



WINDOWS IN TIME: Bicycling history in Southern Oregon

Our October membership meeting will feature Amy Drake, Exhibitions Curator for the Southern Oregon Historical Society. This will be a fascinating presentation of Amy's research over the course of a few years into the fascinating history of the bike in our area. She will bring a few items of interest, including a bicycle tax ledger from 1899. Don't miss this one. 6:30 pm, Wednesday, October 25 at Fire District 4, 5811 South Pacific Highway, just north of Talent .

MEDFORD FAMILY FUN RIDE

The last Family Fun Ride of the year happens October 10 at Roosevelt Elementary School in Medford. Help get the word out about the Velo Club's efforts to involve children and their families in the joy of bike riding, with a little safety training thrown in.

SAVE THE DATE: ANNUAL PARTY WEDNESDAY, DECEMBER 2

Gear up for another grand time at our Annual Party at Howie's on Front from 6:00 - 9:00. The evening will start with a no-host bar and short meeting to elect Board members. Then we proceed right into dinner catered by Howie's and The Midnight Party Band playing after dinner. Bring your dancing shoes! (The band promises not to be too loud.)

BOARD MEMBERS NEEDED FOR 2016

As the end of the year approaches, we see as usual that the Velo Club Board of Directors could use new blood. If you have a little spare time and a willingness to help steer our Club policies, please submit your name for nomination to the Board at president@siskiyouvelo.org. Elections are held at the Annual Party/ Meeting in December, and the term starts in 2016. Board meetings are held the first Wednesday of every month.

UPCOMING EVENTS

October

- | | | |
|--|---------------------|---|
| 4-18 Drive Less Challenge | Rogue Valley | http://rvtd.org/ |
| 7 Velo Club Board Meeting | | president@siskiyouvelo.org |
| 10 Family Fun Ride | Medford | http://rvtd.org/ |
| 11 Edible Little Applegate ride | Applegate Valley | http://www.ourfamilyfarmscoalition.org/biketour |
| 15 Velo Club Membership Meeting | Talent Fire Station | president@siskiyouvelo.org |

November

- 4 **Velo Club Board Meeting**

December

- 2 **Annual Party** Howiee's, Medford

-denotes a Velo Club event - all Club events for the coming month are highlighted elsewhere in this issue



Velo Melos at Little Applegate Bridge on Aug. 26

SEPTEMBER RIDE LEADERS

Ray Forsyth
Bob MacCracken
Donald Coker
Dennis Cramer
Chris Daniels
Mo Rousso
Ken Kelley
Ginny Jensen
Purk Purkerson
Steve Levesque
Rick Berlet

NEXT VELO CLUB MEMBERSHIP MEETING

6:30 p.m., Thursday, Oct. 15

Fire District 4

5811 South Pacific Highway, just north of Talent

Windows in Time: Bicycling History in Southern Oregon

Amy Drake, Exhibitions Curator, SOHS

WHAT DO BICYCLISTS WANT?

In my over 40 years of teaching cycling, retailing, touring and just driving my bike around town, I have heard from many cyclists that they want to be treated as equal road users. "We just want the same rights as car drivers" is an often heard refrain.

Yesterday I went to several bike shops to explain that Ashland's new Chief of Police wants the same thing. Last week Chief O'Meara asked John Colwell and me to come and talk with his staff about the laws regarding bicycling and how bicyclists should use the roads in the safest manner. What the Chief wants is equally safe roads for all vehicle operators. Yes, under Oregon law a bicycle driver is a vehicle operator. To accomplish that goal, education of all drivers as to their rights and responsibilities is a necessary component.

"... cyclists say they want equal rights but are unwilling to accept equal responsibility."

As I talked with the employees of the shops, what I found was not enthusiastic support but rather hostility. I was told stories of friends who had been stopped or cited "unfairly." I was quoted untrue statistics in support of cyclists being allowed to disobey the law. I was told by one employee that he would go to the Supreme Court if he was stopped for a vehicle violation to defend his right to do what he wanted on our streets. Over the years I have heard this attitude expressed in many ways. It seems that cyclists say they want equal rights but are unwilling to accept equal responsibilities.

