



Volume 40, Issue 8
AUGUST 2012

TAILWIND

The Newsletter of the White Clay Bicycle Club

PRESIDENT'S MESSAGE

by Carol Ireland



It's with a very heavy heart that I write this month's message. Bob Wheeler was such a presence in my own bicycling world. I could count on a ride with him at least once a week, if my schedule allowed, and he always had a suggested route. If I was planning my own route, I could always go to him for help in putting together a cue sheet.

Bob was one of the founding members of WCBC. Wally Hertler wrote in the early history of WCBC (<http://whiteclaybicycleclub.org/wcbchistory/>), "As early as 1973, Bob Wheeler organized two WCBC overnight weekend rides. The first was a ride to the Robert Morris Inn in Oxford, MD, that took us past the Wye Oak. The second was a twin century to Rehoboth where we stayed at a lodge owned by the Francis Ann Motel... The twin century to Rehoboth has been held every year since 1973." Bob was also Ride Captain in 1974 and 1975.

Bob is no longer around to ride with, or to seek help from. But he leaves a huge legacy for WCBC and its members. In recent years he created a cue sheet maker, the latest version of which is Googly Cue. He also posted many bike route cue sheets and GPS files on his website. Dwight Siers has offered to figure out how WCBC can continue to benefit from these tools.

Lastly, Bob's daughter has shared the information that Bob's will indicates that WCBC is to receive all of Bob's bikes and bike equipment. Over the next few months the Executive Committee will discuss the most appropriate way to honor and remember Bob as we decide what to do with these gifts to the club. Please contact me (president@whiteclaybicycleclub.org) if you have ideas regarding this.

I think one reason so many of us have been devastated by Bob's passing is that we realize "That could have been me!" Following all traffic rules is imperative, but is not enough. We must ride defensively, doing everything we can to be seen by motorists (wear bright clothing, have lights on our bikes, make eye contact with drivers, wave to them), and if necessary waiting for drivers to grant us the right of way. Please ride safely!

WCBC Shorefire Century

- 2 -

WHEN: Saturday, August 25

WHERE: Middletown High School, Middletown, DE

Ride beautiful, scenic routes (35, 65, and 100 miles) taking you through flat to gently rolling farmland in central Delaware. All routes will be marked with support (until 5:00 p.m.). A wide array of bicycle friendly food will be available at rest stops at regular intervals (five on the century). See details on our website.

WCBC Rehoboth Twin **WHEN: October 5-7**

The Rehoboth Twin is a long-standing WCBC event that has happened every year since the club began. There's been a number of changes over the years and this year will be no exception! We're extending it an extra day to make it a 3-day event. It will also be self-supported this year so riders are responsible for carrying their own stuff. To keep with some of the tradition, the ride will leave from the Newark area (location TBD depending on who is going), and there's an optional starting point in Odessa. Another change is another lodging option besides the Pirates Cove. Riders are responsible for making their own reservations and carrying their own stuff. The ride is self-paced and a gps file and cue sheet will be provided. Here are the details: **Friday October 5**, ride from the Newark area (105 miles) or Odessa (80 miles) to Rehoboth. **Saturday October 6**, there are a couple of options. There's a 50 mile ride with a lunch stop in Lewes, then either take the trail back into Rehoboth to enjoy the afternoon shopping or on the beach, or go to the Lewes Annual Fall Craft Fair held by the historical society. Admission is \$5 to the historic complex which includes numerous historic buildings open to the public as well as the craft fair. The other option is to ride to Bethany and hook up with the Spinden's group during their annual weekend event. Or you can skip riding altogether and enjoy a day at the beach! **Sunday October 7**, we return to Newark and/or Odessa. Lodging options - it's suggested you make your reservations early: Pirates Cove Motel - 302-227-2844. Identify yourself as a WCBC member and be sure and make your reservation for 2 nights! Sand Castle Motel - 302-227-0400. There is no special rate for WCBC. You can make your reservation on-line or call them if you're a member of AARP or AAA and receive a discount. Beware: there is a 7-day cancellation and you'll be charged \$20 regardless. Again, be sure and make it for 2 nights. If you are interested in participating or have any questions please contact either Nancy Waddell (waddelne@gmail.com) or Dwight Siers (das451@gmail.com).

