stated mission of the Summit was to establish a plan for making Oregon the Number One bicycle-touring destination in the country. Amidst competition from such formidable, and in most cases earlier, entrants such as Maine, Vermont, Colorado and Idaho, Oregon still stands out as the one state whose game it is to lose or win, depending on how it reacts to the challenges. And, there are clearly many

challenges, not the least of which is coalescing all of these varied interests into a concerted, coordinated effort to brand and deliver what's promised in a bicycle-touring experience.

Despite some of the frustrations we feel on a local basis, the state is off to a very good start. You will perhaps recall my tribute to Don Strathos and his pioneering effort to secure legislation at the state level which earmarks 1% of the ODOT budget for cycling-related projects. These dollars have significantly enhanced the environment for cycling in our state over the past several years, and they will continue to do so well into the future. Even at the federal level things are happening. By 1990, a total of \$41 million had been allocated to bicycle projects in recorded history. Currently, **\$200 million a year** is being allocated to such projects.

Oregon has the pole position in the race, as it starts with some outstanding natural assets: Crater Lake and the Wallowas are recognized as primo destinations throughout the country. The new Willamete Valley Scenic Bike-way is a wonderful addition to the back-road touring arsenal. And, Portland is acknowledged as one of the most bicycle-

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friendly cities in the country. But, though we have an abundance of low-traffic-count roads that are ideal for cycle touring – whether for a single day or several days – we still lack mapping and signage. And, we still have, in many areas, a culture of intolerance toward bicycles on the road.

The good news is that ODOT and BLM have recognized the need for a coordinated mapping and road signage effort, and they have created a jointly funded position of *Bicycle Facilities Specialist*. The dominant project assigned to this position is the creation of a state-wide, online, bicycle map showing road conditions (shoulder widths), surfaces, traffic volume, grade, rest stops, and bike shops. While this is a new project, it is well

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Second Annual “Nearly” Cinco de Mayo Ride

Mark your calendars for May 6th. The Wooton Clan (Dan, Leslie, Randy, Pam) are hosting the second annual Cinco de Mayo ride. Ride starts at 9:00 AM @ the Wooton’s residence, 2095 Terrel Dr., West Medford.

The ride crosses five creeks (Poorman, Griffin, Coleman, Anderson, Wagner), travels for 50 miles with 5000 + feet of elevation gain.

After completing this Challenging ride, you will partake in a Mexican Fiesta, pot luck at the Wooton’s.

If there is enough interest in a flatter 50 mile ride, a route will be developed. Let Dan know if you are interested (779 9248)

RSVP Dan & Leslie for this ride (it helps for food preparation). 772 9248

New Members: April
Robbin Webb
Joseph Kuo
Eric Jenkins
Susan Prufer
Charles W Thomas

Renewing Members: April
Tim Turk
Karen Basin & Wendyn Price
Ron Davies & Joanne Haddad
Gary Roberts
Cheryl French & Charles Whitaker
John Fertig
Jim Greer
Jerry Rhoads
Jerry Schoeggl

[Celebrate May National Bike to Work Month](#)

Bike to Work Week is May 15-19

Bike to Work Day is May 19

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
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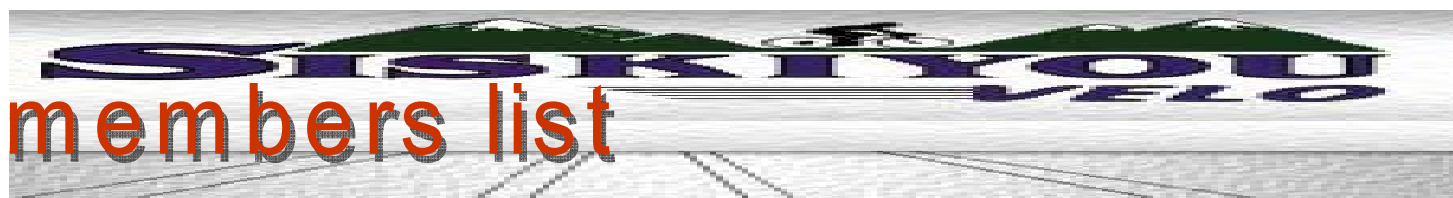
Landshark.
56CM, Look carbon fork, K wing carbon bars, King headset. All the rest is Dura Ace. The frame is constructed of Dedacciai tubing. Fully fillet brazed.
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Russ 541-482-8704

