



# EBC Bikewriter

June 2003

The Evansville Bicycle Club Newsletter

## FROM THE PRESIDENTS SADDLE

By Dave Ashworth

We have now past the trials of winter riding and are into the joys of spring. These are rides when everything is blooming, even barren fields are in bloom with wild mustard. This was what we had the first day of the Harmonie 100. The first day started cool, but with abundant sunshine, it was not a problem. This was a very pleasant ride, and on the first day it had very good roads. The second day dawned cloudy with a very high threat of rain. Unfortunately due to construction, there was about ten miles of bad road after the brunch. The weather started to go rapidly downhill between the park and Wadesville, which was the second rest stop. Darlene Wefel and I decided to try to make Poseyville ahead of the rain. We pushed hard, but not hard enough and about a mile from the rest stop we ran into some serious rain. We did, however, make it without getting too wet. I would like to again thank the workers at this stop, two of them were kind enough to give a group of us a ride back to New Harmony School so that we could get our transportation.

This ride was the first time in the rain for this bike; I guess it had to happen some time. Less than a week later on the Castle Wednesday rides, it happened again, only this time the bike and I got very wet. I also lost my credibility as a weatherman since I told several people that it would not rain.

Janet Robertson is in mourning because she was riding the good bike on Sunday at New Harmony and her group did eight miles in heavy rain. When you look at the mileage that Rusty has, remember that on this day he started late and did almost 40 of the 50 miles in the rain. Starting with that day, Rusty did five straight rides with rain a part of them.

Tomorrow is the first day of the ride to North Carolina and surprise the forecast is rain.

"After a time, habituated to spending so many hours a day on my bike, I became less and less interested in my friends. My wheel had now become my one and only friend. I could rely on it, which is more than I could say about my buddies. It's too bad no one ever photographed me with my friend. I would give anything now to know what we looked like."

—Henry Miller, *My Bike and Other Friends*



## Bike New York-"The Great Five Boro Bike Tour"

By Jeff Bruell

On May 4th, we joined the largest parade of recreational cyclists in the US for a tour of New York City. Salli, Shawna, Audrey and I made the two-hour trip from our home in Pennsylvania to Manhattan on Saturday May 3rd. We stayed at the corner of 34th and Eighth Avenue at the New Yorker Hotel. The staff welcomed us to stow our bikes in the room and gave us walking directions to the Empire State building. We explored Manhattan all afternoon and early evening seeing the Chrysler building, the offices of MTV, Times Square, the garment district, the theater district, and various other famous sights.

On Sunday morning, we joined 30,000 other cyclists (yes, 30,000!) on the Avenue of the Americas, and began our ride. We rode the length of Manhattan including a trip through Central Park and Harlem. Riding over the Hudson River, we moved into the Bronx and cycled along Adam Clayton Powell Boulevard. Back over on Manhattan, we proceeded down F. D. R. Boulevard to the Queensboro Bridge. A short while later, we were at Astoria park in the Queens. Next, we moved on to the Brooklyn waterfront with magnificent views of New York Harbor. Our next climb was over the Verrazano Narrows Bridge and the glide onto Staten Island. The ride ended with a festival on the Island. We met Ivan Dominguez and Rahsaan Bahati from the Saturn cycling team. After leaving the festival, we boarded a ferry with a full load of cyclists bound for Battery Park in Lower Manhattan. Once back on Manhattan, we took the West-side bike path back to our hotel. Along the way, we visited Ground Zero at the site of the former World Trade Center Towers.

The ride totaled 42 miles. The girls had no problem and we all enjoyed it immensely. Some things of interest were:

- The roads and bridges we traveled were totally shut down to motorized traffic.
- Meeting some members of the "Puerto Rican Schwinn" Bike Club. They rode single speed heavily chromed roadsters.
- The vast diversity of riders and the different types of bikes.
- The organization and execution of such a huge event. The rest stops were massive (some taking up a football field or more).
- The amount of flat tires we saw (I stopped counting at 105!).
- The helpfulness of the riders and friendly attitude of the New Yorkers we met.

We are located approximately 13-15 hours drive time from Evansville and just a few miles off Interstate 81. If you are ever traveling through the area to visit New York, New England or the Canadian Maritimes please visit and/or stay with us. Drop us a line a jeffskismontana@worldnet.att.net .

The following article is from Michigan Bicyclist Magazine, Spring 2003, and was submitted by Bob Wefel.

## **Crash Checklist**

**By Sarah Colegrove and Todd Briggs**

Spring is here and outdoor cycling has started for most of us. It's a fact that many of us at some point will have a bicycle accident that involves a motor vehicle. In the unfortunate event that you do get hit by a car or a car causes you to become injured, we've compiled a short list of things to do and things to consider. Also, remember that these procedures apply if you've become injured from a dog bite or chase or if the condition of the road or sidewalk causes your injuries.

