

# 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

While on vacation, USA Today was delivered daily to the room and one day the article "10 great places for city cycling" caught my eye and interest and guess what? Evansville was NOT on the list. But we are getting closer. Just a couple of the cities mentioned and why:

Minneapolis, MN—"120 miles of on and off-street paths...a bona fide transportation corridor that's plowed during the winter, lighted and open to bikers 24/7"!!! Are you kidding me!

Chicago, IL—"12,000 bike racks and 141 miles of marked on-street lanes—32 mile Fox River Trail"

Madison, WI—"60 miles of off street trails and marked street lanes along with a 120 mile network of bike routes"

Boulder, CO—"invested 15% of its transportation budget in creating bike lanes and other infrastructure...95% of the streets are bike friendly"

San Francisco—"40,000 bicycle commuters and 60 miles of lanes and paths."

The great thing is, more has been done in Evansville/Newburgh in the past six years than in the thirty years previous. In Evansville, the Greenway will be completed this year plus Evansville now has 20 miles of streets dedicated to sharing the streets identified with Sharrows (streets marked with a painted bike on the asphalt). Oak Hill road now has dedicated bicycle lanes from Hwy 41 to Pigeon Creek and the plan is to extend to these paths to Lynch Road with construction to begin this year. Newburgh has just completed a six mile dedicated bike/walk/run trail on the riverfront.

WE MUST KEEP THIS MOMENTUM going full speed ahead!

**THESE EVENTS ARE CRUCIAL!!!** If we sit on our hands now, the Mayor's Office won't care about bikes and pedestrians for the next 4 years (at least) and the federal government will see the Evansville area as bike-UNfriendly

when it comes to spending money for future transportation improvement projects. Don't let this happen!!!! We have to let our policy-makers know that a large segment of the public thinks these facilities are important -- for our health, our environment, and our quality of life.

This message needs to "go viral" so that there are several hundred people at each event. Please help by passing this e-mail along to everyone you know!!!!

\* Wednesday, August 3, at 6:30 p.m. at The Center, a kick-off summit for a three-year planning process to create a "Regional Plan for Sustainable Development." One major focus will be a trails system to connect our neighborhoods with our schools, parks, workplaces and each other. The Evansville MPO is one of only 45 in the country (out of 363 eligible MPOs) to receive a grant through the federal Housing and Urban Development's first-ever sustainability planning grant process. The local grant is for \$1,400,000.00 and covers Vanderburgh, Warrick and Henderson counties. When the plan is developed, it should put us in front position for implementation grants.

\* Wednesday, August 10, at 6:00 p.m. at the Red Cross building on the Lloyd by the State Hospital. Democratic mayoral candidate Rick Davis will meet with the biking, walking, and running community to discuss our issues and his priorities, and answer questions. The Democratic candidates for City Council will be invited.

\* Wednesday, August 31, at 6:00 p.m. at the Red Cross building. Republican mayoral candidate Lloyd Winnecke will meet with the biking, walking, and running community to discuss his views on the same issues. It will also be. The Republican candidates for City Council will be invited.

Even if you cannot vote in the Evansville election, your presence at the mayoral candidate meetings will show the candidates that cycling and walking are important issues in our community.

FACT: The Evansville Area recently was declared as one of the most overweight and obese areas

in the USA. And please note, Evansville was used as the identifier. Do you realize what has just been said!! There is no disguising any of this. For whatever reason we are being labeled as #1 for something and what are we going to do about it? We can make up great excuses beginning with the "too's": Too hot, too cold, too rainy, too windy, too busy or the famous "not enough time", or sit on our butts and do nothing but complain

OR

**Be a part of the solution! Start off by attending the sessions above.** You will also feel good about yourself as you are not sitting around complaining about how things are, but you are actually becoming active in positive steps to improve our situation.

I would like to congratulate all who participated in RAIN. Archie Carter was posted in the Bloomington Newspaper and as I was driving on HWY 40 on my way to Indy, I think I saw an EBC jersey on the road!

Be sensible about your riding in this heat and I hope to see you on the road.

Cheers,  
Parthur

### Inside this issue:

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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.

### Evansville Bicycle Club, Inc. Mission Statement

The Evansville Bicycle Club Inc. 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 partake in cycling activities on a regular basis by offering a variety of rides weekly.