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Jerry 840-7981

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- 🚲 You will be saving a tree and a few extra cents for the club.
- 🚲 The newsletter goes out right away to e-mail participants.
- 🚲 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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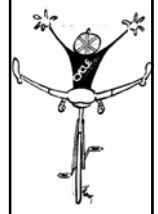
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SISKIYOU VELO RIDE SCHEDULE – May, 2006

***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 May 6	9:00 AM	2095 Terrel Drive, Medford	5 creeks, 5000 ft. elevation climb. Cinco de Mayo Potluck to follow ride.	Regroup D 3-4	50	Dan Wooton 772 9248 - RSVP
Saturday May 6	9:00 AM	2095 Terrel Drive, Medford	Gold Hill, Table Rocks, Central Point. . . Cinco de Mayo Pot- luck to follow ride.	Group B3	50	Dan Wooton 772 9248 - RSVP
Sunday May 7	9:30 AM	Roasting Company Ashland	Orchards Loop via Jacksonville	Group C4	45	Show and Go
Saturday May 13	9:30 AM	BLM Parking Lot Biddle Rd.	Shady Cove via Table Rock and Return via Eagle Pt.	Group B3	50	James Williams 857 9037
Saturday May 13	9:30 AM	Colver Park	Shady Cove Via Eagle Pt. Return Via Table Rock	Group B4	68	Jerry Rhoads 512 2155
Saturday May 13	9:30 AM	Bear Ck. Park by Skate board Park	Mellows Coffee behind Costco	A2	12	Phil Gagnon 488-4289
Sunday May 14	11:00 AM	Roasting Company Ashland	Basic Mtn. Bike ride on FS Road 2060 with technical options.	Regroup D3	30+	Helmut Schroeder 482-8390
Sunday May 14	9:30 AM	Colver Park, Phoenix	Gold Hill and Return	Group C3	42	Bill Tout 482 7080
Wed. May 17	07:00 PM Ride of Silence	Hawthorn Park, Medford	Jacksonville via Main St. and return or shorter alternate route.	12 mph	14 with optional 10	Bob Korfhage 535 5276
Saturday May 20	10:00 AM	Colver Park, Phoenix	Jacksonville via Hanley Rd., Ross Ln., S.Stage & Return	Group B3	25	Show and Go
Saturday May 20	9:30 AM	Colver Park, Phoenix	Applegate Lake and Return	Group C4	65	Rick Berlet 488 0036
Sunday May 21	10:00 AM	Roasting Company Ashland	Fat Tire Ride: Hilt via Colestein Rd.	Group C3	40	Helmut Schroeder 482-8390
Saturday May 27	9:30 AM	Hawthorn Park, Medford	Willow Springs Rd Loop	Group A2	19.5	Phil Gagnon 488 4289
Saturday May 27	9:30 AM	Roasting Company Ashland	Callahans via old Siskiyou Highway	D3	30	Show and Go
Sunday May 28	9:30 AM	Colver Park	Lake Creek Store & Return	Group C3	53	Show and Go
Sunday May 28	10:00 AM	Roasting Company Ashland	Lakes Loop – Clock wise	Group D3-4	50	Helmut Schroeder 482-8390
Every Saturday	8:00 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986 Richard Hogan 664-8751
Every Sunday	8:30 AM	Bike path behind Bad Ass Coffee Co.	Determined by group	Race Pace Training	Varied > 20	Glen Gann 779-6986 Richard 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

HAMMER-FREE RIDES**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

If you look closely at the ride schedule for May, 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

Group - Riders will stay together.

Regroup - Riders will spread out, regroup at specific points along the route.

Other Ride Opportunities – NOT SPONSORED BY SISKIYOU VELO

Wednesdays -6PM Mountain Bike rides. Meet @ **Cycle Analysis** –Jacksonville
 Lights and helmets required. Jana will have pasta after ride.

underway, and when it is completed, it will be a major asset in attracting tourists from out of state, and in helping all of us who live here to plan a successful cycling adventure.

