

# EBC BIKEWRITER

NEWSLETTER OF THE EVANSVILLE BICYCLE CLUB • EVANSVILLE, INDIANA

"The bicycle has a soul. If you succeed to love it, it will give you emotions that you will never forget." —Mario Cipollini

## Paul Jensen The President's Corner

This is getting ridiculous! Every morning the first thing checked is the weather. I know more about dual Doppler, the differences between warnings, alerts, and watches than ever. Some of us are even getting good enough to figure out how to get a ride in without getting too soaked. Not to mention the wind. Oh yes, I think I will. A hill is a known commodity, you look up and know the obstacle before you, but the wind is invisible and you never know how bad it really is until you gear down and take a peek at the computer. Pedal stroke—85 rpm, speed—9.5 and how far do we have to go. And under these conditions it is great to be riding with others. The pace line now becomes essential. Enough about the weather.

Other quick notes about this past month and what is coming up for July. A wonderful ice-cream social with Bicycle Indiana as the director Nancy Tibbett came down and rode the ride and enjoyed some ice-cream. Big thanks to Darlene Wefel who set this event up and conducted the laying out of the course as well as securing the treats to be enjoyed. The Thursday June century had 15 members take off, but the return trip was quoted as "downright brutal" going against the wind.

Bike rodeos included the Scott township fire department and the Boonville Wal-Mart. The Scott rodeo was very, very wet. The course was chalked, the firefighters were prepped to help out as stop and yield signs, but the rains came, so we ended up watching the videos, fitting helmets, putting stickers on our new helmets and plastering "EBC tattoos" on various parts of our bodies. The Wal-Mart affair offered ideal weather,

great support from both the Wal-Mart staff plus the assistance of the Boonville Bike club consisting of leader Brad Scales along with nine of his members. Again bicycle helmets were distributed thanks to the Safe Kids program of St. Mary's Hospital plus 50+ youth watched the video, traversed the three courses (one young lady did it 20 times), drank soda and ate goodies. Two lucky participants found out later in the afternoon that they had won a bicycle for signing up and participating. The Annual Bike Give-a-way Event at Ivy Tech is being held on June 29th and 30th where 90 bicycles will be awarded to the most deserving Evansville grade and middle school children in the summer school program. All winners will have an opportunity to receive a free helmet plus participate in the learn to bike and/or bike rodeo that follows the award ceremony. July is an important month for one of EBC's "traditional" volunteer events.

"Lose the Training Wheels" will take place July 18 thru the 22nd at the National Guard Armory on Division street and EBC will grant three scholarships for participants plus one special bicycle for one of the bikers. If you can, please volunteer, the program needs people who can provide assistance for the same time for the week (M-F). The sessions run as follows: 8:00-9:15; 9:35-10:50; 11:10-12:25; 1:10-2:45 and 3:05-4:25. Also, the program is in need of more "riders." The program currently has only ten riders and must have near 30 to be held, so if you know of any child age eight (8) or older who has mild to moderate physical or mental disabilities please contact the Easter Seals Rehabilitation Center. The cost per child is \$170.00.

Elsewhere in this newsletter you will note that the Youth cycling rides on Wednesdays

had a pretty good turnout at Wesselman's on the 22nd. It was great! If I recall correctly, there are four more rides scheduled for the summer beginning next week at Garvin Park at 9:00.

This issue of Bikewriter will be the last to be published and delivered by the U.S. post office. We currently spend over \$3,400.00 dollars per year in printing and mailing costs. There will have paper issues available at the locations where we currently deliver for informational distribution in seeking new members. So for sure the local bike shops (Gilles, Top Sport, Breck's and Dan's Comp) will have paper copies.

Plenty of ride times and routes are available so get out there and ride! Get those 500 miles under your belt, feel better about yourself and earn a plaque you can be proud.

Cheers,  
Parthur

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Our monthly club meeting is on the second Thursday of every month except January at the Pizza Chef in Newburgh Indiana at 6:30 PM.