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

### A PARENT'S GUIDE TO YOUTH CYCLING

By Johanna Sorrentino  
Courtesy of Education.com magazine

Biking offers a myriad of physical, emotional and developmental benefits for kids. Leah Shahum, Executive Director of the San Francisco Bicycle Coalition, one of the oldest bicycle advocacy organizations in the country, says biking gives kids:

A sense of independence. "Biking is really a vehicle of independence, giving them the confidence to explore their neighborhoods, and meet with friends," she says.

Physical exercise. Shahum says biking provides a great opportunity for kids to get away from the screen, and improve physical fitness in an outdoor setting. Not only is biking a huge calorie-burner, and a great way to develop balance, but it also is a less impactful form of exercise, leading to fewer injuries over a long period. "In terms of developing a regular routine of exercising, biking can be a really sustainable way for people of all various physical abilities," Shahum says. "That's important because not all kids are naturally athletic, and this is a way to include kids who aren't star athletes. You don't have to be football quarterback or gymnast to enjoy biking with your family every weekend."

Quality Family Time. Biking is a great way to pass the weekend as a family. "If you want to encourage in your child a love for exploration, this is a great way to do it together as a family," Shahum says. "Explore your neighborhood, your city, or another part of the city together." Need to find a good place to bike? Shahum says your local bike coalition can be a great place to research routes. Search for a coalition in your area at the League of American Bicyclists or the Thunderhead Alliance. And, yet despite these benefits,

research shows less than 1% of children ages 7-15 now ride bicycles to school. Shahum says a lot of that may boil down to a public perception that biking is dangerous for kids, and yet, she points out, automobile accidents are the leading cause of unintentional injury-related death for children under the age of 15. "There are many dangerous things and we have to put it all in perspective. It's far more safe to bike in many urban environments than people think, in part because the number of people biking is skyrocketing. When more people bike, it gets safer because there's more awareness among motorists."

If you're in the midst of teaching your child to ride a bike, here are some tips from the San Francisco Bike Coalition:

Resist the temptation to get training wheels. They prevent children from learning to balance properly, especially on turns.

Skip tricycles, and get a toy bike that has pedals attached to the front wheel. Remove the training wheels and hacksaw off the cranks and pedals, then lower the seat so that the child can sit comfortably with both feet flat and knees bent. The foam tires have enough rolling resistance that the child will not be able to coast very fast as long as you stay away from steep hills. When out walking, shove a stick into the space behind the seat and you can roll them along almost as easily as in a stroller.



A push scooter is another good alternative. It's less intimidating and you can ride on the back and steer until your child gets the hang of it. Just remember that skate wheel scooters have poor brakes and on hills can easily go too fast to stop.

When buying that first real bike, too small is better. A bike that's too big is intimidating, and that can distract your child from learning about steering and balance. If you're worried about your child quickly growing out of her bike consider getting a cheap one at a thrift store that is small enough for her to put both feet on the ground. Then, once your child gets her balance, you can trade it in for a larger bike.

## EBC 2011 CONTACTS

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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)

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

##### **How to avoid this collision:**

(continued from July Issue of The EBC Bikewriter)

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. Don't count on drivers to signal! They don't. Assume that a car can turn right at any time. (NEVER pass a car on the right!) But try to stay ahead of the car behind you until you're through the intersection, because otherwise they might try to cut you off as they turn right.

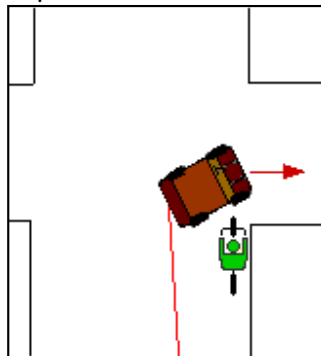
While we're not advocating running red lights, notice it is in fact safer to run the red light if there's no cross traffic, than it is to wait legally at the red light directly to the right of a car, only to have it make a right turn right into you when the light turns green. The moral here is not that you should break the law, but that you can easily get hurt even if you follow the law.

By the way, be very careful when passing stopped cars on the right as you approach a red light. You run the risk of getting doored by a passenger exiting the car on the right side, or hit by a car that unexpectedly decides to pull into a parking space on the right side of the street.