WCBC Savage Century

WHEN: Saturday, October 13 **WHERE: W.L. Gore facility, Newark, DE**

The White Clay Bicycle Club invites you to come out and take the challenge as it once again hosts the 34th annual Savage Century ride, one of the most scenic and challenging rides in our area (especially if you choose one of the longer routes). Select a route – 40, 60, 75 or 100 miles – and enjoy one of the premier rides in the mid-Atlantic region hosted by the White Clay Bicycle Club. The 40- and 60-mile loops have a few shorter climbs, while the major hills are on the 75- and 100-mile loops! Many have enjoyed the challenge of the Savage as a "ride of passage", while others return year after year to simply enjoy the rural beauty of Chester and Lancaster Counties – from the simple charm of Pennsylvania Dutch and Amish farmlands to the scenic vistas from the hills along the Susquehanna River. Warm up on the rolling hills heading west out of Newark, DE toward Nottingham, PA. Then head for the hills and put your training to the test, on the infamous Bald Eagle Hill, Fishing Creek Hill, and Duck Hill! See details on our website.

How Not to Get Hit by a Car

Submitted By: Gail E. Robillard – WCBC Safety & Education

At the WCBC July Executive Meeting most of the conversation was about safety in light of the recent accidents we have had within the club. It was asked of me to start sending out safety articles and reminders through the list serve, as well as the E-Tailwind so we all can benefit and keep safety at the forefront of our minds while we are out there riding. I have asked Dwight Siers if he would be interested in being on the Safety & Education committee to help me get the "safety" word out there. He did a great job with the article; "Safe Group Riding". Dwight will be sharing information with us more frequently than just articles in the E-Tailwind. Also, if you or someone you know would like to be on this committee please contact me.

The other night I decided since I didn't have anyone in my group I would observe what the riders in the other groups were doing. We had a rider that was new to riding with us and this was where I noticed the first infraction and all he did was follow someone else. And this for me is the big one; riding along the right side of a car, when we do not have a lane, at a stop light to get up front. I think since I started riding this one has been the most confusing positioning that I have found.

Delaware law states:

§ 4196. Position on roadway.

(a) Any person operating a bicycle upon a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand edge of the roadway **except under any of the following circumstances:**

(1) When overtaking and passing another bicycle or vehicle proceeding in the same direction; That pretty much says it for me that passing a car on the right when we don't have a lane is not legal. However, (3) When proceeding straight in a right-turn-only lane;

AN ACT TO AMEND TITLE 21, CHAPTER 41 OF THE DELAWARE CODE RELATING TO BICYCLES

This Bill would confirm that bicycles may legally operate when proceeding straight in right-turn-only lanes, as well as when operated upon the paved shoulders of the state's roads and highways. Because many of these shoulders are also used as parts of entrances and turning lanes, the bicyclists are required to use due regard for those conditions in traversing these pavement segments.

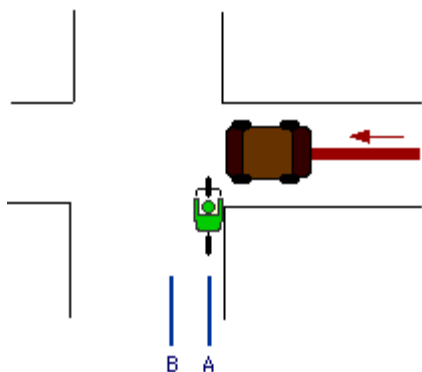
Riding straight through an intersection in the "right-turn-only lane" is now legal with the signing of SB-120 on January 26, 2012.

Now legal and safe can have two different meanings.

Another rider and I were talking about where and how we should place ourselves when we come to a light. At the time of our discussion we were in a bike lane coming upon an intersection in which the light was red. The group was pretty sprawled out yet because of the light we were starting to catch up to them. We were about four cars back when the light changed. No sooner than we said staying in the bike lane was where we were supposed to be, one of the drivers, two cars in front of us, wanted to make a right turn and did not have his signal on. Fortunately for us we were going slowly enough to navigate ourselves if there was going to be any altercation. The driver saw us in his mirror and stopped to let us pass. We were very grateful and thanked him as we passed.

I found this web site that gave "Ten Ways to Not Get Hit". (Reprint permission: www.bicyclesafe.com) I hope you find it as informative as I did.

Collision Type #1: The Right Cross



This is the most common way 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 absolutely should be using 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 headlamps (mounted on your head or helmet) are the best, because then you can look directly at the driver to make sure they see your light.

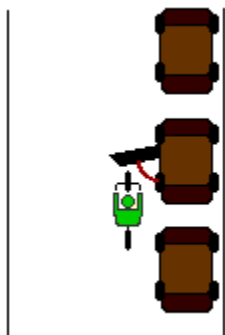
2. Wave. If you can't make eye contact with the driver, wave your arm. It's easier for them to see your arm going left and right than it is for them to see a bicycle coming straight towards them. You could also use a loud horn (like the Air Zound) to get drivers' attention. If it looks like the driver is about to pull out without seeing you, yell "Hey!" You may feel awkward waving or yelling, but it's better to be embarrassed than to get hit. Incidentally, many countries require bells on bicycles, but the U.S. doesn't.