The Evansville Bicycle Club is a recreational organization that centers its activities around the sport of bicycling. Our membership includes over 200 individuals and families, most of whom live in the Southwestern Indiana area. The EBC has been active for over 25 years, and is a year-round organization.

The primary purpose of the club is to provide the opportunity for its members to participate in cycling activities on a regular basis, over pre-selected and usually well marked cycling routes in group rides. By riding in groups, members enjoy bicycling in relative safety, with knowledgeable cyclists, and reap the rewards of friendship and encouragement. The club is very active, promoting organized "rides" year-round, and as many as 10 per week during the warm weather months. Monthly membership meetings are well attended and provide an opportunity to keep the club well organized and responsive to the needs of its members.

The EBC also hosts a nationally recognized bicycle tour "The Great Pumpkin Metric" the first weekend of October.



## **NEW** EBC Kid's Korner

### **WEEKLY WEDNESDAY KIDS RIDES!**

Keith Weyer - Youth Cycling Director

Our Weekly Wednesday Kids Rides will continue through the month of July. Please note the following guidelines: Wednesday Morning Kids Rides start at 9:00 a.m. and rotate weekly between Garvin Park & Wessleman Park during the months of June & July. See the Ride Schedule for details.

Youth Cyclists receive a minimum of 10 miles of Youth Mileage credit for participating.

A Youth Cyclist must be accompanied by an EBC Member Parent or Grandparent. We do not want parents to just drop off Kids, or to attend without riding, and expect other parents to take responsibility for the Safety of their Kids. As with All other EBC Youth Mileage Rides, Helmets are Required!

All EBC Members are both welcome and encouraged to participate in the Weekly Wednesday Kids Rides.

EBC Members will receive Mileage Credit for miles ridden with any of the Kids in attendance, but only for the miles ridden with the Kid(s).

Youth Cyclists receive a minimum of 10 miles for participating in a Kids Ride. The same minimum will apply for Any Member who participates.

In the event that NO Kids are in attendance at a scheduled Wednesday Kids Ride, any Member in attendance will receive the 10 mile minimum mileage credit.

We find the parks to be GREAT venues for these rides as the Kids can take advantage of amenities such as short circuit routes, partially shaded routes, lakes, the Greenway Passage, the Wesselman Nature Preserve, playgrounds, picnic tables and slow moving vehicle traffic both during and after the rides.

Youth Cyclists can also participate in our monthly Saturday Dogtown 12 Mile No Drop Rides.

As part of our Youth Cycling Program they can ride with an EBC Member Parent or Grandparent at any time, on any route deemed safe by their parent, and submit those miles toward a Youth Cycling Mileage Award. See the link to Youth Cycling on our website for details: <http://www.evansvillebicycleclub.org/youth-cycling>



Seven EBC Youth Cyclists participated in the June 22nd Wednesday Kids Ride at Wesselman Park! Left to Right: Paul Jensen, Nolan Herrell, Aulden Nance, Carson Herrell, Grasen Nance, Ashley Whitaker, Keith Weyer, Audrey Weyer, Brett Weyer and Gary Gardner

## EBC 2011 CONTACTS

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[www.evansvillebicycleclub.org](http://www.evansvillebicycleclub.org)

NEW MEMBERS NOT  
ACKNOWLEDGED IN  
LAST NEWSLETTER

JULY  
GREG TOPPER  
WILL LAMBERT  
DAN KOCH

## *You Don't Know but You Should!*

By Michael Bluejay

(used by permission from the January 20, 2011 edition of Florida Cycling Magazine)

This article shows you real ways you can get hit and real ways to avoid them. This is a far cry from normal bicycle safety guides, which usually tell you little more than to wear your helmet and to follow the law. But consider this for a moment: Wearing a helmet will do absolutely nothing to prevent you from getting hit by a car! Sure, helmets might help you if you get hit, and it's a good idea to wear one, but your #1 goal should be to avoid getting hit in the first place. Plenty of cyclists are killed by cars even though they were wearing helmets. Ironically, if they had ridden without helmets, yet followed the guidelines listed below, they might still be alive today.

