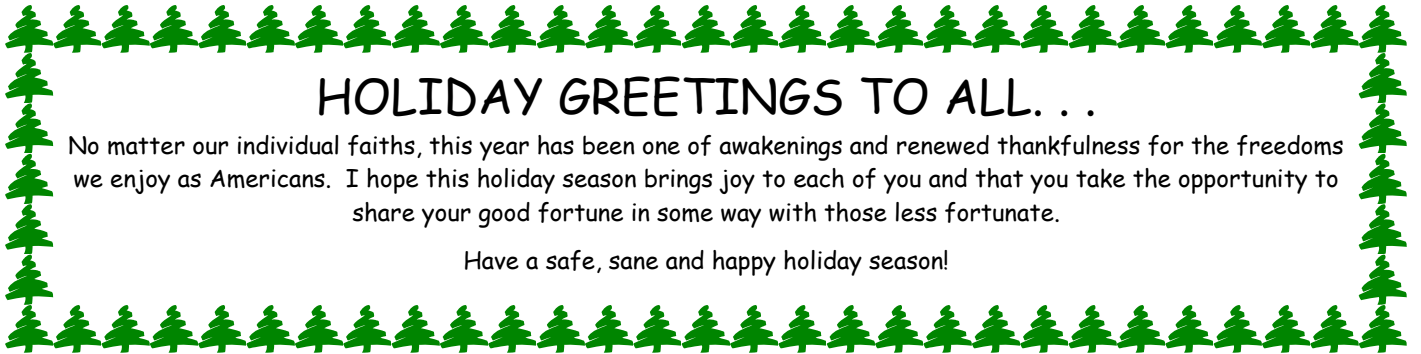




EBC Bikewriter

December 2001



HOLIDAY GREETINGS TO ALL . . .

No matter our individual faiths, this year has been one of awakenings and renewed thankfulness for the freedoms we enjoy as Americans. I hope this holiday season brings joy to each of you and that you take the opportunity to share your good fortune in some way with those less fortunate.

Have a safe, sane and happy holiday season!

Annual Club Banquet . . . Mark Your Calendar!

Janet Robertson has put everything together for another great banquet to be held on **Saturday, January 12, 2002.**

Social hour begins at 6:30, dinner will be served at 7:00 followed by the annual awards ceremony.

Please see the insert contained on page 9 of this newsletter.

Reservations must be made by January 7th!

Officer Nominations Still Open . . .

Now is the time of year when the Club needs people to step forward and volunteer to serve as an officer or a committee member.

The Club needs to fill the following positions:

- Treasurer
- Vice President, and
- GPM Coordinator

The nominating committee members, include:

- Gene Brouillard (473-0691)
- Hope Jenkins, and (473-2540)
- Dave Ashworth (426-2489)

They would appreciate members calling and volunteering to serve as officers for the next year.

Give Gene, Hope or Dave a call for more information!

Marathon? Half-Marathon? Okay Maybe the River Run?