Vehicle laws are designed to reduce conflict on our roads. Predictability is a major component in collision reduction. If we know what the other driver is going to do, then we can act in a way that avoids their path. Stop signs help control intersections by regulating the flow of traffic. Drivers know the order of use and expect others to follow that order. When a driver does not stop in the expected manner, conflict occurs and someone is damaged. All drivers - auto, truck, motorcycle and bicyclers alike - must be predictable in their actions for crashes and collisions to be avoided. If bicyclists want the same access and rights, they must accept and obey the same laws.

As perceived experts, we, as Velo cyclers, should take extra care to know and obey the laws. We should support Chief O'Meara in his efforts to bring equality and safety to our streets for all users. We should encourage our bike shop employees to share with their customers that same message. When motorists and cyclists know that we are all operating under the same rules and therefore driving our bikes in a predictable manner, equality of use will become a reality.

— Bill Heimann



NEXT VELO CLUB BOARD MEETING

Wednesday, Nov. 4, 6:30 pm

LOCATION TBD

Check website for details

All members are welcome

For minutes of previous meetings, contact the Secretary at coyotexing@gmail.com

Umpqua Velo Club Hosts Vineyard Tour

On September 16th, twelve Rogue Valley cyclists rode the annual Vineyard Tour hosted by the Umpqua velo Club. We had driven up Friday; some of us hiked the incredibly beautiful North Umpqua Trail along the river about twenty miles east of Roseburg. This is a 76-mile, east-west trail that meanders closely along the river, sports 12 trailheads and segments ranging from 3.5 to 15 miles in length. Although we were detoured by the recent Stouts Fire damage, we hiked in old growth Douglas fir forest and saw almost no other trail users.

The Umpqua Velo Club is an active group based in Roseburg, and their annual Vineyard Tour (<http://www.thevineyardtour.com/>) offers 15-, 30-, 50-, 75-, and 100-mile routes. Several friends and I rode the 50-mile route, getting started early because of expected high temps. The registration at River Forks Park, about 6 miles west of Roseburg, was seamless, and we were on our way. Initially we headed into a southern loop and climbed out of one valley into another, ultimately completing a northern loop as well. Everywhere you looked was a vineyard, hazelnuts, blueberries or bright green pastures of shiny, black cattle. Country roads, almost no traffic, and good markings kept us on course and enthusiastic. All the rest stops were shady and amply stocked with fruit, carbs and water, and manned by friendly Velo Club members. Several of the stops were at wineries, where the hardy few tasted wine and the rest of us made plans to return. At the park after the ride, we were greeted with sandwiches, free beer and a great band, just in case anyone had the energy to dance!

I don't know what the registration was, but the number of bikes on the road was very manageable. I would recommend this ride to anyone who enjoys beautiful country, friendly people and a new experience. I can't wait to go back next year



Velo Melos and Crank It Up on Sep 26



Velo Melos in Rogue River on Aug 29

SHARE THE ROAD Signs: ARE THEY EFFECTIVE?

This is excerpted from an article in the Sep. issue of **Scientific American** by Karen Hopkin.

In all 50 states, traffic regulations state that bikes should be treated as vehicles, which means that they have the same rights as cars when it comes to using the roads. But those rules are not always clear. Signs that urge motorists to "Share the road" are ambiguous. Cyclists may assume they mean that cars should make room for bikes. But some drivers may think they're saying that bikes should get out of the way of traffic.

"So remember, bicycles may indeed use the full lane. And everyone on the road should use their full brain."

To see how such signs influence how people think about bike riders' rights, researchers recruited 1,800 volunteers to take a quick survey. Subjects were shown one of four images. Some saw a street with a traditional "share the road" sign; some saw an image of a bicycle painted on the pavement in a shared lane; some saw signs that read "bicycles may use full lane"; and some saw a street with no instructions at all. They then answered some questions about road etiquette.

It turns out that folks who saw the sign explicitly noting that bikes can use the full lane were the most likely to recognize cyclists' rights to be on the road. And the ambiguous "share the road" suggestion? It had about the same influence on the study subjects as no sign at all.