#### **Collision Type #4: The Right Hook**

A car passes you and then tries to make a right turn directly

in front of you, or right into you. They think you're not going very fast just because you're on a bicycle, so



it never occurs to them that they can't pass you in time. Even if you have to slam on your brakes to avoid hitting them, they often won't feel they've done anything wrong.

This kind of collision is very hard to avoid because you typically don't see it until the last second, and because there's nowhere for you to go when it happens.

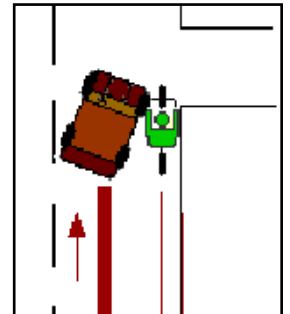
##### **How to avoid this collision:**

1. Don't ride on the sidewalk. When you come off the sidewalk to cross the street you're invisible to motorists. You're just begging to be hit if you do this.
2. Ride to the left. Taking up the whole lane makes it harder for drivers to pass you to cut you off or turn into you. Don't feel bad about taking the lane: if motorists didn't threaten your life by turning in front of or into you or passing you too closely, then you wouldn't have to. If the lane you're in isn't wide enough for cars to pass you safely, then you should be taking the whole lane anyway. Lane position is discussed in more detail below.
3. Glance in your mirror before approaching an intersection. (If you don't have a handlebar or helmet mirror, get one now.) Be sure to look in your mirror well before you get to the intersection. When you're actually going through an intersection, you'll need to be paying very close attention to what's in front of you.

#### **Collision Type #5: The Right Hook, Pt. 2**

You're passing a slow-moving car (or even another bike) on the right, when it unexpectedly makes a right turn right into you, trying to get to a parking lot, driveway or side street. How to avoid this collision:

1. Don't pass on the right. This collision is very easy to avoid. (continued on page 5)







## Ride Mileage Information

Club Rides	Mileage
Castle	23 - 35
Circuit Rides	20
Dogtown	12 - 23 - 43
Elite	17-22-32-43
Elite TP	22 - 37
Henderson High School	24 - 32 - 47
Mesker Park	23 - 38
Newburgh Dam	22 - 27 - 40
Olmstead	17 - 22 - 33
Reitz	21 - 40
Scott School	15 - 26 - 33
USI	20 - 40
West Terrace	25
Hosted Rides	
New Years Day 1/1	12
EBC & Bicycle Indiana Ice Cream Social	27
Specialty Rides	
Harmonie 100	50 - 50
TOSRV	105 - 105
Ride of Silence	10
Wurst Ride	33
CRAM	100
Horsey 100	100 - 70
Little River Tour	100
Tour de Corn	
Indy Nite Ride	20
Knox County Cure Tour	65
RAIN	163
Volunteer Events	
Corpus Christi Health Fair	47
Run of Luck	43
Good Shepherd Health Fair	47
Northwood Church Rodeo	43
EVSC-USI Rodeo	43
River City Senior Games	47
Walk & Roll	43
Marrs Elementary School Rodeo	43
Scott Township FD Rodeo	47
Boonville Walmart Rodeo	43
Ivy Tech Bike Giveaway	27
Old Methodist Church Rodeo	43

### Collision Type #5: The Right Hook, Pt. 2 (continued from page 3)

Just don't pass any vehicle on the right. If a car ahead of you is 10 mph, then you slow down, too, behind it. It will eventually start moving faster. If it doesn't, pass on the left when it's safe to do so.

When passing cyclists on the left, announce "on your left" before you start passing, so they don't suddenly move left into you. (Of course, they're much less likely to suddenly move left without looking, where they could be hit by traffic, then to suddenly move right, into a destination.) If they're riding too far to the left for you to pass safely on the left, then announce "on your right" before passing on the right. If several cars are stopped at a light, then you can try passing on the right cautiously.

Remember that someone can fling open the passenger door unexpectedly as they exit the car. Also remember that if you pass on the right and traffic starts moving again unexpectedly, you may suffer #3, the Red Light of Death. Note that when you're tailing a slow-moving vehicle, ride behind it, not in its blind spot immediately to the right of it.

