



The August Siskiyou Velo general membership meeting is an opportunity to find out the what, why and why not of bike facilities on our local roads. And if that doesn't interest you, the social interchange with like-minded bicyclists and the opportunity to win a gift certificate from a prestigious local bike shop might be motivation to join us at our August meeting.

Membership Meeting
Wednesday
Aug. 13
7:00 p.m.
Talent Fire Station

The Oregon "Bike Bill" requires inclusion of facilities for bicyclists and pedestrians wherever a state, county or city road, street or highway is built or rebuilt. Why then doesn't the South Medford Interchange have marked bicycle lanes across the I-5 interchange? Why don't county roads have bike lanes? Why weren't the Ashland "road diet" bike lanes extended from the railroad overcrossing north to Valley View Road? And why was the Green Springs Hwy 66 re-striped at Emigrant Lake without bike lanes?

Members of your Siskiyou Velo directors asked these or similar questions at a recent board meeting. As your "advocacy" representative, I could try to muddle through answers to these burning questions, or at least offer what I think our Rogue Valley transportation officials would say. But isn't it better to not only hear directly from those in the know, but get a chance to meet with and talk to the ODOT and Jackson County Roads people who can make a difference to your bicycling experience?

Bring yourselves, your friends and all the burning questions you have wanted to ask of our local ODOT and Jackson County road engineers and officials.

Ian Bagshaw, owner of Freewheel Bicycle Solutions (<http://flywheelbicycles.com/>) will present the door prize of the month. Ian will also entertain and educate us with a short show and tell presentation on a special topic related to bicycling. Be there to win.

I SCREAM, YOU SCREAM, WE ALL SCREAM FOR ICE CREAM !!!!

We're getting together **Saturday, August 23rd at Colver Park** in Phoenix for our annual **Ice Cream Social**. All members should plan on riding with various groups departing from that location and returning to enjoy a splendid, refreshing summertime repast of Ice Cream, Pie, Cake and treats that you will have earned through your glorious morning ride. Seconds for everyone!!! The various group rides will depart at the times specified by the leaders and will return in time for the festivities starting at 12:00 noon. We've reserved the concession stand; we have real restrooms, shade, lawn seating and picnic benches. Just add fun folks on bikes. Should be a blast!

Anyone interested in volunteering to bring a special treat, or helping with dishing out or cleaning up, just bring it or come to the park with that "I'll help!" attitude.

See you all there.

VELO CLUB BIKE WASH & BAR-B-Q



About 40 Velo Club members and friends braved the scorching temperatures on July 13 to chill out in the shade at Gordy's to drink beer and watch their bikes get the royal treatment.

Gordy, Wayne Evitts and Bruce Bergstrom each manned a wash station and carefully hosed, scraped and brushed all the crud off each bike, lubed the chains and rubbed on polish at the end. Gary Shaff inspected each bike and explained to owners the intricacies of bicycle maintenance.

Ultimately we adjourned to the back yard where we sat on the deck, ate kabobs, played ping pong, listened to music and schmoozed with like-minded folk.

Happy bikes ! Happy Velo Club members !



Photos by Glenna Van Buskirk and Lorna Chateaufeuf



Jackson County Chip Seal Work 2014

Summer brings thunderstorms and chip sealing. Both are a bit disruptive to bicycling our rural roads, but that's life. Live with it. With both thunderstorms and chip sealing, a little advance warning wards off a lot of grief. For thunderstorms, look out your window. For chip sealing, check the county chip seal project list.

A recent (7-21-2014) Jackson County news release reported on the what, why and when of chip sealing. An excerpt follows:

Chip sealing is the process of applying a layer of liquid asphalt to a roadway and then covering it up with a proper aggregate wearing course.

[Jackson County] currently chip seals about 70 miles of county road each summer which is about 10% of the paved county road network.

Clearly there are some downsides to chip sealing when comparing it to an overlay of new asphalt – the main one being the loose gravel. Yes, sometimes bicycle riders try to find alternate routes for a while, and all traffic should drive slower for a period of time until the road gets swept off a day or two following application. Even with those inconveniences though, the benefits far outweigh in the end. Take speed of application for example.....at a chip seal application rate of over 300 feet per minute we can cover a lot of ground fast as compared to a typical paving operation which moves at approximately 70 feet per minute. That means we are out of the road much more quickly – and traffic can be on their way more quickly.

This summer our chip seal program will kick off approximately July 22nd.... When we get the chip sealing complete on all roads we will then return to all these areas with a different process and apply a 'fog seal' over the top. This helps bind the remaining rock to the surface just a bit better to get the maximum benefit. Soon after we will paint new stripes on the road and it will be good to go – ready for winter and the pavement life extended another 10 years.

[The County's] plan is to have the chip sealing done by August 18, the fog sealing done by Labor Day and the striping done shortly after.