Travel Oregon, as mentioned earlier, provided a major impetus for the bicycle summit, and their presentation exhibited a keen understanding of the potential of cycle tourism in the state. Tourism, in general, has been *the* primary driver of economic recovery for the state. It accounts for 90,000 jobs currently, a figure which has been growing at the rate of 2,000 jobs per year over the past five years. Of the 19 million overnight trips to Oregon last year, 5% of them were at least partially to do with mountain biking, and 3% were connected to road biking. These seem like small percentages, but it means that nearly one of every ten overnights was at least partially due to an interest and participation in a cycling activity. And, those who came and saw went away satisfied – 72% gave the cycling experience a “great” rating, compared to 40% nationwide. Moreover, Oregon’s cycling experience generated a more positive rating than any of the other states catering to the cycling interests.

So, to reiterate the message of the Summit, it is our game to lose. If we look around at our own club membership, it IS the baby-boomer generation. Our demographics define active life-styles, people who are interested in fitness, we have significant disposable income and we have time on our hands. If, on a local basis, and

throughout the state, we promote and support the creation of cycling facilities and services, Oregon will be the number-one cycle-touring destination, and our economy will be boosted directly – through the creation of hospitality-industry jobs – and indirectly – by introducing outsiders to the attractions of Oregon as a great place to live and do business.

I was most impressed with the organization of this Summit, and by the energy of the people who spoke. Though there is certainly a legitimate low- or no-growth perspective on this whole subject, the potential benefits to our cycling lives, of a vibrant cycle-touring industry in the state, are very real and positive. So, to those who fear the California-ization of Oregon, perhaps we can find a middle ground, and gain the advantages of a much improved cycling environment.

Hanley Road Closure

Hanley Road at the intersection of the Old Jacksonville Hwy. will be closed to traffic for the entire month of May. I discovered this fact too late to get it into the Newsletter so I am making a correction to the Newsletter which appears on the web site.

Be careful around this road construction!

Bill Inman
Siskiyou Velo Newsletter Editor

Racing Corner By Glen Gann

Chris Horner, Aaron Olson, Michael Creed, Steve Larson, Danny Pate, and many others have raced on our local streets and country roads over the years and have gone on to compete at the Pro levels. In fact, Aaron Olson grew up in Corvallis and raced as a Junior throughout Oregon before moving on to the Pro's. These are just a few good reasons to come out and watch or help with the local races coming up in May. Spring Thaw on the 6th and Table Rock Road Race on the 7th. You never know who might be the next Lance, and you can say "I saw them when..."

Back to our local scene. We finished up with the Southern Oregon TT's in late March. Spencer Gray rode away with the overall win with Stephen Maulk a close second. Kristy Green won the Womens category, Scott Toll the 4/5's, and myself winning the Master's. A total of twenty people completed all three.

April brought the first crit of the year in Eugene. In the Masters race, I was able to grab the win in a sprint finish with Richard Hogan 9th and Richard Fox 12th. Richard Hogan placed 8th later in the Pro 1/2 field. Brian Johnson took 13th in the 4/5 race. The next day we all raced in the Piece of Cake road race near Vancouver, WA. Brian Johnson placed well in the 4/5 field and the youngster, Stephen Gann, saved our pride by winning the Junior 10-12 race.

Tim Turk, Spencer Gray and Scott Toll all took part in the King's Valley RR. Spencer went on up north and took 2nd in the Estacada Time Trial the following day.

Thanks to Editor Bill, I was able hold-off till the last day of the Wilamete Stage Race to send in my race report. Reny Townsend and Stephen Maluk both held their own in the Pro 1/2 field. Tim Turk, Alex Hayes and Spencer were in the Cat 3 field. Spencer crashed on the first day and ended up getting stitches from a pedal in the leg. Ouch! Scott Toll did well in the Master's 4/5 field and Brian Johnson was placed high in the Cat 4 field at last report.

Today in Liege-Bastone-Liege, Chris Horner placed 8th. So remember, you may want to come out and watch the local racers, for they may be tomorrow's Pros!



Pedal Strokes by Roger Stevenson

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

Aside from the three weeks of the Tour de France, I think that the end of March and the month of April are about the most exciting parts of the European racing season. There is a fantastic blend of short stage races and the wonderful so-called "spring classics" in the north of Europe: from the Three Days of La Panne through Liège-Bastogne-liège, including the Tour of Flanders and Paris-Roubaix.

Coming just a week before Paris-Roubaix, the **Tour of Flanders** is one of the toughest of the spring classics in northern Europe. It includes 258 kilometers, seventeen climbs and 20 kilometers of cobblestone. Winning this grueling race is a major accomplishment for any rider, and winning it back to back with Paris-Roubaix is the stuff of heroes, especially to Belgian cycling fans.