Don't confuse wearing a helmet with biking safety. An ounce of prevention is worth a pound of cure. It's better to not get hit. That's what real bicycle safety is about. As for following the law, most people are already aware that it's stupid to race through a red light when there's cross traffic, so the "follow the law" advice isn't that helpful because it's too obvious. What you'll find here are several scenarios that maybe AREN'T that obvious.

The other problem with the "follow the law" message is that people may think that's all they need to do. But following the law is not enough to keep you safe, not by a long shot. Here's an example: The law tells you to ride as far to the right as is practicable. But if you ride too far to the right, someone exiting a parked car could open their door right in front of you, you'll be less visible to motorists pulling out of driveways and parking lots, and motorists coming from behind may pass you way too closely in the same lane because you didn't make them change lanes. In each of these cases you could have been following the law, but could still have been hit.

Obviously, cruising through a stop sign when there's no cross traffic isn't necessarily dangerous, but we can't recommend that

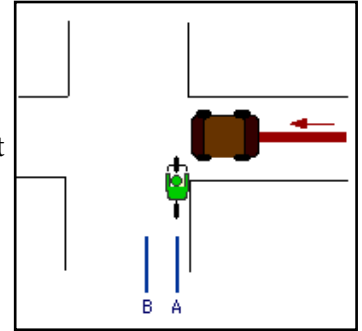
you do so, because it's against the law, not because it's unsafe. You should understand the difference. By all means follow the law, but understand why you're doing so. This article doesn't focus on the law, it focuses on how to not get hit by cars. Now let's see how to do so.

## Ten Ways to Not Get Hit

### *Collision Type #1: The Right Cross*

This is one of the most common ways to get hit

(or almost get hit). A car is pulling out of a side street, parking lot, or driveway



on the right. Notice that there are actually two possible kinds of collisions here: Either you're in front of the car and the car hits you, or the car pulls out in front of you and you slam into it.

### How to avoid this collision:

1. Get a headlight. If you're riding at night, you should absolutely use a front headlight. It's required by law, anyway. Even for daytime riding, a bright white light that has a flashing mode can make you more visible to motorists who might otherwise Right Cross you. Look for the new LED headlights which last ten times as long on a set of batteries as old-style lights. And helmet- or headmounted lights are the best, because then you can look directly at the driver to make sure they see your light.
2. Honk. Get a loud horn and USE IT whenever you see a car approaching (or waiting) ahead of you and to the right. If you don't have a horn, then yell "Hey!" You may feel awkward honking or

(continued on page 4)



or yelling, but it's better to be embarrassed than to get hit. Incidentally, the UK requires bells on bicycles.

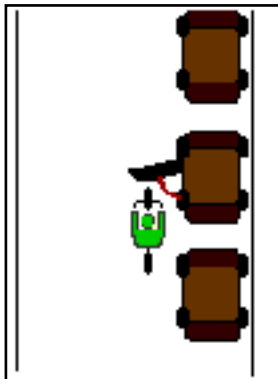
3. Slow down. If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit. Doing this has saved my life on too many occasions to count.
4. Ride further left. Notice the two blue lines "A" and "B" in the diagram. You're probably used to riding in "A", very close to the curb, because you're worried about being hit from behind. But take a look at the car. When that motorist is looking down the road for traffic, he's not looking in the bike lane or the area closest to the curb; he's looking in the MIDDLE of the lane, for other cars. The farther left you are (such as in "B"), the more likely the driver will see you. There's an added bonus here: if the motorist doesn't see you and starts pulling out, you may be able to go even FARTHER left, or may be able to speed up and get out of the way before impact, or roll onto their hood as they slam on their brakes. In short, it gives you some options. Because if you stay all the way to the right and they pull out, your only "option" may be to run right into the driver's side door. Using this method has saved me on three occasions in which a motorist ran into me and I wasn't hurt, and in which I definitely would have slammed into the driver's side door had I not moved left.

