



SAVE THE DATE SAVE THE DATE SAVE THE DATE

ANNUAL PARTY

SATURDAY, OCTOBER 11 1:00 to 6:00

This year's annual party and reelection of board members will take place at Wayne Evitts' barn near Emigrant Lake. Put on your dancing shoes and bring your partner as acclaimed local band Colonel Mustard will play from 2 to 5. Wine, beer and soft drinks will be supplied. About 3:00 bar-b-q will be served, and members are asked to bring a favorite dish to share.

Included in the festivities will be a short business meeting to elect next year's board members. If you would like to take an active role in Velo Club activities, you are invited to contact one of the present board members for more information. A slate of nominees will be presented, and nominations from the floor are encouraged.

There will be a nominal fee to cover costs, and we must have RSVPs to know how many to consider in our purchasing. Please go to [RSVP Annual Party](#) (link will be live in early September) to reserve your space.

Members are welcome to attend the party at no cost (without dinner and drinks) in order to participate in the Club business.



Ice Cream Social

70 riders 5 group rides 4 gallons of ice cream a ton of fun



Gordy and Karen,

Thank you both so much for organizing and running the ice cream social. It was a stupendous success.

Also we must give credit to the ride leaders, members who brought all the delicious desert fixings and of course the Board, who authorized and agreed to pay for the party.

I hope I speak for all of us saying Thank You..

Steve Juul



UPCOMING EVENTS

September

- | | |
|---------------------------------|---------------------------|
| 6 Bike the Rogue | Gold Beach |
| 8 The Endurance Athlete's Heart | Asante Medical Center |
| 20 Ride the Rogue | Rogue River |
| 20 & 27 Vehicle Free Days | Crater Lake National Park |
| 27 CASA Ride for the Child | Klamath Falls |

<http://goldbeachrotary.com/home>
asante.org/classes-events
<http://ridetherogue.org/>
<http://www.nps.gov/crla/index.htm>
<http://www.klamathfallscasa.org/>

October

- | | |
|------------------------------------|---------|
| 11 Velo Club Annual Party | Ashland |
| 12 Bear Creek Greenway Celebration | |

gordy.gilmore@yahoo.com

-denotes a Velo Club event

-all Club events for the coming month are highlighted elsewhere in this issue

Where are you?

Last month no one recognized Wayne's photo of the gate in the first mile of Mt. Ashland Road. So Wayne has submitted this iconic photo.

The first to correctly identify the location will have the privilege of submitting one for next month.



NEXT VELO CLUB BOARD MEETING

Wednesday, September 3 7:00 pm

Wild River Brewing

2684 N Pacific Hwy, Medford

All Club members are welcome

For minutes of previous meetings, contact the Secretary at Glenna.Vanbuskirk@asante.org

THE ENDURANCE ATHLETE'S HEART— What You Need to Know

Mon., Sept. 8, 6:30 p.m.

Smullin Health Education Center
Asante Rogue Regional Medical Center

Preferred registration at asante.org/classes-events
For more information call (541) 789-4879.

No fee.



Brian Morrison, MD, Southern Oregon Cardiology, will present. Dr. Morrison has compiled the latest findings on the physiological changes to the heart that occur with prolonged training.

Dr. Morrison is a board-certified cardiologist who trained at Harvard Medical School. An athlete himself, he has a keen interest in both the benefits and the risks of exercise.



Crank It Up ride on August 9

August Ride Leaders

Ray Forsyth	Tom Ryan
Fred Stapenhorst	Phil Gagnon
Lorna Chateaufneuf	Dennis Cramer
Bob MacCracken	Ginny Jensen
Karen & Gary Foll	ML Moore
Wayne Evitts	Chris Daniels

TIRE WIDTH: SURPRISING DATA

This is an excerpt from an article at biketiresdirect.com.

There are a wide variety of tire widths available for the "standard" tire sizes. Which width is best for you depends on your bike, your wheels, and the kind of riding you plan to do.