Tom Boonen (Quick.Step) did just that last year and was looking to pull off a double-double by winning both races again this year. In this year's race, Boonen, in spite of being carefully marked throughout the day, proved to be the strongest of the bunch. He made the right move when he followed Discovery's **Leif Hoste** when he attacked with just over 30 kilometers to go. In the end, Hoste led out the sprint, but Boonen easily passed him for his second Tour of Flanders victory in a row. It wasn't a bad day at all for the Discovery Channel team. **George Hincapie** outsprinted the others in his small chasing group to take third place, just behind teammate Hoste.

Tom Boonen's dreams of a double-double were shattered the following week and the seven-year domination of **Paris-Roubaix** by a Patrick Lefèvre-managed team (Mapei & Quick.Step) came to an end this year with the masterful win by Switzerland's **Fabian Cancellara** (CSC). Boonen was everyone's ultra favorite to repeat his feat from last year, but when crunch came to shove near the end of the race, Boonen didn't seem to have the punch left to be able to follow Cancellara when he surged ahead of the dwindling lead pack before the final cobbled climb of the day. Just prior to Cancellara's move, George Hincapie's

(Discovery Channel) chances to finally score a victory in the Hell of the North were cruelly shattered when his entire handlebar and stem broke leaving his bike uncontrollable and Hincapie sitting by the side of the road in tears. Although he suffered a slight fracture in his shoulder in the fall, the tears were more than likely those of frustration. He had been riding extremely well in the early season and many commentators pegged him as a very likely candidate for victory.

The final standings in the race were altered by the terribly poor timing of a freight train that crossed the route after Cancellara had gone through the crossing but just before his closest chasers arrived. Davitamon's Peter Van Petegem and Discovery Channel's Leif Host and Vladimir Gusev rode around the closed barriers just moments before the train passed to continue their hopeless pursuit of Cancellara. That move cost two of them the second and third place positions on the podium as the UCI race commissioners disqualified the trio and awarded second place to **Tom Boonen** and third to **Alessandro Ballan** (Lampre).

Cancellara rode a very smart and confident race, and his win was well deserved. He earned the distinction of being only the second Swiss racer to win Paris-Roubaix. Henri Suter was the first way back in 1923.

It would almost appear that the Quick.Step supremacy in the northern classics was dwindling and that Bjarne Riis' CSC team was fast becoming the new kid on the block (CSC is currently the top-ranked team in the UCI Pro-Tour points standings). Following closely on the heels of Cancellara's win in Paris-Roubaix, CSC's **Frank Schleck** notched another win for the Danish team in the **Amstel Gold Race**. Schleck, who is the reigning Champion of Luxembourg and just 26 years old, was overjoyed at his victory – his first major win of his young career. Second-place finisher **Steffen Wesemann** (T-Mobil) knowingly contributed to Schleck's win by attacking with about 40 kilometers to go in an effort to make Rabobank chase and tire themselves out. Wesemann was extremely strong but

was eventually caught by a small group of race favorites. Schleck made his decisive move with about 9 kilometers to go and managed to hold off his challengers up the final climb of the day and a sweet victory coming just one day after his 26th birthday. Wesemann finished second and a frustrated **Michael Boogerd** (Rabobank) came in third. The Dutch press crucified the Rabobank directors following the race for their tactics and lackluster results, especially when they had one of the strongest teams in the race. Boogerd, who won the race in 1999, has been relegated to four second-place and two third-place finishes since, and can't seem to pull off another win in front of his Dutch supporters.

The mid-week tune up for Liège-Bastogne-Liège, **La Flèche Wallonne**, is shorter and has fewer climbs than the Tour of Flanders, but the finish is held on the Mur de Huy, which has sections of 19% gradient. That final climb proved to be decisive for the group of contenders for victory with Spain's **Alejandro Valverde** (Caisse d'Epargne) pulling ahead of the rest of the struggling pack to edge fellow Spaniard **Samuel Sanchez** (Euskaltel-Euskadi) and **Karsten Kroon** (CSC) for one his most important victories, and in a race historically dominated by Belgian riders. Valverde is only the second Spanish rider (Igor Astarloa won in 2003) to win atop the Mur de Huy.

It would appear that the long-standing conflict between the **UCI Pro-Tour** and the organizers for the three national Tours is finally on the road to being resolved. A series of meetings has been held where working groups from the Grand Tours have presented a list of suggestions to the UCI. While nothing definite has been announced, at least both sides are talking to each other and studying proposals to end the stalemate.