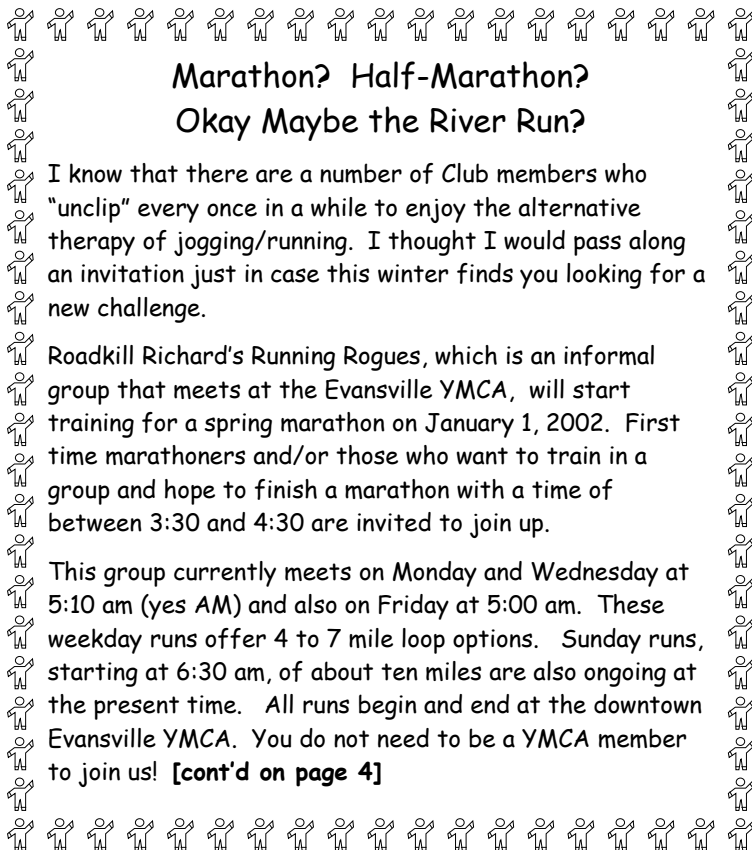
I know that there are a number of Club members who "unclip" every once in a while to enjoy the alternative therapy of jogging/running. I thought I would pass along an invitation just in case this winter finds you looking for a new challenge.

Roadkill Richard's Running Rogues, which is an informal group that meets at the Evansville YMCA, will start training for a spring marathon on January 1, 2002. First time marathoners and/or those who want to train in a group and hope to finish a marathon with a time of between 3:30 and 4:30 are invited to join up.

This group currently meets on Monday and Wednesday at 5:10 am (yes AM) and also on Friday at 5:00 am. These weekday runs offer 4 to 7 mile loop options. Sunday runs, starting at 6:30 am, of about ten miles are also ongoing at the present time. All runs begin and end at the downtown Evansville YMCA. You do not need to be a YMCA member to join us! **[cont'd on page 4]**

December rides abound . . .

- 12/01 — Tunnel Hill Trial Ride (see article on page 6)
- 12/02 — White Hot Chili Ride
- Every Wednesday the Bicycle Loft is hosting "Spinnerval" training
- 12/30 — "It's Finally Over" a short ride hosted by Darlene and Jane



FIDO, FRIEND OR FOE?

By Dorthy Niekamp

"Dogs are man's best friend" ... unless they're interfering with your cycling! If you have logged very many miles on your bicycle, it's likely you have encountered some or all of the following canine behaviors:

- Barking a lot but not moving around very much
- Running along their property line but never into the street
- Barking and running along behind you at a safe distance
- Running around and around you in circles
- Running into your bicycle and knocking you down
- Running in front of your bicycle, making you run into them or stop before you do
- Hiding then jumping out at you

Many dogs just bark and bark and bark—annoyingly, and some may only threaten but not actually attack. The reasons why dogs bark at, chase, and attack riders and their bicycles vary and include:

- Curiosity
- Chase and run (play)
- Hunting (seriously)
- Following another dog's lead or "orders" provocation
- Revenge (against the last cyclist they encountered)
- Trained (by their owners) to attack
- Surprise at encountering you
- Hunting (pretending)
- Defending territory
- Responding to what they perceive as
- It's about the bike (and not the rider)

Likewise, how dogs attack varies. A few dogs bite just because they are excited and nervous, while others bite only if you approach them. It seems that little dogs, especially, like to sneak up and bite with little or no warning. Many bigger, bolder dogs bite at legs and at the bike. And, the really vicious dogs try to hurt you as quickly and badly as possible.

There is a variety of effective defense measures against dogs that chase and/or attack. The most important thing to know is that dogs seem to sense fear. They are also bred to respect authority. Overall, try to maintain a sense of control of the situation and of the outcome.