For example, the most common width for road riding is 23mm. This is a good compromise between aerodynamics, weight, rolling resistance, and comfort. A narrower tire will have lower aerodynamic drag and lighter weight. At the same inflation pressure, a wider tire will actually have lower rolling resistance on most road surfaces because the majority of the rolling resistance comes from the heat loss of tire deformation. Since a wider tire (at the same inflation pressure) will deform less, it will lose less energy while rolling. Generally though, wider tires are run at lower inflation pressure. The added volume allows lower inflation pressures to be used without the risk of pinch flats and rim damage. The lower inflation pressure will provide a more comfortable ride.

The tire widths that you can use on your bike are determined by the rim width and the frame clearance. If you use a tire that is too narrow for the rim, you're more likely to get pinch flats and risk damaging the rim if you hit pot holes or other road hazards. If you use a tire that is too wide for the rim, you risk damaging the rim and tire, and are also likely to have handling problems.

A bike frame designed for 23mm tires is unlikely to have the clearance between the tire and frame to support a 42mm tire, even if the rim could accommodate such a wide tire. Most road bike frames can accommodate a tire as wide as about 28mm. Cyclocross and touring bikes are generally designed to accommodate wider tires.

We recommend 23mm and 25mm wide tires for recreational road cyclists. The 25mm width is nice for long distance riding since it will provide a more comfortable ride. Narrower widths are worth considering for racers that are looking for every advantage.

For self-supported touring, a wider tire is desirable since the added load can be distributed over a larger contact patch, improving handling and reducing flatting. If your bike can accommodate it, use a tire that is at least 28mm.

Many touring and hybrid bikes will be fitted with even wider tires—up to 47mm wide. These wider tires will definitely provide a cushier ride, so if comfort is your main priority, sticking with these wider tire widths is a good idea. The main disadvantage to the wider tires is weight. Switching to a slightly narrower tire will give you a little better acceleration performance and provide a zippier ride.

CLIMBING TIP OF THE MONTH

DISTRIBUTE YOUR WEIGHT

If you do decide to stand when you climb, make sure you distribute your weight. Leaning too far forward can cause your back wheel to lose traction, especially on wet roads or surfaces with a lot of gravel. Position your hips so that the back of your legs are close to the nose of the saddle.

Who are you?

Tom Ryan leads both Velo Melo and Crank It Up rides, sometimes at the same time! He has a ready smile for all his riders.



How long have you lived in the Rogue Valley, and where did you come from? My wife Linda and I moved here from Massachusetts in August of 1995. We never get tired of the beautiful scenery and climate here in the valley.

How long have you been a member? We have been card carrying members of SVC since September 2011.

Tell us about your first bike. How has your cycling developed since then? My first bike was a used Schwinn I got when I was about eight. The first real bike I got was a Diamondback Sorrento mountain bike that I bought at a bike store where I lived back east. The owner, George, took over the shop from his dad who started it in the mid 1920's and sold bicycles and Harley Davidson motorcycles. Sadly, when I was back visiting last February, I found out the shop closed seven years ago.

How often do you get on your bike, and what is an average ride for you? This year my goal has been to ride at least 4 to 5 times a week. My average ride has increased to 30 to 40 miles each time out in the last month or so. Longest ride this year was 55 miles. Almost 500 miles ridden this month.

What (kind of bike) do you ride, and what do you like best about it? I am currently riding a Felt Z4 that I bought from Flywheel Bicycle in Talent. It is carbon, which I love. The components are Ultegra, 105 and FSA. Sometimes on a long climb I wish I had a bigger granny gear, but I always get to the top of the climb.

How many miles do you ride in a year? It has varied a bit over the last few years. Since I got the Felt Z4 in August 2012 I have put 7300 miles on it.