A project list can be found at <http://jacksoncountyor.org/roads/Home/ArtMID/4172/ArticleID/1139/Chip-Seal-Maintenance-101>. Note that specific dates are not available. Actual schedule depends on weather. For current information, call the County at 541.774.8184.

Edgar Hee, Velo Advocacy



Striping changes on rural County roads: you are now riding on the shoulder (and not in a bike lane).



CLIMBING TIP OF THE MONTH

STAY SEATED

When the gradient gets really steep, the reaction for a cyclist is to stand. While it's true that you can generate more power from this position, it also burns more energy and uses fewer muscle groups. Standing for long sections will likely wear you out more than it's worth.

Where are you?

Wayne Evitts identified Dennis Cramer's photo last month of Mt. McLoughlin along the Prospect/Butte Falls loop .

The first person to identify Wayne's photo at right may submit one for the September newsletter.



NEXT VELO CLUB BOARD MEETING

Wednesday, August 6 7:00 pm

Caldera Tap House

31 Water St., Ashland

All Club members are welcome

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

UPCOMING EVENTS

August

- | | | |
|---------------------------------|---|--|
| 6 Board Meeting | Caldera Tap House, Ashland | Bandgfam@jeffnet.org |
| 13 Velo Club Membership Meeting | Talent Fire Station (5811 S. Pacific Hwy) | ejhee@juno.com |
| 23 Ice Cream Social | Colver Park, Phoenix | gordy.gilmore@yahoo.com |

September

- | | | |
|---------------------------|---------------------------|---|
| 20 & 27 Vehicle Free Days | Crater Lake National Park | http://www.nps.gov/crla/index.htm |
|---------------------------|---------------------------|---|

October

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

-denotes a Velo Club event

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

RIDING CRATER LAKE IN THE SPRING

If you look up lists of the best bike rides in Oregon, the USA, or the World, one thing in common is that Crater Lake is probably on the list. Crater Lake Rim Drive is generally “ride-able” from mid-July until late October. This year Crater Lake received only 253” of snow (50% of the yearly average) so the Rim opened early. The Park is becoming more “bike friendly” as last year they hosted a non-motorized weekend in the spring and the fall. This fall they are having two Saturdays as “vehicle free” days (Sept 20 & 27).

Early in the Spring, the Park was performing some road repairs along Rim Drive but was allowing bikers and hikers to use the road until the repairs are completed. On June 19th the Park didn't have a definite date for opening Rim Drive to vehicles but estimated that it will be from early to mid-July. You can find the current conditions for the Park at <http://www.nps.gov/crla/planyourvisit/current-conditions.htm>.

My favorite time to ride the Rim is as soon as the Park clears the snow from the road. There is just something magical about being surrounded by snow while riding a bike. The sun is high in the sky

and the air usually hasn't filled with smoke so the Lake is as blue as it gets. Mt Shasta and the Three Sisters are still snow-coved and readily visible. The waterfalls are at max flows, and vehicle traffic is lower than normal. The downsides are this is mosquito season but they are manageable, and it is early for the wildflowers (but come back a month later).

The Rim Drive is 33 miles long and has 3850 feet of elevation gain. There are no flat stretches and the pavement is rough with no shoulders. The elevation ranges from 6350' just east of Park Headquarters to near 7700' at the Hillman Overlook and Mt. Scott Saddle. Most people ride the rim in a clockwise direction. If you start from the Mazama Campground area, the ride is 40 miles with 4250' of climbing. Start at the Thousand Springs Sno-Park for 60 miles with 6200 feet of climbing (this section of road is still in very good condition from the repaving last decade) or the Union Creek Snow-play area for a 72-mile ride with 7200' of climbing. You can also start near Ft Klamath or at Diamond Lake. - John Fertig