There is not one single method that is effective with all dogs, because different dogs behave and respond differently. Understanding the effectiveness of the various repelling techniques on particular types of aggressive dogs on your riding routes may have to be learned, unfortunately, by trial-and-error, first-hand experience. However, an awareness of these different methods will give you some good ideas and help you think more clearly if you are confronted.

- Just ignore the dog, especially if it isn't very close.
- If the dog is close, talk to it. If it is friendly, talk in a friendly manner. If it seems to be an aggressor, talk to it in a barking, commanding (not scared) tone of voice.
- Scream at the dog. Some dogs back off if you make more noise than they.
- Speed up and outrun the dog; however, this response may be perceived as putting you in the role of prey and fuel the dog's chase and attack instinct.
- While riding, kick the biting dog in the mouth. This can be dangerous if your bike handling skills are not good or if your shoes are soft.
- Stop, dismount, keep the bike between you and the dog, and stare the dog down. Sometimes, though, this behavior riles the dog (specifically, pit bulls) even more. Be aware, also, that if there is more than one dog, they may pair up and circle you.
- Pick up--or pretend to pick up--a stick or a stone, or use the air pump as a pretend weapon. This causes some dogs back to off.
- Spray the dog with pepper spray.
- Chase the dog back onto its property.

An approach to consider does not involve the dog, but the dog's owner. It is your right to ride on the road, and it is the owner's duty to train or restrain the dog. Indiana State Law (Code 15-5-12-3) states a dog owner **[cont'd page 4]**

The Hope Ride

By Wayne Fuller

Upon the recommendation of Faye Carter, Kate, Andy, and myself, along with Faye decided to ride *The Hope Ride* in Hope, Indiana. *The Hope Ride* is a benefit ride for the local food bank. This year they also had a Hope Walk, which generated money for the victims of our recent national tragedy through the Red Cross. Faye and I left early Friday morning and meandered our way to Hope, which is east of Columbus, Indiana. We did manage to stop in Jasper where we picked up our tee-shirts from the Strausenfest Ride along with the tee-shirts of Evansville Bicycle Club Members. When we arrived at Hope we set up camp. *The Hope Ride* allows people to camp on the school grounds of the high school for the weekend. The gym remains open and those people who would prefer to sleep in the gym, rather than outside in tents and campers are allowed to do so. Faye and I then proceeded to ride the 10-mile route. Late that afternoon Kate and Andy arrived. A group of Christian Bicycle Riders also showed up with a wagon laden with 30 bicycles with their group. They invited us over for dinner, which actually was very tasty.

The next morning we got up early and got prepared for our ride. The local Kiwanis had a pancake breakfast, donations only. Kate, Andy and I took off while Faye waited for a friend to show up from Cincinnati so that they could ride together. Andy then zoomed by us with a group of bicyclist. The ride choices involved 10 miles, two 25-mile loops, and a 54-mile loop. Kate and I chose to ride 50 miles and so we rode the two 25-mile loops. Kate and I completed the first loop and went back to the school where we took a small breather. Then we rode downtown to where we picked up the second loop. We rode the second loop and returned again to the school. There was no sign of Faye or Andy. We showered and then went downtown where a free lunch was provided. The food was excellent. Entertainment was provided not only at lunch but also at the Sag stops, which I might add were excellently provisioned. The ride was relatively flat. The day was beautiful, cool, and sunny. Several hundred people participated during the rides. Only a few people chose to camp with some of them choosing to spend Saturday night camping as well. Kate and I broke camp and waited on Faye and Andy. We waited and waited. We decided to pack the van. Once the van was packed it was decided to take a ride downtown to see if we could find Faye or Andy having lunch. Of course, "Murphy" was around and the van did not start. It turned out that the van had a bad battery. The local Napa store was open and some time was consumed by replacing the battery. Eventually, Faye and her friend made it back. They had ridden a 25-mile loop and the 54-mile loop. We continued to wait on Andy. We became quite worried and talked to the ride officials. We told the Sag wagon to bring him in and not listen to any arguments from him. Shortly afterwards the Sag wagon brought Andy back to the school. He had been trying to ride a century that day. He made 97 miles before the Sag wagon picked him up. We drove home that evening. It was decided as with the Arthur Ride that it would be nice to take the camper rather than the tent and spend the weekend rather than returning home immediately after the ride.