Of course, there's a tradeoff. Riding to the far right makes you invisible to the motorists ahead of you at intersections, but riding to the left makes you more vulnerable to the cars behind you. Your actual lane position may vary depending on how wide the street is, how many cars there are, how fast and how close they pass you, and how far you are from the next intersection. On fast roadways with few cross streets, you'll ride farther to the right, and on slow roads with many cross streets, you'll ride farther left.

### Collision Type #2: The Door Prize

A driver opens his door right in front of you. You run right into it if you can't stop in time.

If you're lucky, the motorist will exit the car before you hit the door, so you'll at least have the pleasure of smashing them too when you crash, and their soft flesh will cushion your impact.

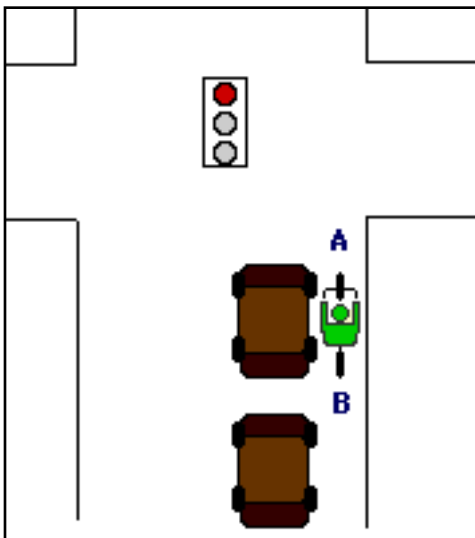


#### How to avoid this collision:

Ride to the left. Ride far enough to the left that you won't run into any door that's opened unexpectedly. You may be wary about riding so far into the lane that cars can't pass you easily, but you're MUCH more likely to get doored by a parked car if you ride too close to it than you are to get hit from behind by a car which can clearly see you.

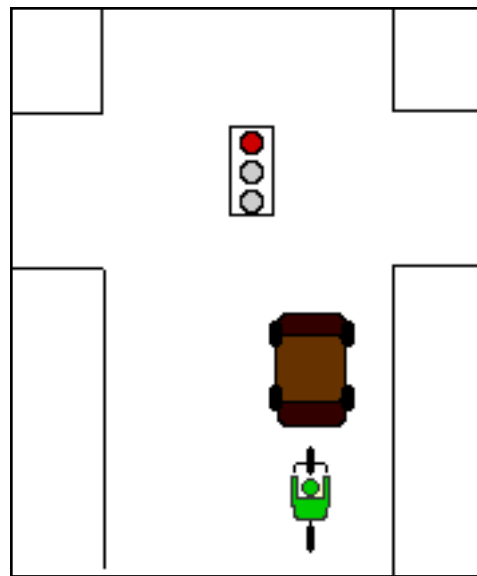
### Collision Type #3: Red Light of Death

You stop to the right of a car that's already waiting at a red light or stop sign. They can't see you. When the light turns green, you move forward, and then they turn right, right into you. Even small cars can do you in this way, but this scenario is especially dangerous when it's a bus or a semi that you're stopping next to.



#### How to avoid this collision:

Don't stop in the blind spot. Simply stop BEHIND a car, instead of to the right of it, as per the diagram below. This makes you very visible to traffic on all sides. It's impossible for the car behind you to avoid seeing you when you're right in front of it.



Another option is to stop at either point A in the first diagram (where the first driver can see you), or at point B, behind the first car so it can't turn into you, and far enough ahead of the second car so that the second driver can see you clearly. It does no good to avoid stopping to the right of the first car if you're going to make the mistake of stopping to the right of the second car.

EITHER car can do you in.

If you chose spot A, then ride quickly to cross the street as soon as the light turns green. Don't look at the motorist to see if they want to go ahead and turn. If you're in their way. Why did you take spot A if you weren't eager to cross the street when you could? When the light turns green, just go, and go quickly. (But make sure cars aren't running the red light on the cross street, of course.) If you chose spot B, then when the light turns green, DON'T pass the car in front of you – stay behind it, because it might turn right at any second. If it doesn't make a right turn right away, it may turn right into a driveway or parking lot unexpectedly at any point.