(continued on Page 7)

## 2011 Guidelines for EBC Mileage Eligibility

- All regularly scheduled rides are eligible for club miles.
- Once a scheduled ride is started, only those miles 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.
- All monthly scheduled club centuries are eligible.
- 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.
- Week long touring events are eligible given all of the following conditions are met:
  - A maximum of two ride events will be accepted.
  - The member must have registered and paid for the event.
- All regularly scheduled rides must be started at the correct ride site and started within ½ hour of the scheduled departure time in order to receive credit for the mileage.
- 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. All submissions for a calendar year are due by Jan. 4.
- 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 GPM credit a minimum of three hours of volunteering is required.) For the Great Pumpkin Metric and other volunteer events, mileage will be awarded for the longest local route available, excluding century rides, that the member was unable to attend as a result of volunteering.

### 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

- 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.
- 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. All submissions for a calendar year are due by Jan. 4.
- 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

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. 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. 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. Commuter miles submitted more than two months late will not be accepted.

# August 2011 E.B.C. Ride Schedule

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<p><b>HOSTED RIDE</b> August 27th @ 704 Cypress Cl., Newburgh—off Sharon Road. Contact Darlene Weid @ 812-568-9828 or Jane Buchta @ 812-453-1333 for details. Century start changed to Crossroads Christian Church, Outer Lincoln.</p>	<p><b>1 6:00 PM 4-H Fairgrounds</b> 15 mi.</p>	<p><b>2 9:00 AM &amp; 6:00 PM @ I-164 Access</b> Burkhardt &amp; Olmstead rds. 17/22 mi.</p>	<p><b>3 5:30 PM @ Scott School</b> on Old State Rd. 15/26 miles.  <b>NEW START TIME</b></p>	<p><b>4 9:00 AM @ Mesker Park Dr. &amp; Wimbberg Ave.</b> 23 mi. <b>6:00 PM Circuit Ride @ Scott School</b> 20 mi. 3 mile loop.</p>	<p><b>5 9:00 AM Circuit Ride @ Scott School</b> 20 mi. 3 mile loop.</p>	<p><b>6 8:30 AM NO DROP RIDE @ Dogtown Boat Ramp</b> on Old Henderson Rd. 12 mi. <b>9:45 AM &amp; 1:00 PM Same Place</b> 23 mi.</p>
<p><b>7 6:00 AM CDT Strassenfest Ride @ Jasper, IN</b> Jaycee Park 15th &amp; Bartley. 20/50/62 mi. \$\$ <b>3:30 PM Come Ride With Us @ I-164 Access</b> Burkhardt &amp; Olmstead Rds. 17/22/33 mi.</p>	<p><b>8 6:00 PM 4-H Fairgrounds</b> 15 mi.</p>	<p><b>9 9:00 AM &amp; 6:00 PM @ I-164 Access</b> Burkhardt &amp; Olmstead rds. 17/22 mi.</p>	<p><b>10 5:30 PM @ Scott School</b> on Old State Rd. 15/26 miles.  <b>NEW START TIME</b></p>	<p><b>11 9:00 AM @ Old Dam Site, Newburgh, 27 mi.</b> <b>6:30 PM Club meeting @ Newburgh</b> Pizza Chef near Wesselman's on Hwy 261.</p>	<p><b>12 No Circuit Ride</b> <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 MPH. You don't need to be a member!</p>	<p><b>13 8:00 AM Henderson's Pickin' &amp; Pedalin' @ Audubon Mill Park</b> on Water St. between 1st &amp; 2nd streets. Henderson, KY 12/38/62 mi. \$\$ <b>1:00 PM @ Henderson Co. High School</b> in Henderson, KY 24, 32, or 47 mi.</p>