Tell us about the most difficult day you've ever had in the saddle. In 2012 I went on my first bicycle camping trip with Phil Gagnon and Leslie Bullock. We left Roseburg and rode the next

three days climbing and camping up to Diamond Lake. I was riding my Specialized Sirrus towing a bob trailer. The boy scout in me brought way more than I needed. This was painfully evident after climbing 7000' with a trailer that weighed over 50 pounds loaded. Did I mention it was unseasonably hot, even at those altitudes. All in all though, it was a wonderful experience.

What is your favorite ride in the Rogue Valley? There are so many places in the Valley that I have ridden in, it is hard to pick a favorite. I do tend to favor the Rogue River - Gold Hill area. Old Stage Road and Blackwell are some of the climbs I like. Riding through the orchards is always a joy.

What is your favorite ride world-wide? I have never ridden anywhere but New England and this area. Some day I would like to bicycle through Ireland, England, France, Italy and of course the most bicycle-crazy country in the world, Belgium.

What's the best thing about riding a bike? The freedom you get where you are going using your own power. Also being able to go slow enough to appreciate the beauty around you.

What is your most embarrassing experience on (or near) a bike? My first pair of clipless pedals. I was so excited to finally get a pair. As soon as I installed them I headed out for a ride. Got to the corner and stopped to check the traffic and immediately fell over. The good news is that only about six of my neighbors witnessed the event. It didn't take long before everybody knew though.

What's still on your cycle bucket list? To log ten thousand miles in one year. Also to do some of the climbs in the Rockies.

THE SCAPPOOSE TOUR

-Phil Gagnon

My approach to write about this tour stems from my having designed it and at the last minute having to sadly decline doing it. Five others did take the tour and I was privileged to receive daily up-dates from Ken Kelley, tour leader.

This was a loop tour that started at Champoeg State Park where arrangements were made to leave the cars and spend the first night in the Hiker/Biker area. (Parking, \$5/day; H/B \$7) The next day's destination was Hillsboro, 34 miles away. With help from the Hillsboro mayor, a park setting was offered in an area to pitch tents and have access to a recreation complex with showers. On arrival, the group was met by a Park Rec person who had cold drinks to greet the group and show them around. How nice was that! Ken reported the day was a strenuous one as a mountain climb was involved along with 101 degree temps.

The second day took them to the Banks-Vernonia Trail which offered shade and a beautiful 35 mile ride to Anderson Park in Vernonia. The little town of Vernonia has few restaurants, yet offered the campers a short walk to get to them. (\$12/tent. Showers: .25/2 min)

Paula, one of the riders from Sacramento felt she reached her limit and decided to call her son who lives in Portland to come get her. As she rode back down the Trail, he rode his bike to meet her and had along his two children which surprised Grandma. Paula had done tours but only over flat terrain. The climbs, temperatures and daily rides were too taxing, she said.

Frank and Linda Correia have become well known bike tourers not because of their evident ride skills and endurance but because of their favored hitch hiker named Boomer who rides in a basket behind Frank with a front



Photo by Paula Joy welter

Leslie Bullock, Frank Linda & Boomer Correia, Ken Kelly

paw often tucked in Frank's back pocket. Boomer quickly becomes the center of attention at all stops.

The third day's ride went from Vernonia up Rt 47 to the Scappoose-Vernonia Hwy. This involved one of those "O my god" climbs followed by a steep downhill run to the town of Scappoose -26 miles-- located on Rt. 30. A stay was arranged at the Scappoose RV Park in a Hiker/Biker site. (\$7).

The fourth day's ride was along Rt. 30 to cross the Willamette River over the handsome St. John Bridge and on to the Esplanade that goes along Portland's waterfront. The day's destination was Oregon City where a bike shop owner arranged for the group to stay behind a church he attends. Leslie Bullock told me the approach to the bike



Photo by Paula Joy welter

shop was plagued with several short, challenging climbs. Once they got a key to a building behind the church where a restroom was available, they were able to pitch their tents in a grassy area and head out to dinner.