RIDE OF SILENCE

Sponsored by Siskiyou Velo Bicycle Club

WHEN: *May 17th – 7:00 PM (sunset is at 8:28 PM)*

START LOCATION: *Hawthorn Park, Medford (meet on Hawthorn St.)*

ROUTE: *Hawthorn Park, East Main through downtown Medford, Highway 238 to Jacksonville, Old Stage, Ross Lane, Hanley Rd., Rossanley Dr., Ross Lane, Main St. Hawthorn Park.*

OPTIONAL ROUTE: *Hawthorn Park, East Main through downtown Medford, Highway 238 to Hanley Road over Hanley Hill, Rossanley Dr., Ross Lane, Main St. Hawthorn Park.*

DISTANCE: ***Primary Route:** 14.25 miles – **Optional Route:** 10 miles*

SPEED: *The speed should not exceed 12 miles to Jacksonville*

FOR INFORMATION CONTACT: *Bob Korfhage (541 535 5276) (bkorfhage@charter.net)*

<http://www.rideofsilence.org/>

The Ride of Silence is a memoriam to cyclists killed while riding. This is a funeral procession, not a typical club ride.

- * The speed should not exceed 12 miles per hour.
- * There should be NO talking first 5 miles (Jct. Highway 238 and Hanley Rd.). Use hand signals to point out obstacles.
- * No headphones, please.

We ask cyclists to wear a black armband if they personally know someone killed while cycling and a red armband if they have been hurt by a vehicle while cycling.

Please bring headlights and tail lights in case darkness comes before the ride is finished.

Join cyclists worldwide in a silent slow-paced ride (max. 12 mph) in honor of those who have been injured or killed while cycling on public roadways.

Why does this site exist?

To **HONOR** those who have been injured or killed

To **RAISE AWARENESS** that we are here

To ask that we all **SHARE THE ROAD.**

CYCLING IN THE NETHERLANDS

By Carlyle Stout

Imagine a place where: there are more bicycles than cars; where cycling is a way of life; where almost everyone rides bikes-merchants, office workers, business executives in suits, doctors, lawyers, mothers with kids in their baskets, students, children and the especially the elderly; where there is an incredible network of bike paths throughout the entire country; where there are bike lanes in every city and town; where there traffic lights only for cyclists; where the parking structure in the largest city is 3 stories high and has over 10,000 bikes parked there; where over 80% of the populace commutes on bikes year round; where cycling is a national sport; where business vie with each other to sponsor the professional team (Rabobank); where all the citizens speak English as well as you do and where the terrain is flat.

This is the Netherlands. Most Americans know it as Holland, but the country actually consists of 12 provinces and “Holland” comprises two of them: North Holland and South Holland. Last September my wife, Barbara, and I did a “Bike & Barge” tour of North and South Holland. We cycled 350 kilometers over 7 days and were blessed with sunny days and warm weather which is fairly common in September unlike other months of the year where rain is frequent. For those of you who love to travel and cycle the Netherlands is a perfect combination. It is a country rich in history, architecture, the arts and the locals are friendly. This is not a cardio tour, but a cultural one suitable for anyone who loves to travel and cycle, especially for those of you who have quasi-cycling spouses or significant others.

We booked our tour through HAT Tours (www.hat-tours.com) which is a Dutch company as we wanted a European flavor to our group and had three Italians, two French, a Canadian, ourselves and a Jim & Mary Cruickshank, friends from Medford. We had a Dutch guide, Sonjia, who took us through the towns and small bike baths, some of which were so numerous and confusing we

would have been lost in a heartbeat. At night she provided guided history tours through the towns we were berthed in. We stayed on a boat (58 meters long) that served as our hotel. We slept there, ate breakfast and dinner on board and took a sack lunch for our midday meal. The meals were delicious and wine (mostly from South Africa- remember your colonial history) and beer (Grolsch, Heiniken and Amstel) were available to compliment the meals. We rode what my wife called “Mary Poppins” bikes, which were classic upright sturdy bikes with internal shifting. I say sturdy because they must have weighed at least 50 pounds each. We had panniers to stow our cameras, lunch, rain gear and tourist goodies. We’d cycle about 6 hours a day and have plenty of time to play tourist and explore the classic picturesque Dutch towns. About every two hours we’d stop for coffee or soda, then have two hours for lunch.