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. You're probably used to riding in the "A" line in the picture, very close to the curb, because you're worried about being hit from behind. But take a look at the car. When that driver 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 easily 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 slowly as they hit their brakes and I wasn't hurt, and in which I definitely would have slammed into the driver's side door had I not moved left.*

You might worry that moving left makes you more vulnerable to cars coming from behind. But the stats say you're far more likely to get hit by a car at an intersection ahead of you that can't see you, than from a car behind you which can see you clearly. So while both positions have risk, you generally reduce your risk by riding a little farther left. Your actual lane position depends on road conditions. On fast roadways with few cross streets (and thus less chances to get hit at intersections), you'll ride farther to the right. On slow roads with many cross streets, you'll ride farther left. See [lane position](#) for more about this.

Collision Type #2: The Door Prize



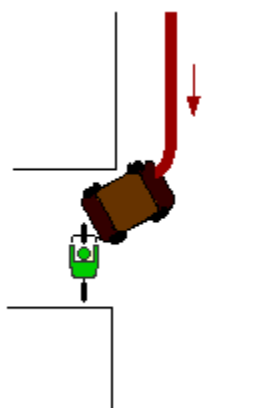
A driver opens his door right in front of you. You run right into it if you can't stop in time. This kind of crash is more common than you might think: It's the second-most common car-bike crash in Toronto, ([source](#)) and the #1 crash Santa Barbara. ([source](#)) We've compiled a huge list of [cyclists killed by running into open car doors](#).

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 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 see you clearly.

Collision Type #3: The Crosswalk Slam



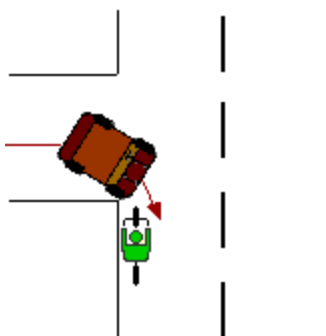
You're riding on the sidewalk, you cross the street at a crosswalk, and a car makes a right turn, right into you. Drivers aren't expecting bikes in the crosswalk, and it's hard for them to see you because of the nature of turning from one street to another, so it's very easy for you to get hit this way. In fact, this collision is so common we've lost track of the number of people who've told us they were hit this way, such as [Ray John Ray](#). [One study](#) showed that sidewalk-riding was twice as dangerous as road riding, and [another study](#) said it's even more dangerous than that.

How to avoid this collision:

- 1. Get a headlight.** If you're riding at night, a headlight is absolutely essential. It's required by [law](#), anyway.
- 2. Slow down.** Slow down enough that you're able to stop completely if necessary.
- 3. Don't ride on the sidewalk in the first place.** Crossing between sidewalks is a fairly dangerous maneuver. If you do it on the left-hand side of the street, you risk getting slammed as per the diagram. If you do it on the right-hand side of the street, you risk getting slammed by a car behind you that's turning right. Sidewalk riding also makes you vulnerable to cars pulling out of parking lots or driveways. And you're threatening to pedestrians on the sidewalk, who could get hurt if you hit them. These kinds of accidents are hard to avoid, which is a compelling reason to not ride on the sidewalk in the first place. In addition, riding on the sidewalk is illegal in some places.

Some special sidewalks are safe to ride on. If the sidewalk is really long (no need to frequently cross streets), and free of driveways and peds, then there's little risk to you and others. Just make sure when you *do* cross a street or driveway that you *slow down considerably* and that you *check the traffic in all directions*, especially behind you if you're riding with the flow of traffic.

Collision Type #4: The Wrong-Way Wreck



You're riding the wrong way (against traffic, on the left-hand side of the street). A car makes a right turn from a side street, driveway, or parking lot, right into you. They didn't see you because they were looking for traffic only on their left, not on their right. They had no reason to expect that someone would be coming at them from the wrong direction.

Even worse, you could be hit by a car on the same road coming at you from straight ahead of you. They had less time to see you and take evasive action because they're approaching you faster than normal (because you're going towards them rather than away from them).

How to avoid this collision:

Don't ride against traffic. Ride *with* traffic, in the same direction.