The fifth day took them to the famed Butteville Store for treats before ending the ride on a bike trail back to Champoeg and their cars. (18 miles) The impression given me by the riders was that this tour was a good one. The design included motel accommodations on each leg of the tour; yet no one expressed interest. I intend to do this tour next season.

ADVOCACY IN ACTION

by Edgar Hee, Advocacy Chair

Twenty one members and guests braved thunderstorms to attend the Velo Club's August 13th membership meeting. Guest speaker Dan Dorrell was the bravest, riding to the meeting at Fire District 5 HQ. We opened the meeting with the "bike topic of the month" presentation by Ian Bagshaw and Muuqi of Flywheel Bicycle Solutions (<http://flywheelbicycles.com/>). Muuqi introduced us to the why and what of "bike fit". Velo member Ken Kelley skillfully won the door prize, a Flywheel Bicycle Solutions gift certificate.

The genesis of the keynote topic was board questioning of road policies. Guests **Dan Dorrell** (ODOT's Region 3) and **John Vial** and **Jenna Stanke** (Jackson County's Roads & Parks Department) answered these questions and more. John, Jenna and Dan offered opening remarks followed by spirited interchange of ideas and concerns with Velo members.

John Vial (Jackson County Roads and Parks) answered the question of "Why no bike lanes on county roads" with the following remarks: *Over the years Jackson County has worked to widen the shoulders of several of our roads that have been identified as popular bike routes (North Phoenix, South Stage, and Colver are examples). In addition to providing a space for people to bike outside of the travel lane, shoulders also serve as a place for people to walk and for disabled vehicles. It has come to our attention that we have not been consistent with our striping width (4 or 8 inch lines) and we are currently reevaluating our practices. We unquestionably recognize that bike lanes are important in urban areas and on facilities with sidewalks, but we are not in favor of striping rural shoulders as designated bike lanes because we don't want to exclude the other uses (walking, disabled vehicles/ temporary parking) that need that safety area. That being said, we are currently updating our Transportation System Plan and as part of that process we will reexamine our bicycle facility design standards. If you want to be involved in the TSP update, please get in touch with Jenna Stanke Marmon.*

John also reviewed the evolution of County chip seal practices. Jackson County chip seals because it's cheaper than pavement overlays. The 1/2-inch rock was reduced to the 3/8-inch that is now County practice. The smaller rock works and as a bonus saves the County money. And we small tire bicyclists are happier.

John introduced Jenna who needed no introduction to the bike advocacy community. John noted that he tasked (and funded) Jenna to advocate for non-motorized road users. Jenna has not disappointed him in bringing passion to the job. Those of us in the bike advocacy business know that if we don't know who to ask, we ask Jenna.

Dan Dorrell spoke of ODOT's evolution toward embracing multimodal solutions to transportation challenges. ODOT still has a few dinosaurs but is working at creating multimodal advocate positions in their Regions. The proposed Highway 99 Corridor Plan development exemplifies the evolution to bike-ped facilities. See: <http://www.oregon.gov/ODOT/HWY/REGION3/Pages/OR99Corridor.aspx>.

Dan spoke to the Highway 99 configuration between the rail trestle at Ashland's northern gateway and Valley View Road. Dan is looking at using a potentially available grant to widen the constraining portions to allow for bike lanes from the trestle north. While ODOT is not ready to give us "green" bike lanes across the new Fern Valley Interchange, Dan designed innovative lane delineations. Bike lanes will be marked with an 8-inch white stripe bracketed by wide green stripes to better contrast the line and alert motorists to the bike lane.

Dan noted that improving fuel efficiency of automobiles and a static gas tax rate are draining the highway account. If you are concerned, send a letter to your local Congressperson asking him to work towards fixing the long term highway funding situation.

John Vial echoed Dan's comments about road funds. The County is working at preserving what we have and is not likely, short of grant funding, to do widening projects. The Table Rock Road widening project is an example of State Transportation Improvement grant funding. That said, the County is working at finding ways to accommodate bicyclists and pedestrians.