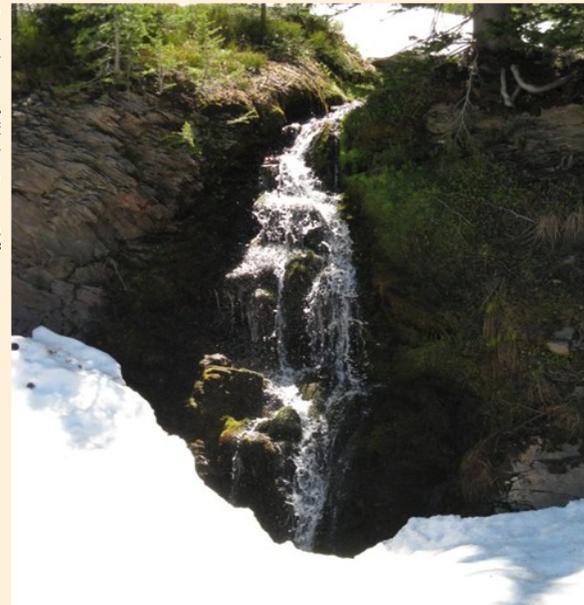
Approaching The Watchman



Mt. Shasta from The Watchman



Three Sisters & Mt. Thielsen from Lazo Rock



Roadside waterfall below Dutton Cliffs



Near the Mt. Scott Saddle



The Watchman

Siskiyou Velo Diamond Lake Camp Out and Bike Ride

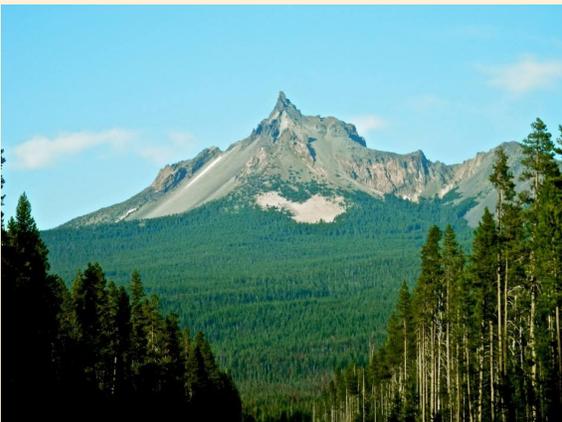
Fifteen hardy Velo members came to Diamond Lake the weekend of July 19 for the first camping trip and bike ride sponsored by the group. We had a group site located in Broken Arrow Campground which accommodated the group well. Despite horror stories of mosquitoes being common in huge hordes at Diamond Lake during the summer, we had few bugs and comfortable weather.

The camping group consisted of Frank and Linda Corriea and pooch Boomer from Brookings, Mary and Jon Bagshaw, Glenna and Matt VanBuskirk, Gary Shaff and Barbara Schack, Steve and Chris Bosbach, Matt Walker, Wayne Evitts, Carol Mockridge and Don and Viki Brown. Ginny Jensen joined the group for social events and riding but stayed at Diamond Lake Lodge.

Most of us gathered for "Happy Hour" on Friday and Saturday evening and enjoyed some snacks and social time together. Most of the group had dinner together at Diamond Lake Lodge on Friday evening in the beautiful Mt. Bailey Room with a view of the lake and the mountain.

Three ride groups went out on Saturday morning: Veloship lead by Wayne rode from the South Shore picnic area to Crater Lake, around the rim and back to the campground (61 miles); a Brisk group lead by Dennis Cramer met at Union Creek Resort and rode up to Crater Lake, around the rim and back to Union Creek (74 miles) and Velo Melo lead by Viki Brown rode from the campground on Hwy. 138 to Clearwater Falls, looped back to Lemolo Lake Resort for lunch and then back to the campground (40 miles). Don Brown provided sag and water resupply services to the Melo group which was much appreciated.

Each enjoyed incredible scenery and a good dose of hill climbing. A hot shower and more social time ended a satisfying day. A little casual riding around the lake filled in some down time. All agreed that it was a trip format worth repeating in the future.



Mount Shasta 3-Day Tour

Eight Velo Club members set out on June 30 from Yreka to Weed, where we stayed both nights of our three-day tour. On the second day, the temperature spiked to near 100 as we pedaled to Mt. Shasta City. This route was hilly, so we appreciated the frequent shade on the tree-lined portions, and especially the ice-cold water provided by the sag wagon. It was this day that we were all impressed with the fact that Gary & Karen, working as a team, can fix a flat tire impressively fast!

Some of the group made a quick turnaround to avoid the heat and to get back to Weed to see the World Cup soccer game at the Mt Shasta brew pub, a bike-friendly place with cold beer & lemonade. Several others explored Mt. Shasta City and then returned to Weed later in the day. A bunch drove down to Dunsmuir that evening to have a great meal at the Dunsmuir Microbrewery.

The third day we rode back to Yreka by 12:30 p.m. and all went to lunch at a pizza place. Parts of the route were quite hilly and required some amount of walking uphill, and two routes included gravel roads that were challenging. All three days featured different scenic views of Mt. Shasta. The folks in Weed and Mt Shasta are quite friendly to cyclists. We met one jogger who told us about hiking trails as well as cycling, and when



Steve Weyer, Gary & Karen Foll, Carol Mockridge, Sunny Anderson, Ginny Jensen, Elaine Sweet, Maria Geigel

we passed him later en route, he shouted out, "Thanks for visiting!"

The small group of eight was very cohesive, making my ride leader job a breeze. My husband, Dick, once again provided fabulous sag wagon services that included a big cooler of fresh ice water along the route each day, lunch delivery on Day 1, and snacks on Day 3. Overall it was a glorious few days of riding and having fun.