<p><b>14 10:00 AM @ Elite Fitness</b> (57 &amp; Kansas) 16, 23, 35, or 43 miles. <b>3:30 PM Come Ride With Us @ I-164 Access</b> Burkhardt &amp; Olmstead Rds. 17/22/33 mi.</p>	<p><b>15 6:00 PM 4-H Fairgrounds</b> 15 mi.</p>	<p><b>16 9:00 AM &amp; 6:00 PM @ I-164 Access</b> Burkhardt &amp; Olmstead rds. 17/22 mi.</p>	<p><b>17 5:30 PM @ Scott School</b> on Old State Rd. 15/26 miles.  <b>NEW START TIME</b></p>	<p><b>18 4 9:00 AM @ Mesker Park Dr. &amp; Wimbberg Ave.</b> 23 mi. <b>6:00 PM Circuit Ride @ Boonville Jr. High School</b> Yanketown side 20 mi.</p>	<p><b>19 9:00 AM Circuit Ride @ Boonville Jr. High School</b> Yanketown side 20 mi.</p>	<p><b>20 8:00 AM Mt. Vernon Fun Day Ride @ Mt. Vernon IL,</b> 15/30/60/108 mi. \$\$ <b>8:30 AM &amp; 1:00 PM @ Dogtown Boat Ramp</b> on Old Henderson Rd. 12/23/43 mi.</p>
<p><b>21 10:00 AM @ Scott School</b> on Old State Rd. 15, 26, or 33 mi. <b>3:30 PM Come Ride With Us @ I-164 Access</b> Burkhardt &amp; Olmstead Rds. 17/22/33 mi.</p>	<p><b>22 6:00 PM 4-H Fairgrounds</b> 15 mi.</p>	<p><b>23 9:00 AM &amp; 6:00 PM @ I-164 Access</b> Burkhardt &amp; Olmstead rds. 17/22 mi.</p>	<p><b>24 5:30 PM @ Scott School</b> on Old State Rd. 15/26 miles.  <b>NEW START TIME</b></p>	<p><b>25 7:00 AM Club Century @ Crossroads Christian Church</b> on Outer Lincoln Ave. 100 mi. Folsomville or Touring Route <b>9:00 AM @ Old Dam Site, Newburgh, 27 mi.</b> <b>6:00 PM Circuit Ride @ Dogtown Boat Ramp</b> 20 mi.</p>	<p><b>26 9:00 AM Circuit Ride @ Dogtown Boat Ramp</b> 20 mi.</p>	<p><b>27 7:00 AM Club Century @ Crossroads Christian Church</b> on Outer Lincoln Ave. 100 mi. Folsomville or Touring Route <b>9:00 AM @ Darlene &amp; Jane's "Hot Summer" ride,</b> 704 Cypress, Newburgh. Approx 20 mi. <b>1:00 PM @ Dogtown Boat Ramp</b> on Old Henderson Rd. 12/23/43 mi.</p>
<p><b>28 10:00 AM @ Henderson Co. High School</b> in Henderson, KY 24 or 32 mi. <b>3:30 PM Come Ride With Us @ I-164 Access</b> Burkhardt &amp; Olmstead Rds. 17/22/33 mi.</p>	<p><b>29 6:00 PM 4-H Fairgrounds</b> 15 mi.</p>	<p><b>30 9:00 AM &amp; 6:00 PM @ I-164 Access</b> Burkhardt &amp; Olmstead rds. 17/22 mi.</p>	<p><b>31 5:30 PM @ Scott School</b> on Old State Rd. 15/26 miles.  <b>NEW START TIME</b></p>	<p><b>Ride hosts welcome for September and October</b> To host a ride call or e-mail Jane Buchta @ 453-1333, janebuchtaf@wowway.com</p>	<p><b>New riders need to be ready to leave 30 minutes early and are encouraged to start with a "No Drop" or "Come Ride With Us" Ride.</b> <b>Helmets are mandatory.</b> <b>As always, please park on the I-164 side of the Access Road &amp; PARK ON PAVEMENT!</b> <a href="http://www.evansvillebicycleclub.org">http://www.evansvillebicycleclub.org</a></p>	