(continued next month --stay tuned)



# JULY 2011 E.B.C. Ride Schedule

Sun                      Mon                      Tue                      Wed                      Thu                      Fri                      Sat

**Volunteers Needed:** July 9th @ 8:00 AM @ Old North United Methodist Church on Stringtown Rd., **Pack 36 Bike Rodeo**. Contact Darlene Wetel @ 812-568-9828.

July 26th, 10:00—11:30 AM Bike Rodeo, Boys & Girls club. Contact Ann Pendley @ 812-573-9189 or Paul Jensen @ 812-760-6158.

July 29th, **Others Game, 5:30 PM** for helmet fitting. Contact Ann Pendley @ 812-573-9189.

NOTE: 6:30 PM @ North Park Branch Library—adult course on selecting a bike and training for GPM. Contact Paul Jensen @ 812-760-6158.

3 10:00 AM @ Mesker Park. Mesker Park Dr. & Wimberg Ave. 23/38 mi.	4 Independence Day 10:00 AM Old Dam Site, Newburgh, 27/40 mi.	5 9:00 AM & 6:00 PM @ L-164 Access Burkhart & Olmstead rds. 17 or 22 miles	6 9:00 AM @ Wesselman Park, Kid Ride. One hr. Minimum mi. = 10 mi or actual mi. ridden.	7 9:00 AM @ Mesker Park Dr. & Wimberg Ave. 23 mi..	8 9:00 AM Circuit Ride @ St. Joseph Catholic Church, 6202 W St, Joseph Rd. St. Joseph, IN. 20 mi	9 Alt. Day for Ride to New Albany 7:00 AM Knox County Cure Tour, Lincoln High School, Vincennes, IN 15.35.65 mi. \$\$
3:30 PM Come Ride With Us @ L-164 Access Burkhart & Olmstead Rds. 17, 22, or 33 mi	6:00 PM 4-H Fairgrounds 15 mi.	6:00 PM @ Boonville Jr. High School Yankeetown side 21 mi.	6:00 PM @ Boonville Jr. High School Yankeetown side 21 mi.	6:00 PM Circuit Ride @ St. Joseph Catholic Church, 6202 W St, Joseph Rd. St. Joseph, IN. 20 mi	8:30 AM & 1:00 PM @ Doertown Boat Ramp on Old Henderson Rd. 12/23/43 mi.	8:30 AM & 1:00 PM @ Doertown Boat Ramp on Old Henderson Rd. 12/23/43 mi.
10 10:00 AM @ Henderson Co. High School, Henderson, Ky. 24/32 mi.	1/ 6:00 PM 4-H Fairgrounds 15 mi.	1/2 9:00 AM & 6:00 PM @ L-164 Access Burkhart & Olmstead rds. 17 or 22 miles	1/3 9:00 AM @ Garvin Park, Kid Ride. One hr. Minimum mi. = 10 mi or actual mi. ridden.	14 9:00 AM @ Old Dam Site, Newburgh, 27 mi.	1/5 No Circuit Ride <i>What's a No Drop Ride?</i> It's a great opportunity to come see what the E.B.C. is all about. We ride 12 miles on a flat road at about 12	1/6 6:00 AM RAIN @ Terre Haute, IN 160 mi \$\$
17 10:00 AM @ Scott School on Old State Rd. 15/26/33 mi.	1/8 6:00 PM 4-H Fairgrounds 15 mi.	1/9 9:00 AM & 6:00 PM @ L-164 Access Burkhart & Olmstead rds. 17 or 22 miles	2/0 9:00 AM @ Wesselman Park, Kid Ride. One hr. Minimum mi. = 10 mi or actual mi. ridden.	2/ 9:00 AM @ Mesker Park, Mesker Park Dr. & Wimberg Ave. 23 mi..	22 9:00 AM Circuit Ride @ Scott School 20 mi. 3 mile loop.	23 8:00 AM PAC Challenge @ Madisonville, KY. Start from Hopkins County YMCA, 10, 22, 41, or 62 mi. \$\$