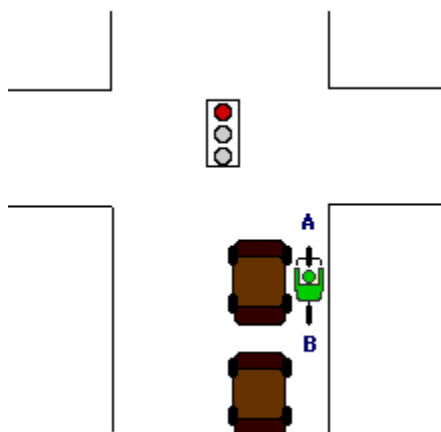
Riding against traffic may seem like a good idea because you can see the cars that are passing you, but it's not. Here's why:

1. Cars which pull out of driveways, parking lots, and cross streets (ahead of you and to the left), which are making a right onto your street, aren't expecting traffic to be coming at them from the wrong way. They won't see you, and they'll plow right into you.
2. How the heck are you going to make a right turn?
3. Cars will approach you at a much higher relative speed. If you're going 15mph, then a car passing you from behind doing 35 approaches you at a speed of only **20** (35-15). But if you're on the wrong side of the road, then the car approaches you at **50** (35+15), which is *more than twice as fast!* Since they're approaching you faster, both you and the driver have lots less time to react. And if a collision does occur, it's going to be at a faster relative speed.
4. Riding the wrong way is against the law and you can get ticketed for it.

One study showed that riding the wrong way was *three times as dangerous* as riding the right way, and for kids, the risk is *seven times greater*. ([source](#))

Nearly one-fourth of crashes involve cyclists riding the wrong way. ([source](#)) Some readers have challenged this, saying if 25% of crashes are from going the wrong way, then riding the *right* way is more dangerous because it accounts for 75% of crashes. That idea is just wrong. First off, only 8% of cyclists ride the wrong way, yet nearly 25% of them get hit -- meaning wrong-way cyclists really are three times more likely to get hit than those who ride the proper way. Second, the problem with wrong-way biking is that it *promotes* crashes, while right-way biking does not. For example, a cyclist running stop signs or red lights is 17% of their crashes. ([source](#)) But do we therefore conclude that *not* running signals causes 83% of crashes? (Hint: No.)

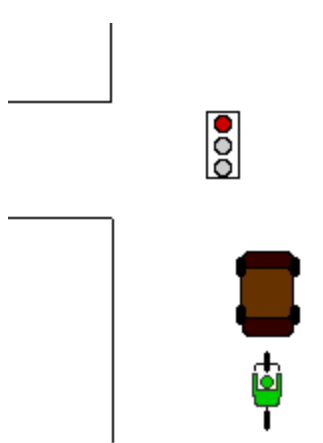
Collision Type #5: Red Light of Death



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. An Austin cyclist was killed in 1994 when he stopped to the right of a semi, and then it turned right. He was crushed under its wheels.

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 diagram above (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.

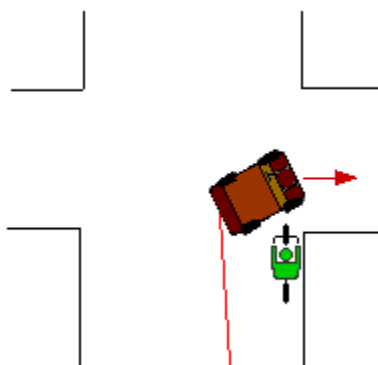
If you chose spot A, then ride quickly to cross the street as soon as the light turns green. Don't look at the motorist to see if they want to go ahead and turn. If you're in spot A and they want to turn, then *you're in their way*. Why did you take spot A if you weren't eager to cross the street when 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. *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 #6: The Right Hook

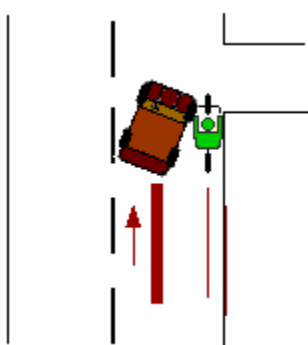


A car passes you and then tries to make a right turn directly in front of you, or right into you. They think you're not going very fast just because you're on a bicycle, so it never occurs to them that they can't pass you in time. Even if you have to slam on your brakes to avoid hitting them, they often 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. [Keith Vick](#) was killed this way in Austin, TX in Dec. 2002.
- 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 #7: 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. Just don't pass any vehicle on the right. If a car ahead of you is going only 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.