The countryside was a postcard: green fields, cows, farms, windmills and thatched roof houses with tulips in the garden. The dike system is astounding. It was developed over 500 years ago and the nation’s survival depends on it. There are lots of working windmills which pump 40,000 liters of water per minute into canals which feed other canals that eventually empty into the North Sea. It is an engineering marvel. We discovered geography we didn’t know existed. On the coast there are sand dunes and vast fields of heather that were resplendent in their purple fall colors. Some of the terrain looked exactly like the Oregon coast between Coos Bay and Florence. The entire country is below sea level and we crossed numerous canals via drawbridges, some only 50 meters wide and others over a kilometer. We went through the famous cheese town of Edam and seaport of Vollenham where we ate herring (a national passion) and rode through little villages that were right out of Hans Christian Anderson. On the weekends the local bike clubs were out in force, all decked out in their club jerseys riding in a seamless pace line.

As everyone speaks English it was a traveler’s dream because we could chat

up the locals about everything from politics, to football (soccer) to cycling to food. I brought some postcards from the Rogue Valley and an AAA map of the USA so I could show the people we met where we lived and what a beautiful place it is. On the bike paths we would always see people of all ages and all walks of life out riding. It was spiritually uplifting to see so many people cycling and realize that this was THE mode of transportation. We started and ended our trip in Amsterdam which is one of the great cities of Europe. The architecture, cultural diversity and art alone are worth the trip. The Rijksmuseum and Van Gogh museum are world treasures. The city is super pedestrian friendly and walking through its circular streets criss-crossed by canals is a joy.

One day the main group took a ferry to Marken, which is the Williamsburg of North Holland. Jim and I rode the 16 kilometer path out to the town which sits on a narrow peninsula and en route a peloton of a local club came cruising by so we let them pass and then pedaled furiously on our bikes until we latched on to the end. You should have seen the look on the guy’s face when he glanced back and saw these two tourists on Mary Poppins bikes sucking his wheel; it was priceless. They could have dropped us, but eased back and we drafted them for about 8 kilometers into the next town.

HAT Tours offers many cycling trips throughout Holland including “tulip” tours in the Spring and a Medieval Walled Castle Tour. We had a wonderful time and highly recommend the trip to all who love traveling and cycling. It is the perfect way to see and experience “Holland”.



Siskiyou Velo Meeting
April 12, 2006 Minutes

- I. Introductions (22 present)
- II. Minutes from last meeting approved
- III. Committee Reports
 - A. Treasury: This month about \$1800 came in for MLC sponsorships; \$900 in expenses; current balance about \$7,400.
 - B. Membership: 2 new and 6 renewing memberships for a total of 357.
 - C. Touring: highlighted the (Almost) Cinco de Mayo ride on May 6, beginning and ending at the Wootons, with two 50-rides possible: one with about 5,000 feet of climbing and the other relatively flat; potluck following. Also, the Ride of Silence to commemorate those injured and killed in cycling related accidents will be May 17 starting at Hawthorne Park.
 - D. Events: The MLC has received about \$2000 in monetary sponsorships and \$1800 'in kind' donations. List passed around for volunteers to sign up.
 - E. Newsletter: It's coming together.
 - F. Advocacy
 - 1. The bike law seminar was successful; need to get the information out into the community.
 - 2. More rides need to be started at Bear Creek Park using Siskiyou between Willamette and Highland because that stretch is being reconfigured. Residents report that they never see cyclists there, so no bike lanes are necessary. We need to be visible.
 - 3. Bad news: The county will be chipsealing the following roads - Cady, Sterling Creek, Hughs, Royal Crest, Suncrest, Payne, and Butler Creek, among others this year. Good news: They will be trying a smaller rock so it shouldn't be as rough.
 - 4. In case of negative incidents with drivers, get the description of the car and the driver, license plate if possible, and report the incident to 911. A 911 call goes into the record even if the person is not cited. This could provide a valuable history if the person is involved in repeated offences.
 - 5. Hazards: Dirt on South Stage was reported and cleaned; nothing can be done about the increased traffic hazards on Hanley presently, but the county knows and it is a priority when funds are available; if there is a flagrant hazard, take a digital photo of it and email it to the appropriate authorities.
- IV. Old Business
 - A. With a total of about \$2800 in cash donations for the MLC to date, it's expected that there will be approximately \$7000 - \$9000 to donate.
 - B. The Portland Touring Club does not have anyone wanting to be hosted after all (per the last meeting).
 - C. Reminder of the presentations club members will be giving at Stewart State Park this summer.
 - D. Thank yous received and read from Emma Gordon & Ben Harlow for club donations to their non-profit cycling endeavors. Post script: Ben crashed outside of Crescent City so is currently back at home recuperating.
- V. New Business
 - A. Rick Berlet reported on the 1st Annual Bicycling Summit he attended in Eugene.
 - B. Oregon is ranked one of the top locations for supported bike touring events.
 - C. The committee for donating the MLC money presented a list of many ideas as potential ways to use the MLC proceeds. Members' input was requested.
 - D. The Rogue River Greenway has received the endorsement of the State Parks & Recreation Dept, which is willing to coordinate working with the public land.
 - E. Andy Dungan requested the club share its MLC mailing list for the Ride the Rogue. Permission given.
 - F. Cycle Oregon requested giving a presentation at the club, but the consensus is that the club members are already aware of the Cycle Oregon ride so it wouldn't be necessary.
- VI. Meeting adjourned 8:22.