3:30 PM Come Ride With Us @ L-164 Access Burkhart & Olmstead Rds. 17, 22, or 33 mi	25 6:00 PM @ L-164 Access Burkhart & Olmstead rds 17 mi.	26 9:00 AM & 6:00 PM @ L-164 Access Burkhart & Olmstead rds. 17 or 22 miles	27 9:00 AM @ Garvin Park, Kid Ride. One hr. Minimum mi. = 10 mi or actual mi. ridden.	6:00 PM Circuit Ride @ Boonville Jr. High School Yankeetown side 20 mi	29 9:00 AM Circuit Ride @ Boonville Jr. High School Yankeetown side 20 mi	8:30 AM & 1:00 PM @ Doertown Boat Ramp on Old Henderson Rd. 12/23/43 mi.
24 10:00 AM @ Elite Fitness (57 & Kansas) 16/23/35/43 mi.	26 9:00 AM @ Plaza Park MS on outer Lincoln. You must have your own SAG along the route & back to Plaza. 122 Hilly Miles. Alternate date—July 9th	27 9:00 AM @ Garvin Park, Kid Ride. One hr. Minimum mi. = 10 mi or actual mi. ridden.	28 7:00 AM Club Century @ Plaza Park MS on Outer Lincoln Ave. 100 mi. Poseyville or Touring Rt	30 7:00 AM Club Century @ Plaza Park MS on Outer Lincoln Ave. 100 mi. Poseyville or Touring Route		
3:30 PM Come Ride With Us @ L-164 Access Burkhart & Olmstead Rds. 17, 22, or 33 mi.	July 2: 7:00 AM Ride to New Albany @ Plaza Park MS on outer Lincoln. You must have your own SAG along the route & back to Plaza. 122 Hilly Miles. Alternate date—July 9th	July 9: 7:00 AM Knox County Cure Tour @ Lincoln High School, 1545 S Hart Street, Vincennes, IN.	July 9: 9:00 AM @ Old Dam Site, Newburgh, 27 mi.	July 11 – 16: Rainstorm Ultra Marathon Cycling—registration closed		
3:30 PM Come Ride With Us @ L-164 Access Burkhart & Olmstead Rds. 17, 22, or 33 mi.	July 16: 6:00 AM RAIN @ Terre Haute, IN 160 mi. <a href="http://www.rainride.org">http://www.rainride.org</a> 812-332-6028 \$\$	July 16: 6:00 AM RAIN @ Terre Haute, IN 160 mi. <a href="http://www.rainride.org">http://www.rainride.org</a> 812-332-6028 \$\$	6:00 PM Circuit Ride @ Boonville Jr. High School Yankeetown side 20 mi	July 23: 8:00 AM PAC Challenge @ Madisonville, KY. Start from Hopkins County YMCA, 150 YMCA Drive. 12, 22, 41, or 62 mi. <a href="http://www.pennyrideracecyclists.com">http://www.pennyrideracecyclists.com</a> 270-836-0750 \$\$		
July 23: 8:00 AM PAC Challenge @ Madisonville, KY. Start from Hopkins County YMCA, 150 YMCA Drive. 12, 22, 41, or 62 mi. <a href="http://www.pennyrideracecyclists.com">http://www.pennyrideracecyclists.com</a> 270-836-0750 \$\$						

## **FROM DIANE BIES:**

*At the July club meeting we plan to discuss and vote on the following mission statement for The Evansville Bicycle Club. If you have any comments on it please share them at the meeting or contact one of the officers to let your feelings be known.*