The Hope Ride is a very pleasant ride that is relatively flat. It offers a chance to help generate money for a worthy cause, which is the local food bank. It is a ride that I think our club should consider putting on the list of club rides.

Welcome new members!

Bern & Diana Dickneite	Ken Conkling
Archie Carter	Ken Alvey
Zac Alvey	Stephen Alexander
Marianne & Stan Schultz	Linda Clemmer
Bob Folz	Martha House
Steve Kuenzli	Ann Motycka

Don't miss out on joining us for the exciting cycling opportunities in December!

Thanks to all EBC Members. . .

After two years as editor, I will be turning the fun over to Faye Carter (or at least she has tentatively volunteered).

I want to thank everyone for the many wonderful articles/contributions and kind words about my efforts to share information with the membership.

See you at a Club ride soon. . . Kathy Yearwood

FIDO, FRIEND OR FOE? [continued from page 2]

commits a Class C misdemeanor if "the owner recklessly, knowingly, or intentionally fails to take reasonable steps to restrain a dog" and the dog bites or attacks another person, resulting in bodily injury.

Talk to the owner and explain what the dog is doing and why its behavior is dangerous to itself, to you, and to others. Dog owners should understand that they are breaking the law by allowing their dogs to run loose off their property. They should be concerned about their liability if their dog makes a bicyclist fall and someone is hurt or killed.

Avoid getting angry or offensive, even if the owner does. Make no threats and imply no follow-up, because the owner might wait just to see what you will do. Also, don't apologize. Although the owner may deny that the dog is a problem or that he needs to control the animal, most of the time very few dogs will bother you again after such a discussion.

However, if the above approach fails to encourage the owner to control the dog, there is one last remedy—contact the local animal shelter. The animal control officer will talk to the owner. If the owner does not comply and the animal continues to be threatening, a citation is served, and the owner must pay a fine or is ordered to appear in court. In the worse case scenario, if, after several warnings, the animal is not properly controlled by its owner, it will be destroyed.

Finally, if you are injured in an encounter with a dog while riding, call 911. If you are in the city, a policeman will respond, and in the county, it will be the sheriff. Either of these will write a citation about the incident.

Chapter 9.90 of Title 9 (General Regulations) of the Municipal Code Book (in the Vanderburgh County Clerk's Office) addresses animal control, including dogs. The following definitions (Section 9.90.02) are of particular interest:

- **Animal nuisance:** An animal which molests persons, animals, or passing vehicles; trespasses on or damages private property ... an animal allowed to create any condition which might endanger the public health, safety, [or] welfare.
- **Dangerous animal:** Any animal which apparently presents a threat to any person or animal in its vicinity or is shown to have attacked or attempted to attack a person either in the absence of extreme provocation or while not defending itself or its master's home.
- **Vicious animal:** An animal which (1) has inflicted, without reasonable provocation, two or more bites upon one person or has inflicted one or more bites upon two or more persons within a consecutive 12-month period; (2) has bitten or attacked, without reasonable provocation, a person and has inflicted serious bodily injury upon that person.
- **Serious bodily injury:** Bodily injury which creates substantial risk of death or causes serious permanent disfigurement, unconsciousness, extreme pain, or permanent or protracted loss or impairment of the function of a bodily member or organ.
- **Without reasonable provocation:** The exhibition of aggressive behavior without immediate direction to do so by its master.

The purpose of the above information is intended to guide cyclists in how to manage the hopefully rare confrontations with problem dogs. Many of us are dog owners, and probably almost everyone would agree, generally, ... "dogs are man's best friend."

