



EBC Bikewriter

August 2004


The Evansville Bicycle Club Newsletter

Bike Crash by Cinda Alexander

I'm sure you have probably now heard about my serious bike crash. I had an unfortunate crash on July 3 at the Dog Town club ride. Greg and I had decided to ride the 24 mile out and back for an easy spin. Shortly after leaving the parking lot, I made a decision to attempt to adjust my computer sensor on my front fork while still moving on the bike. This is something that many of us have done while knowing that it is a little risky to reach down around the front whether to adjust a noisy sensor, clean a wheel, or adjust the front break tension. Although I apparently did not get my hand in the wheel, my front wheel rolled out from under me, and I did a face plant onto the pavement. In addition to severe road rash on my face and neck, a fracture and lacerations around my right eye, and a concussion, I also broke my back at two levels in the mid-back area. How could that happen in a low speed single rider crash? I am very, very thankful I did not dislocate or fracture my neck.



I want to thank everyone for the help and assistance that Greg and I received from the many club riders that responded that day including Dave Heng, Laura Finch, Greg Roeder, and Ron Pendley. My recall from the actual accident site is a little sketchy, so I apologize to anyone I left out. My husband Greg took immediate control of the situation, including calling for an ambulance (which I didn't think I needed!), and kept me from getting up. He was able to send a motorist to summon help from the rest of the club riders who had just left on the 40-mile route. I let my guard down and allowed my attention to wander when I made a decision to adjust the sensor since I was only out for an "easy ride." If I had been in a group, I would never have considered such a move.

I do not in any way want to minimize the seriousness of this accident, and I want to stress how important basic safety, such as a helmet, saved me considerable additional head injury. I broke my helmet in two places. I should recover completely from both the facial injuries and the back fractures. Greg is taking wonderful care of me as well as keeping me from doing too much too soon. I will be in a restrictive back brace for approximately three months (I hope no longer!!). I'm not sure when I'll be permitted back onto my bike (probably my neurosurgeon who happens to be my boss would like to say never!). However, I'm plotting ways to get ONE more century in to make the 10th for the season. Again, THANK YOU to the many riders that were so helpful on that day. Also, I appreciate the many cards, warm wishes, flowers, and prayers from my fellow cyclists.



The H.A.W.G. and I

By Sandy James



I have taken a lot of ribbing over the years about my H.A.W.G. (high action water and gear) CamelBak hydration system. I have endured witty comments pertaining to the contents of my H.A.W.G. (load of bricks, all my worldly possessions, pie?). Yea, it's big, it's heavy when completely filled (100 oz. water) and it tends to sway when cranking up a hill, but it's become a sort of appendage for me. Call me Nanook of the North. I like cool weather. Hot and humid summer weather renders me toast. By placing a few ice cubes in the bladder, water will stay cold for hours. It's still a hot bugger to lug around. So why carry it? I can say there are two reasons why I carry the H.A.W.G.; treats and training.

I'm not out to convert cyclists to adopt such a monster hydration system, but it sure has some great benefits on T.R.I.R.I. Amazing how, after a hot century, haulin' fresh baked goods back to the campsite makes the H. A.W.G. seem like a good idea to non-believers. You can even fit nine cold ones in it (not that I drink and ride). The H.A.W.G. provides many compartments to place treasures you find along the road (arrowheads, money, fossils).

I train like I race in multi-sport events. Multi-sport, such as the traditional triathlon (swim, bike and run) and the not so traditional off road adventure races (swimming, kayaking, trail running, mountain biking, rappelling, and any special event the race director deems challenging). Adventure races have limited support. In a 10-18 hour adventure race, the staging (transition) area usually is the only place to get food and water and you would be lucky to visit it twice during the race. You also never know the order of the events—**so you must carry everything with you** the entire race. The H.A.W.G. carries clothing, water purification systems, compasses, bike tools, bicycle and running shoes, a bicycle helmet, a first aid kit and food without complaining. It takes spills on the mountain bike, gets entangled in brambles, drags through the mud, endures profuse sweating, and sometimes acts as a pillow when I'm exhausted.