### **2011 Guidelines for EBC Mileage Eligibility**

1. All regularly scheduled rides are eligible for club miles.
2. Once a scheduled ride is started, only the miles that are ridden at that time count toward club miles. You cannot count the additional mileage if you stop a ride and “come back later” to finish it. .
3. All monthly scheduled club centuries are eligible.
4. A maximum of three, one or two day out-of-town non-EBC organized events, not included on the schedule, can be credited for club mileage provided an article is written and submitted for the EBC newsletter.
5. Week long touring events are eligible given all of the following conditions are met:
  - A. A maximum of two ride events will be accepted.
  - B. The member must have registered and paid for the event.
6. Volunteer mileage will be credited to club members that assist with the Great Pumpkin Metric, bicycle rodeos, etc., sponsored by the Evansville Bicycle Club. For the Great Pumpkin Metric and other volunteer events, mileage will be awarded for the longest route available that the member was unable to attend as a result of volunteering. For GPM credit a minimum of three hours of volunteering is required.
7. Any rider that forgets to sign in on the day of the ride has up to 45 days to include a note on a subsequent ride sheet or submit an e-mail to the statistician claiming credit for miles completed on that day. The notation must include the riders name, date (not day) of the ride, and miles completed.

### **2011 Mileage Award Criteria**

Adults are required to complete a minimum of 500 EBC eligible miles to receive an award plaque or mileage plate for the calendar year.

### **2011 Youth Cycling**

For Information on Youth Mileage Criteria please see the Youth Cycling section on the web site.

### **Century Club Guidelines**

1. All 100+ mile rides started and completed between 12:00 am in the morning and 12:00 am that night are eligible. Multiple centuries (i.e., 200+, 300+) are eligible and will be counted as two or three single centuries provided that all of the mileage is completed within the same calendar day.
2. Scheduled club centuries and all personal non-club centuries completed will be counted for the “Century Club” program. For non-club centuries the riders name and date of the ride must be submitted to the statistician on the appropriate form by mail or via e-mail. It is recommended that non-club centuries be submitted monthly. Centuries submitted two months after the date of completion will not be accepted.
3. All riders that adequately document 10 or more centuries for the calendar year qualify for the “Century Club” and receive a plaque at the end of the year.

### **Commuter Miles Guidelines**

1. Members choosing to participate in the commuter mileage program are required to keep track of their mileage on a monthly basis. A log sheet is available via the EBC website or by request.
2. Eligible mileage shall include any usage of the bicycle for the purposes of transportation instead of a motor vehicle. Typical usage includes riding to club rides, riding to work, or conducting errands.
3. Mileage should only be counted for the most direct route from point of origin to point of destination, in other words, a trip that would have only been 8 miles by vehicle cannot be turned into a 20 mile commute by taking the scenic route.
4. Commuter miles submitted more than two months late will not be accepted.

### ***PROPOSED Evansville Bicycle Club Mission Statement***

Evansville Bicycle Club is an organization formed to promote bicycling in the Tri-State area. We advocate bicycle safety and education in our local communities by participating in and supporting health, fitness and cycling activities.

The club provides the opportunity for cyclist of all ages and abilities to participate in cycling activities on a regular basis by offering a variety of rides weekly.



EBC Bikewriter  
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 Evansville, IN 47716

<http://www.evansvillebicycleclub.org>

## The Evansville Bicycle Club, Inc.

<h2 style="margin: 0;">The Evansville Bicycle Club, Inc.</h2>		
<p>Name(s) &amp; Age(s) _____          _____          _____          _____</p> <p>Address _____          _____          _____</p> <p>City _____</p> <p>State _____</p> <p>Zip _____</p> <p>Phone (____) _____ - _____</p> <p>Email _____</p> <p>Signature _____</p>	<p>Membership Dues</p> <p><u>Individual</u> \$12</p> <p><u>Family</u> \$20 + \$1 per child</p> <p>Send me the newsletter by:</p> <p><input type="checkbox"/> Email</p> <p><input type="checkbox"/> USPS</p>	<p><b>Release of Liability</b></p> <p>Evansville Bicycle Club, Inc. is organized for the sole purpose of providing its 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 its 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, 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.</p> <p>Make checks payable to Evansville Bicycle Club, Inc.</p> <p>Mail to: Dave Ashworth          613 Vernonwood Ct.          Evansville, IN 47712  <a href="mailto:d.ashworth@insightbb.com">d.ashworth@insightbb.com</a></p>