Marathon [cont'd from page 1]

With the kickoff on January 1st, schedules, training tips and routes will be available as well as discussion on various issues (some even pertaining to running). This group has run this schedule about ten times with over ninety percent of the participants succeeding in finishing their first marathon. You should have a base of 7 - 10 miles by 1-1-2002. The group usually breaks up into sub-groups with 8 to 10 minute paces.

If you are not interested in the marathon distance but would still like to hook up and run with a group, I think you would find this group a lot of fun and very supportive (I know that I do). There are approximately 16 runners that show up on a regular basis and the paces range from 7:30 to 10+.

For more information contact Richard Tenbarga at 491 2440 or via e-mail at Rtenbarga@aol.com; Nino Cocchiarella at 491 9920 or via e-mail at nino@cdesign.cc; or just show up at the YMCA on any of the above mornings (that's what I did). The group also has a website at www.cdesign.cc/run/.

US – Canada AIDS Vaccine Ride By Jim English

In the wee hours (5:30 AM) of the morning on September 5 over 1,800 cyclists and 300 volunteer crew members set out from the magnificent Parc Olympique De Montréal. Our destination (5 days later) was Portland, Maine.

The first day we traveled 106 miles from Montreal to Essex Junction, Vermont. The ride out of Montreal took us past many beautiful historical sites. Montreal has the largest French speaking population outside of France and has a very European feel and appearance. With nearly 1800 riders and the narrow city streets, it took us almost an hour and a half just to get out of the city. Once we crossed the US-Canada border (approximately 50 miles from the start), we rode the Grand Isle through the middle of Lake Champlain. We camped at the fairgrounds in Essex Junction.

The second day took us on another century (102 miles). We rode from Essex Junction to Quechee, VT. Quechee is located on the Vermont-New Hampshire border and known for its beautiful gorge and park-like setting along the Connecticut River. The ride was the toughest of the five days. We ascended and descended the Green Mountains. The course included three climbs, ranging from 2-1/2 to 5 miles, with elevation changes ranging from 600 to 1000 feet. There were times I would have liked to have had a triple chain ring because the grades were too steep for me to keep a steady spin. I remember being out of my saddle, looking down at my speedometer and seeing 4 mph. However, as we all know there are two side of every hill so I got to enjoy the journey on the down side, traveling nearly 48 mph.

Day three was a short ride - 76 miles —Quechee Vermont to Contoocook, New Hampshire. More hills! This time we worked our way through New Hampshire's White Mountains, surrounded by beautiful lakes and rivers. We ate lunch at Lake Sunapee in Newberry. Several riders decided to take a swim in water so clear you could see the bottom even when way off shore. We also visited the Cornish-Windsor Bridge, on record as the longest single-span covered bridge in the United States.

Day four was scheduled to be an 85-mile ride for those who followed the course. It ended up being 91+ for the guy who missed a turn while looking around. This ride took us through Concord, the capital of New Hampshire. The first 35 miles or so were rather hilly but the journey out to Maine's coast took us along more of the rolling hills and lakes that New Hampshire is known for. An early afternoon crossing into Maine for lunch offered a brand new perspective on beauty as we traveled through the fishing coves and tourist towns along the rocky Atlantic Ocean. We camped in Wells, Maine.

Day five (the shortest leg - 52 miles) was our final leg into Portland, Maine. The course continued along the winding coastline, riding through more of the famous towns and villages along the shore. We passed the summer home of George and Barbara Bush.

We rode into a holding area about two miles from where the closing ceremonies were to take place. Once everyone (1,800+ cyclists) made it to the holding area along the Back Cove of Portland, we road into Deering Park together and joined the 300+ volunteer crewmembers. People, 10 to 15 deep, lined the course during the last mile and a half. They cheered us on to the closing where the mayor of Portland, along with other dignitaries welcomed us.