The rest of the evening was filled with give and take, with our guests taking a lot of notes about Velo concerns. Topics ranged from specific road issues to the need for education and re-examination as a requirement for driving license renewal and an effort to get trash cans off shoulders.

The take away message is our road officials care about bicyclists and are willing to listen and work with us. We also heard that we're not going to get everything we'd like given the funding constraints facing the state and county.

Contact information:

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541-774-6354

John Vial, Director Roads & Parks Department
vialjn@jacksoncounty.org 541-774-8184

Jenna Stanke, Bicycle & Pedestrian Program Manager StankeJS@jacksoncounty.org 541-774-6231

CLASSIFIEDS

Lippy Tandem road bike - \$550 Custom fillet-brazed steel frame, beautiful workmanship, old components. Bike is about 15-20 years old. (541) 951 6878 or e-mail iamrick@charter.net

SportWorks 2-bike platform hitch rack - \$75 Rack is designed for receiver hitch. Rarely used. (541) 951 6878 or e-mail iamrick@charter.net

RockyMounts Tandem roof bike rack - \$50 Rack is a tandem-length track to be mounted on a roof rack. Rarely used. (541) 951 6878 or e-mail iamrick@charter.net

Vuelta Team V Wheelset - \$150 1477g wheel set with tires (700s); Comes with Shimano Ultegra 6700 10-speed cogset, 11-28; Good condition. Call (541) 512-0296 or e-mail stanmuth@charter.net

Easton Wheelset: EA90SLX - \$175 2 ultra light weight aluminum, steel wheels with skewers (1400grams). (541) 512-0296 or e-mail stanmuth@charter.net

Kreidler Rollers with fork stand - \$225 For cycling balance and training; Fork Stand 3.0/2.25 and roller assembly 21" inside, 17" floor. Excellent condition with extra belt and instructions. Call (541) 512-0296 or email stanmuth@charter.net.

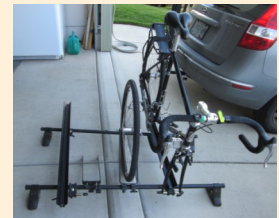
Headlight - Cateye Opticube, 5 LEDs - \$10. Good condition. Call (541) 512-0296 or email stanmuth@charter.net

Rearview mirror - handlebar end-mounted - \$3. Good condition. Call (541) 512-0296 or email stanmuth@charter.net

Wireless cycle computer - Filzer dB4LW - \$3. Good condition. Call (541) 512-0296 or email stanmuth@charter.net

CygoLite - Hi-Flux 200 - \$50. 10 watt LED battery powered rechargeable. Good condition. Call (541) 512-0296 or email stanmuth@charter.net

Yakima Roof Rack This is an older style roof rack which includes 2- 48" round cross bars, set of 4 towers w/ Y-gutter clips, 2 bike trays w/ fork mounts, 2 wheel forks, tower locks and complete instruction sheets. As a bonus there is a road bike bug off cover. The Y – clips will work on a number of gutter style roof tops, or can be converted to any new roof style with a new version Q clip. Price allows room to update clips if necessary. \$165.00 Contact Steve 541-535-1435 sdjuul@charter.net



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Visit us on the Internet: <http://www.siskiyouvelo.org>
or at www.facebook.com/siskiyouvelo.bicycleclub

Newsletter contributions accepted until the 20th of the month

Contact the editor at mlmoore@g.com for more information. Members are welcome to submit letters, photos, stories, classifieds or other notices of interest to the club.

Siskiyou Velo Club PO Box 974 Ashland OR 97520

REGISTER YOUR BIKES

at

<http://www.ashland.or.us/FormPage.asp?FormID=145>

or

<http://www.ci.medford.or.us/FormPage.asp?FormID=58>



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The businesses above are Siskiyou Velo Club sponsors and offer members a 10% discount.