The H.A.W.G. and I have had some great memories. I wouldn't trade it for anything. Next time you sign up for a week long road/mountain bike tour, take along a H.A.W.G...you won't be sorry!



Links from John Bennett

Amateur Radio Web: <http://home.insightbb.com/~n4xi>

Where am I? <http://www.findu.com/cgi-bin/find.cgi?N4XI>

Bike Racing Web: <http://home.insightbb.com/~xibike>

LETTER FROM SSG.MIKE SMITH

31 MAY 04

Greetings from Bagdad!

My brother sent me a copy of "The Bikewriter" in my last "care package" from Newburgh. I'll be here in Iraq 'til sometime next spring. Looking forward to the bike news from home. I noticed several familiar names on the mileage chart so please extend a "hello" from me to them membership. I won't get any club miles tis year, but will be home soon enough. I can't wait to get back on the road again in So. Indiana.

Until then--

Mike

**Indiana BikeFest 2004 - National Rally of Bicyclists
Jasper, IN September 3-6, 2004**



INDIANA BIKEFEST

Join the Indiana Bicycle Coalition and League of American Bicyclists members at Indiana BikeFest 2004 - National Rally of Bicyclists - **"End of Summer Bicycle Bash!"**

More than a bike ride - it's a Festival!

The Indiana BikeFest offers a great variety of options for bicyclists with road tours, mountain biking, casual cruises and off-the bike activities like train rides, ice cream social, bicycle movies, and other activities for kids of all ages!

To download a registration form or to register online, visit www.bicycleindiana.org.

NOTE: Volunteers are needed for this event - contact Indiana Bicycle Coalition for more details.

Indiana BikeFest Benefits Bicycling

All proceeds from the Indiana BikeFest 2004 - National Rally of Bicyclists will be used to support Indiana Bicycle Coalition's efforts to make Indiana a better place for bicyclists. For more information about Indiana Bicycle Coalition and to request an Indiana BikeFest 2004 brochure, contact: Indiana Bicycle Coalition, Inc., P.O. Box 20243, Indianapolis, IN 46220; 317-466-9701 or 800-245-3110, info@bicycleindiana.org.

TRIRI Princess 2004
by Cinda Alexander

I feel I probably needed to explain how Laura Finch and I acquired the title "princess." I know somewhere in this newsletter there may be a mention of this title during someone's report of TRIRI. Unknown to us initially, Laura and I actually received this honorary title last summer during TRIRI 2003. Since neither of us liked to get up early in any hurry and out of our tent (which we shared), there was some *impression* of **high maintenance**, thus the title was bestowed upon us by our royal club statistician, Rusty Yeager. Did I mention I HATE to get up early??! So, Laura and I decided upon a preemptive strike this year when we again planned to ride the summer TRIRI. We bore our title "princess" proudly since we STILL didn't like to get out of the tent early, and donned tiaras to be worn to breakfast and on our helmets during the day's ride. This, of course, created a lot of questions by the other TRIRI riders. The Evansville Bike Club certainly received a lot of attention for our number of participants, riding intensity, multiple centuries, and.... tiaras. Ultimately, we passed our princess legacy, including the tiaras, on to two young ladies that were riding tandems with their Dads. Virginia and Sabrina are approximately ten years old, and were thrilled to receive the tiaras. I believe we may have started a new tradition for Joe and Barbara and subsequent TRIRI events. If you ever have an opportunity to ride on TRIRI, it is truly a well-managed, week-long bike ride with lots of cycling and camaraderie.