Many of the items in the list are self-explanatory. While the information reporting and gathering aspects are very important, probably the most important step to preserving your rights lies in the first recommendation—DO NOT ADMIT LIABILITY. While it may seem that we are asking you to hide the truth, this is not the case. When involved in any sort of accident, oftentimes you are in shock and do not know what has happened. Many times our clients are not even able to remember how the accident happened. Too often, we find that the cyclists are eager to explain how the accident happened or to accept responsibility for the accident, when in reality it wasn't their fault at all. The facts, once gathered, most times bear that out. That is why it is important to preserve the information and let the facts concerning the accident speak for themselves. There is no sense in assuming liability or making an explanation for the accident's cause when you probably only know a portion of all that occurred.

Obviously, the goal is to avoid any sort of accident. But if it should happen, these tips will help guide you should you have to file a claim with your insurance company or file a suit in court. As always, should any rider have questions or concerns, please feel free to contact us.

### **WHAT TO DO WHEN HIT BY A CAR**

#### **DON'T ADMIT LIABILITY BY STATING THE ACCIDENT WAS YOUR FAULT**

- ◆ CALL THE POLICE AND MAKE A REPORT
- ◆ GET DRIVER'S CONTACT AND INSURANCE INFORMATION
- ◆ GET WITNESSES' STATEMENTS AND CONTACT INFORMATION
- ◆ GET THE OFFICER'S PRECINCT # AND CONTACT INFORMATION
- ◆ SEEK IMMEDIATE MEDICAL TREATMENT FOR INJURIES
- ◆ REPORT INCIDENT TO YOUR AUTO INSURANCE COMPANY
- ◆ REPORT INCIDENT TO YOUR HOMEHOMERS/RENTERS INS. CO.
- ◆ TAKE PHOTOS OF CRASH SCENE, INJURIES AND BICYCLE
- ◆ REQUEST COPY OF POLICE REPORT
- ◆ KEEP FOLDER OF ALL CRASH INFORMATION (NOTES, RECEIPTS, LOG, INSURANCE INFORMATION, ETC.)
- ◆ CONTACT AN ATTORNEY TO ADVISE YOU OF YOUR RIGHTS

The following article is reprinted from Reuters and was submitted by Bob Wefel.

**Workers Offered Cash to Get on Their Bikes**

**Tue May 6, 2003 10:06 AM ET**

OSLO (Reuters) - Norwegian workers are being offered cash incentives to get on their bikes as part of a government drive to encourage pedal power and cut car use.

The scheme, which also aims to boost fitness, started on Monday in parts of the country and will pay municipal employees about 40 cents for every kilometer they cycle while on business.

"We want healthier employees and less sickness absence," Hans Ivar Soemme, leader of a "Healthy City" project at Sandnes municipality in southwest Norway, told Reuters. He said he did not know of any similar schemes elsewhere in the world.

Workers will get 43 cents for each kilometer they ride up to a maximum journey of 3.1 miles. The ride to and from work will not count.

Meanwhile, an estimated 75,000 cyclists rode their bikes to work on Monday to mark the annual "Bicycle to Work" campaign, many stopping for a free breakfast organized along cycle paths.

As part of a drive to make Norway's 4.5 million people healthier, the Nordic country will be the first in the world to outlaw smoking in bars and restaurants nationwide in 2004.

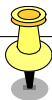


**WELCOME NEW MEMBERS FOR MAY**

Michael Kearns      Paola Albosta

Cris Goldbach      Robert Henson

Mike Gallagher      Margo Gallagher



## Sunday Morning Rides

Starting this month, Sunday morning rides will be designated *Club Jersey Rides*.

Everyone will be encouraged to wear their club jersey on this ride. Of course, you may wear your club jersey at any ride.

Since the Sunday morning rides are at a different location every week, we can show our club colors all over the tri-state area. Hopefully this will be a cool tradition to get started.

Jerseys are ordered every other year or so, and Darlene Wefel is working on getting an order together for the near future. Anyone interested can contact Darlene, or look for information in the newsletter.

Jim Niethammer

"Women cyclists cannot protect their chastity.." —**District Governor of Ramsar, Iran**, banning female riders.

"Fancy a lady riding a thing like that. With a leg on each side, disturbing the traffic."  
—**John Galsworthy**, *The Forsyte Saga*

"At least you can quit a bike race." —**Connie Carpenter Phinney**, comparing childbirth to competitive cycling

"I don't think I'll be riding my bike home, that's for sure." —**Mary Jane Reoch**, after riding to the hospital to give birth to a six-pound, twelve-ounce baby girl. 😊

"The bicycle was the first machine to redefine successfully the notion of what is feminine. The bicycle came to symbolize something very precious to women—their independence."  
—**Sally Fox**

# EBC Bikewriter

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## The Evansville Bicycle Club, Inc.

Membership Application 2003

Name \_\_\_\_\_ Age \_\_\_\_\_  
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 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Zip \_\_\_\_\_ Phone \_\_\_\_\_  
 E-mail Address \_\_\_\_\_  
 Signature \_\_\_\_\_

### 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.

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