For me the most memorable part of the five-day journey had nothing to do with the ride itself, even though it was wonderful. It was after the closing ceremonies, when my wife and I were headed out of the park. A gentleman walked up to us, held out his hand, and said, "I want to thank you for what you have done this week." I shook his hand and replied (rather half-heartedly), "Thanks, it was my pleasure." I could tell he sensed my ambivalence. While still clasping my hand he said, "I don't think you understand. I want to thank you for what you have done." Turning his head he called to a young lady sitting on a blanket behind him, asking her to come over. He introduced the lady as his fiancé and said that she is HIV positive. They are planning on getting married on December 15 of this year.

Since that day I've reflected many times on that event, wondering, of the thousands of people in the park that afternoon, why did he walk up to me? I have come to realize that the five days and 430 miles spent riding from Montreal to Portland was not about me. It wasn't about the 4,700 miles logged this year in preparation for the ride. It was about saving lives. Saving the lives of people I will never know. Lives of persons not yet born. The \$4,980 that I raised, along with the money raised by the other riders, will provide the Aaron Diamond AIDS Research Center, UCLA AIDS Institute and Emory Vaccine Center with nearly 4.5 million dollars for AIDS vaccine research.

Little did I know what a profound effect the ride would have on my life. I will always be thankful for the opportunity, and grateful to all those who supported me financially and emotionally.

Come Join Us for the "Tunnel Hill Trail Ride"

When: December 1, 2001 at 9:30 AM
Starting Location: Tunnel Hill Trail Head in Harrisburg, IL
Ride Host: Bob Wefel (contact for more information at 490-0686 or bwef2@yahoo.com)
Distances: 15, 28, 50, 68 or 100 Miles

The trail surface is hard packed crushed limestone, hybrid type bikes or mountain bikes are recommended. The ride is an out and back, very scenic, the 68 and 100 mile ride takes you thru the tunnel and across many tressels. Harrisburg, IL is 58 miles from Evansville.

Directions:

- Take SR 62 west through Mt. Vernon, IN crossing the toll bridge into IL
- The road is now SR 141, stay on 141 until you come to US 45 and then turn left on US 45
- Go 16.3 miles to Harrisburg, turn right on SR 13
- Go one block, turn right and go to the trail head parking lot

There are picnic tables and restrooms along the trail as well as places to eat in the small towns you go through.

For further information you can visit the web site for the trail <http://dnr.state.il.us/lands/landmgt/parks/tunnel.htm> or if you take the Evansville Courier, they ran a feature on Sunday, November 18th in section C.

Hope to see you there!

The above map was contained in the Sunday, November 18, 2001 Evansville Courier & Press, Spectrum Section C, associated article by Rich Davis, map/illustration by Larry Fink

The Evansville Bicycle Club, Inc.

Membership Application 2001

Name _____ Age _____ _____ _____		Release of Liability Evansville Bicycle Club, Inc. is organized for sole purpose of providing it's members with notification of central meeting points and times. Members freely elect to ride together as a group, following a route of choice. In signing this form for myself and/or my family members I understand and agree to absolve EBC, Inc. and it's organizers or sponsors for all blame for any injury misadventure, harm loss or inconvenience suffered as a result of participation in any ride or activity associated with or sponsored by the EBC, Inc. I further understand that I, as an individual am responsible to abide by all traffic laws and regulations governing bicycling and take full responsibility for my actions. Make Checks payable to: Evansville Bicycle Club, Inc. Mail to: Randy Silke 516 Sandalwood Dr. Evansville, IN 47715
Address _____	Individual \$12	
City _____ State _____	Family \$20 +	
Zip _____ Phone _____	\$1/child	
E-mail Address _____		
Signature _____		

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VP	Wayne Fiester (490-2745)	Statistician	Rusty Yeager (402-1787)
Secretary	Bob Messick (842-0072)	Touring	Tony Titzer (490-1397)
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