WELCOME NEW MEMBERS

TERRELL MAURER

RICARDO SLAVAT

CONNIE KOCH

SOO-RE CHA

SSG. MIKE SMITH

[Continued from page 5] **Using a helmet mounted rear view mirror**

I find a mirror useful to preview gaps in overtaking traffic. Then before merging, I check in the mirror again, but I always also turn my head and look to the side. Vehicles (and especially, silent bicycles) which are close behind me on the left may go unnoticed because they are in the mirror's blindspot. By turning my head, I get a much wider field of view, very quickly. Turning the head to the left serves as a signal of the desire to merge left.

When people with rear-viewmirrors are riding together, whoever of leading can signal the next turn by hand, and the one following can then acknowledge the signal by repeating it, to be viewed in the mirror.

On a supine recumbent, a helmet-mounted mirror (or a handlebar-mounted mirror on each side) *is* a necessity, because it is not at all easy to swivel the head to look directly back when in the recumbent riding position.

People with limited neck flexibility may have the same problem.

Article from <http://www.bikexpert.com/bicycle/mirror.htm>

Using a helmet-mounted rear-view mirror

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Should a bicyclist use a rear-view mirror? That's a question without a single, simple answer. Mirrors raise important practical and legal issues.

Because bicyclists, unlike other vehicle operators (including even motorcyclists with their bulky helmets), do not have structures impeding their view to the rear, a mirror is not necessary for most bicyclists. Most bicyclists get along well without a mirror. Some try a mirror but don't become comfortable with it. Every bicyclist should learn to scan to the rear without a mirror, and only then try a mirror.

And it is often enough misunderstood that it bears repeating: no driver has an obligation to look to the rear except when preparing a merge. For these reasons, a law mandating mirrors for bicyclists would do more harm than good, by creating grounds for a presumption of negligence for bicyclists who do not use mirrors.

As for myself, I have used a helmet-mounted mirror since 1976, and for people who can learn to use a helmet-mounted mirror, I think that it is the best choice. It doesn't protrude past the end of the handlebar, it vibrates less than a mirror attached to the bicycle; and it is unobstructed by the rider's body.

An eyeglass-mounted mirror has these same advantages, though it tends to pull the eyeglasses down and is easier to misplace than a mirror which is attached to the helmet.

Helmet- and eyeglass-mounted mirrors can look in different directions with a turn of the head. Sometimes when I am stopped, I will turn my head while looking in the mirror to check out the scenery, or people-watch. While riding, I turn my head slightly as I glance into the mirror to scan traffic directly behind myself.

But learning to use a helmet- or eyeglass-mounted mirror, and adjusting it to be effective, aren't for everyone.

Like many bicycling techniques, mastering the use of such a mirror takes a bit of practice. As the mirror turns with the head, the angle of view changes. It is easier to figure out which way the mirror is looking if the left ear or helmet strap is just visible at the right edge of the mirror.

To look directly back, the mirror should be placed as far left in the field of view of the left eye as possible without creating a blindspot. That is, the area in the left eye's field of view that is covered by the mirror should still be within the field of view of the right eye. People with large hairdos don't do well with these mirrors!

In order to see clearly with the mirror, it is necessary to learn to shift attention to the eye that is looking into the mirror. For this reason, people who are strongly right-eye dominant do better to place the mirror on the right side. Many mirrors are designed to be affixed to either side of the helmet.

People who have vision in only one eye should only use a helmet-mounted mirror if it can be placed high enough not to interfere with the view of the road.

In a crash, a mirror might possibly injure an eye. This risk can be minimized if the mirror has a breakaway mounting and the cyclist also wears goggles.

I use Third Eye mirrors which have plastic stalks that eventually break; I repair them by drilling a 1/16" hole in the mirror's universal joint ball, and threading in a length of a bicycle spoke which I bend to shape and use as a mirror stalk.

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EBC Bikewriter

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The Evansville Bicycle Club, Inc.

New Membership and Renewal Application 2004

Name _____ Age _____

 Address _____
 City _____ State _____
 Zip _____ Phone _____
 E-mail Address _____
 Signature _____

Individual \$12
Family \$20 +
\$1/child

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.

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