**Collision Type #5: The Right Hook, Pt. 2**  
(continued from page 5)

Even if you're not passing a car on the right, you could still run into it if it turns right while you're right next to it. Give yourself enough room to brake if it turns.

2. Look behind you before turning right. Here's your opportunity to avoid hitting cyclists who violate tip #1 above and try to pass you on the right. Look behind you before making a right-hand turn to make sure a bike isn't trying to pass you. (Also remember that they could be coming up from behind you on the sidewalk while you're on the street.) Even if it's the other cyclist's fault for trying to pass you on the right when you make a right turn and have them slam into you, it won't hurt any less when they hit you.

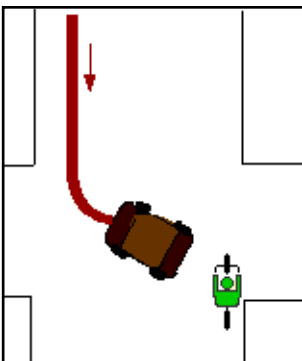
**Collision Type #6: The Left Cross**

A car coming towards you makes a left turn right in front of you, or right into you. This is similar to #1, above.

**How to avoid this collision:**

1. Don't ride on the sidewalk. When you come off the sidewalk to cross the street, you're invisible to turning motorists.
2. Get a headlight. If you're riding at night, you should absolutely use a front headlight. It's required by law in most countries, anyway.
3. Wear something bright, even during the day. It may seem silly, but

bikes are small and easy to see through even during the day. Yellow or orange reflective vests really make a big difference. Reflective leg



bands are also easy and inexpensive.

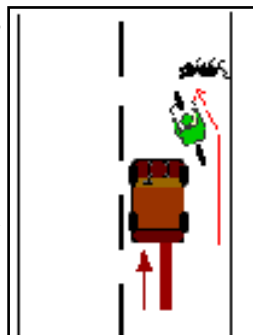
4. Don't pass on the right. Don't overtake slow-moving vehicles on the right. Doing so makes you invisible to left-turning motorists at intersections. Passing on the right means that the vehicle you're passing could also make a right turn right into you, too.
5. Slow down. If you can't make eye contact 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.

**Collision Type #7: The Rear End**

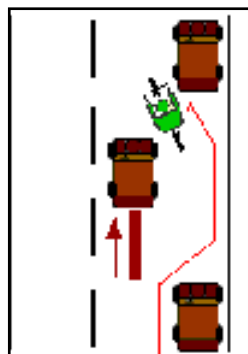
You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

**How to avoid this collision:**

1. Never, ever move left without looking behind you first. Some motorists like to pass cyclists within mere inches, so moving even a tiny bit to the left unexpectedly could put you in the path of a car. Practice holding a straight line while looking over your shoulder until you can do it perfectly. Most new cyclists tend to move left when they look behind them, which of course can be disastrous.



2. Don't swerve in and out of the parking lane if it contains any parked cars. You



might be tempted to ride in the parking lane where there are no parked cars, dipping back into the traffic lane when you encounter a parked car.

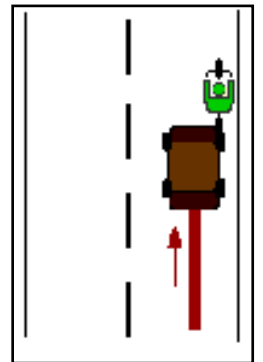
This puts you at risk for getting nailed from behind. Instead, ride a steady, straight line in the traffic lane.

3. Use a mirror. If you don't have one, go to a bike shop and get one now. There are models that fit on your handlebars, helmet, or glasses, as you prefer. You should always physically look back over your shoulder before moving left, but having a mirror still helps you monitor traffic without constantly having to look behind you.

**Collision Type #8: The Rear End, Pt. 2**

A car runs into you from behind. This is what many cyclists fear the most, but it's not the most common kind of accident (except maybe at night, or on long-distance rides outside the city). However, it's one of the hardest collisions to avoid, since you're not usually looking behind you.

The best way to avoid this one is to ride on very wide roads or in bike lanes, or on roads where the traffic moves slowly. Getting rear-ended in the daylight is rare.



**How to avoid this collision:**

1. Get a rear light. If you're riding at night, you absolutely should use a flashing red rear light. Bruce Mackey (head of bike safety in Nevada) says that more than 50% of bike collisions are caused by cyclists riding at night without lights. In 1999, 39% of deaths on bicycles nationwide occurred between 6 p.m. and midnight. [USA Today, 10-22-01, attributed to the Insurance Institute for highway safety]

(continued with the Sept. issue--stay tuned.)



EBC Bikewriter  
P.O. Box 15517  
Evansville, IN 47716

<http://www.evansvillebicycleclub.org>

## The Evansville Bicycle Club, Inc.

Name(s) & Age(s)	_____
	_____
	_____
Address	_____
	_____
City	_____
State	_____
Zip	_____
Phone	(_____) _____ - _____
Email	_____
Signature	_____

Membership Dues

Individual  
\$12

Family  
\$20 + \$1 per child

Send me the newsletter by:

- Email  
 USPS

### Release of Liability

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.

Make checks payable to Evansville Bicycle Club, Inc.

Mail to: **Bill Voegel**  
**611 Forrest Hills Dr.**  
**Chandler, IN 47610**