So remember, bicycles may indeed use the full lane. And everyone on the road should use their full brain.

The findings appear in the journal *PLoS One*. [George Hess and M. Nils Peterson, ["Bicycles May Use Full Lane" Signage Communicates U.S. Roadway Rules and Increases Perception of Safety](#)]

- submitted by Willi Zilkey

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Visit us on the Internet: <http://www.siskiyouvelo.org>

or at www.facebook.com/siskiyouvelo.bicycleclub

Newsletter contributions are accepted until the 20th of the month.

Contact the editor at mlmoore97520@gmail.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

QUESTIONS FOR BILL

Bill Heimann's recent series on touring was a huge hit and generated a large response, including some requests for clarification. Below is an answer to one question. If you'd like Bill to respond to your question, send it to the editor at mlmoore97520@gmail.com.

Q: You said in your last (touring) article that you eat small amounts often. "No hitting the wall for me." When you're on the road for many days and many miles, what is your nutrition program generally? And how do you know when you need a bit to eat before you get in trouble?

A: When touring, getting the proper nutrition is not always an easy task. Power Bars and the like are generally not available in Jaco, Costa Rica, and Gatorade cannot be found on the grocery shelves of Chiang Mai, Thailand. But you can find somewhere around a 100 varieties of bananas in Thailand for a great energy tube.

When cycling through new countries or even new areas of the US, one of the first things I do is seek out the foods that the locals eat. I am looking for things I can carry in my handle bar bag, easy to eat items that provide the proteins, carbohydrates and other essential nutrients necessary to maintain body balance and energy levels. GORP (good old raisins and peanuts) with dried fruit mixed in is great for all day energy and is normally easy to find or make.



Any fruit is good. Well, almost any fruit. Durian (Duri means spike) can weigh up to 7 pounds, be a foot long and 6 inches in diameter, making it a little big for a handle bar bag and boy do they smell! "It tastes like completely rotten mushy onions" – [Andrew Zimmern](#), host of Bizarre Foods. "Its odor is best described as pig waste (he used another word), turpentine and onions garnished with a dirty gym sock" – [Richard Sterling](#), food writer. In fact Singapore hotels ban it from their rooms. So, not all popular foods work well for touring.

Breads are almost always a good choice, as are nut spreads. Also some sandwich types are easy to carry. Empanadas and other cultures' "pocket" sandwiches work well and are almost universally available. Zip lock bags help to keep foods contained and somewhat fresher. I always have 3 or 4 with me.

Fanta orange drink is great when traveling. Its sugar content gives a boost, and it tastes good. I have found it even in tiendas de barrio (village stores). I do not drink it at home. It seems to appeal only on the road.

Special diets add a whole dimension of challenge on the road. A vegetarian French woman I met on the boarder of Argentina and Bolivia who had been on the road for about 2 months said it was very difficult to find the right foods to keep her going. Little did she know that Argentina was going to be more difficult than Bolivia. Even the large stores carried very few vegetables. It is important to learn to eat local and almost anything the natives do.

New foods are one of the reasons I travel. To experience fuzzy meat from Malaysian food stalls and pizza with chips (french fries) in New Zealand helps me understand the culture more completely. Yes, in Blenheim, N.Z. after a full day of cold rain and hills, I had the dinner special of a soda, garlic bread, chips, pizza, a beer and desert. That really was the menu item for dinner. Oh, what is fuzzy meat? It's small squares of meat in a light red sauce that seems to have little fine hairs sticking out all over each piece. It was delicious and very cheap. The local housewives make it up and sell it on the street at lunch time. I had no idea what type of meat was used and didn't care.

How do I know when to eat? Always is the best answer. If I am not fixing my bike or sleeping, I am eating. Well, I do sometimes see a little grease on my banana. I try to eat something about every 20 minutes or so. I never wait to get hungry. My handlebar bag is my buffet table.

HELP WANTED: Editor for the Velo Cub Newsletter beginning January, 2016. Fun, interesting, creative work, about 6 - 10 hrs. per month. Big reward but no pay. Inquiries: mlmoore97520@gmail.com

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