-Elaine Sweet

NEXT VELO CLUB MEETING

Rogue Valley Transportation Officials

Wednesday August 13 7:00 PM
Fire District 5 5811 S. Pacific Hwy, Talent



Velo Melos
July 12

July Ride Leaders

| | |
|-------------------|-------------|
| Fred Stapenhorst | Viki Brown |
| Rick Berlet | Steve Juul |
| Dennis Cramer | Tom Ryan |
| Wayne Evitts | Phil Gsgnon |
| Karen & Gary Foll | Ray Forsyth |

STRANGE AND STRANGER!

This is the last in Bill Tout's What Is a Bike? series. Besides the fact that Bill is knowledgeable about every iteration of the bike (and nonbike), he owns and rides many of these bikes!



In past articles we have examined the main forms of bicycles as defined by the Vehicle Code in Oregon (and most states). The most common bicycles are the

conventional "diamond frame" cycles whether designed for racing or carrying groceries. The next largest group, although representing only about 5% of the bicycles in use, is the two-wheel recumbent. A fraction of the recumbent cycles, although still bicycles, have three wheels.

Every style of cycle is also available in special variations for riders with very specific requirements. There are "tandem" versions of every style that allow sharing the ride with a favorite companion. Most machines can be ordered with hinges or couplers in the frame to facilitate packing the bike in a suitcase or travel box. There are even bikes specially built to be powered by the arms in either a circular motion or by simulating a "rowing" motion.



There are so many variations that it seems every possible human-powered conveyance ever needed is available. It is hard to believe that there is any need not met by a bicycle of one style or another. Yet, local roads and trails show that many people favor non-bicycle alterna-



tives for their travel and recreation. The most basic aid to travel is the shoe. Walkers and runners often seem to outnumber cyclists on the trails. Add a few wheels to the shoes and we get the fans of roller-skates, inline skates, and even roller skis.



More mechanical features are added to the devices to gain function and utility. The skateboard is a common way of traveling that increases the speed and range of a walking commuter. Add a simple steering handle (and maybe a wheel brake for safety) to create a scooter. Special machines, resembling an elliptical trainer removed from the local gym and mounted on wheels, changes a stationary workout into the feel of running outside but with reduced impact. Remember, that without a seat, none of these devices is legally recognized as a bicycle in Oregon.



In conclusion, the range of choices is huge. We can all enjoy some form of exercise, transportation, or recreation using anything that we find to be fun, convenient, and suited to our particular interests, abilities, or limitations.

Who are you?

Jennifer Richmond is a relative newcomer to the bike. Congratulations are in order, as she and Bob MacCracken were married last weekend!

How long have you lived in the Rogue Valley, and where did you come from? I have lived in the Rogue Valley for 11 years this November. I moved from Mt. Shasta, where I owned and operated Richmond Pharmacy Express and had my four children (Riley, Jackson, Parker and Emma). I grew up in Malibu.

How long have you been a SVC member? Since May of last year. I was in the middle of getting divorced and wanted to meet people while staying fit, so I went online and found the Velo Club. I saw there were some group rides posted. I happened to be telling a friend about the site when she said she had met a nice guy downtown on a bike and his name is Bob MacCracken. I told her I had just seen his name as the contact for the Wednesday ride, and she thought I should call him. That was over a year ago, and now we are getting married!

Tell us about your first bike. How has your cycling developed since then? My first bike was a Winsor that I bought online. Not the best but affordable. Since I first started riding I have gotten a lot faster and can ride a lot more miles in a day. I even started to race a bit. That was hard but lots of fun. I met some really nice people through biking and the Club.

How often do you get on your bike, and what is an average ride for you? I try to ride at least 4 times a week anywhere from 30 to 50+ miles.



What do you ride, and what do you like best about it? The bike I have now is a Serotta carbon fiber. I love it! I call it my magic bike because sometimes I feel like I'm flying.

How many miles do you ride in a year? I ride probably around 1,200 or so miles. All depends on weather and how much time I have.

What is your favorite ride in the Rogue Valley? One of my favorites is the Monday SVC ride that leaves from Colver Park and goes out to Jacksonville. I also like the Wimer loop.

What's the best thing about riding a bike? I like the freedom I feel when I'm on my bike and love being outside! Plus you can ride a bike at any age.

What is your most embarrassing experience on a bike? When I first starting riding, I was going up a hill, couldn't clip out and fell over in slow motion. My friend who I was with thought it was pretty funny.

What's still on your cycle bucket list? To ride a tandem with the love of my life.



Velo Melos-
July 26
at Lake
Creek



I've got the groceries. What did I do with the dog?

CLASSIFIEDS

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>



Rogue Valley Cycle Sport, Inc.
www.roguecycle.com
info@roguecycle.com

| | |
|---|--|
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|---|--|

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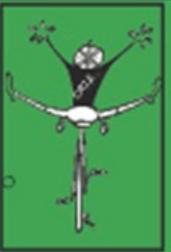
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