Jacksonville Forest Park Short Track Mountain Bike Series

– Tuesday Evenings –
May 9, 16, 23, & 30

A Short loop with some fire road, single track, and even a small amount of climbing, hopefully fast!

Categories and Start times:

Beginner	6:00	20min
Sport	6:30	30min
Expert	7:10	40min

Men and Women race together scored separately. Promoter reserves the right to split and combine categories.

Awards:

Scoring in each race top 10 for overall series placing, 1-17, 2-13, 3-10, 4-8, 5-6, 6-5, 7-4, 8-3, 9-2, 10-1 ties broke by placing in last race. Prizes and Swag for top 3 in each category plus extras for randomly chosen placings.

Race Fees and Registration: *An OBRA Event*

Registration opens at 5:15 to 5 min prior to race start.

\$11 per race, \$40 for all 4 paid at 1st race.

Current OBRA Membership required, single day membership for \$5.00 at event. To speed things up please bring signed and completed OBRA Waiver and your OBRA number plate.

Jacksonville Forest Park - John's Peak Reservoir Directions:

I5 take exit 30 to HWY 62/Crater Lake HWY. Head West Following HWY 62/Crater Lake HWY which becomes HWY 238/Jacksonville HWY which becomes Rossanley Dr./HWY 238. (I know your tax dollars at work, but wait it gets better) Rossanley ends at Hanley Rd. take a left. Follow Hanley/HWY 238 until it ends. Take a right on to Jacksonville HWY 238 into Jacksonville. Take a right at East California St./HWY 238 (at the stop sign says right turn permitted with out stopping). Follow about 1 mile to Reservoir road turn right. Reservoir is approximately 1 mile up Reservoir road. Due to limited parking those in the know please carpool or park in lot behind library and post office in Jacksonville and ride up. PHEW!

If you would like a detailed map with directions, shoot us an email at shorttrack@siskiyouveelo.org

Questions:

Richard Hogan - 541-664-8751, hogie0101@yahoo.com

Sponsored by:

Al's cycle

Bear Creek Bicycle

Puff's Smoke Shop





Start Out On Top (of the MLC)

Register now to ride the Cascade highlands Loop on June 24, 2006.
See all of the beauty of the original Mountain Lakes Challenge without the difficult Greensprings grade.











The Cascade Highlands Loop starts and ends at the south end of Hyatt Lake. The course loops around Hyatt Lake, Howard Prairie Lake, Fish Lake, and Lake of the Woods. There are three rest stops, SAG support and a post ride meal.

If you have shied away from riding the Mountain Lakes Challenge because of the Greensprings climb, or if you want to try a new route, then this is the ride for you. Sign up now. Registration forms are available at local bike shops or online at www.siskiyouvelo.org/MLC06/ Hope to see you there.

Sign up now for the Mountain Lakes Challenge, Saturday, June 24, 2006. Registrations forms are available at local bike stores or online at www.siskiyouvelo.org/MLC06/

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
	Phone		
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) _____ _____ _____	Newsletter Distribution Election <input type="checkbox"/> Snail mail (cost borne by Club) <input type="checkbox"/> Electronic (via web site – notification by e-mail)
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		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
May Newsletter

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