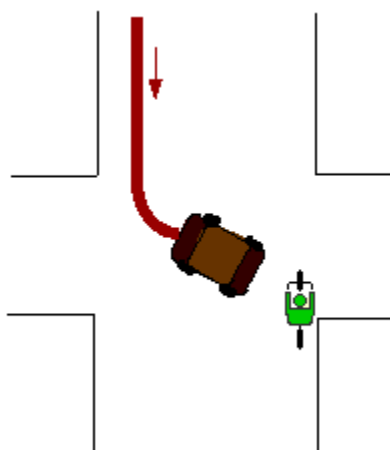
If several cars are stopped at a light, then you can try passing on the right *cautiously*. Remember that someone can fling open the passenger door unexpectedly as they exit the car. Also remember that if you pass on the right and traffic starts moving again unexpectedly, you may suffer [#3, the Red 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. 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 #8: 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. Austin cyclists hit this way include [Dr. Lee Chilton](#), [John Howell](#) (former president of the Austin Cycling Association), and [Janne Osborne](#).

How to avoid this collision:

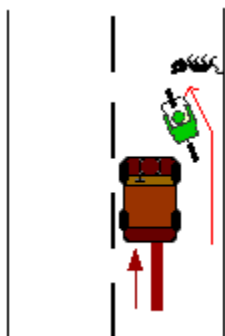
- 1. Don't ride on the sidewalk.** When you come off the sidewalk to cross the street, you're invisible to turning motorists.
- 2. Get a headlight.** If you're riding at night, you should absolutely use a front headlight. It's required by law in most countries, anyway.

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 #9: The Rear End

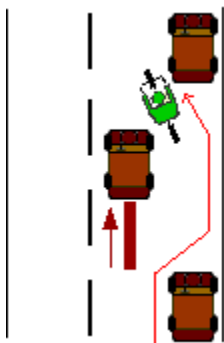


You innocently move a little to the left to go around a parked car or some other obstruction in the road, and you get nailed by a car coming up from behind.

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.

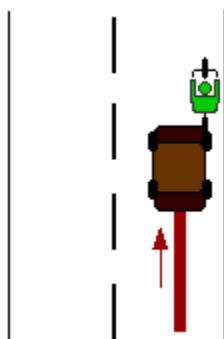
3. Use a mirror. If you don't have one, get one from a bike shop or an [online shop](#) right now. There are models that fit on your handlebars, helmet, or glasses, as you prefer. You should always physically look back over your shoulder before moving left, but having a mirror still helps you monitor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

4. Signal. Never move left without signaling. Just put your left arm straight out. Be sure to check your mirror or look behind you before signaling (since a car passing too closely can take your arm out).

Collision Type

The Rear End, Pt. 2

#10:



A car runs into you from behind. This is what many cyclists fear the most, but it's actually not very common, comprising only 3.8% of collisions. (source) However, it's one of the hardest collisions to avoid, since you're not usually looking behind you. The risk is likely greater at night and in rides outside the city where traffic is faster and lighting is worse. The three cyclists killed when hit from behind in Austin in 96-97 were all riding at night, and at least two of them didn't have lights on their bikes. (source) The best way to avoid getting Rear-Ended is to ride on very wide roads or in bike lanes, or on roads where the traffic moves slowly, and to use lights when biking at night.

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 (formerly of Florida, now head of bike safety in Nevada) says that **60% of bike collisions in Florida 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]



Bike shops have red rear blinkies for \$15 or less. These kinds of lights typically take two AA batteries, which last for months (something like 200 hours). **I can't stress this item enough: If you ride at night, get a rear light!**

2. Wear a reflective vest or a safety triangle. High quality reflective gear makes you a lot more visible even in the day time, not just at night. I had a friend ride away from me while wearing one during the day, and when she was about a quarter mile away, I couldn't see her or her bike at all, but the vest was clearly visible. At night the difference is even greater. Bike shops have vests and triangles for \$10 to \$15. Also, when you hear a motorist approaching, straightening up into a vertical position will make your reflective gear more noticeable.

3. Choose wide streets. Ride on streets whose outside lane is so wide that it can easily fit a car and a bike side by side. That way a car may zoom by you and avoid hitting you, *even if they didn't see you!*

4. Choose slow streets. The slower a car is going, the more time the driver has to see you. I navigate the city by going through neighborhoods. Learn how to do this.

5. Use back streets on weekends. The risk of riding on Friday or Saturday night is much greater than riding on other nights because all the drunks are out driving around. If you do ride on a weekend night, make sure to take neighborhood streets rather than arterials.

6. Get a mirror. Get a **mirror** and use it. If it looks like a car doesn't see you, hop off your bike and onto the sidewalk. Mirrors cost \$5-15. Trust me, once you've ridden a mirror for a while, you'll wonder how you got along without it. My paranoia went down 80% after I got a mirror. If you're not convinced, after you've used your mirror for a month, take it off your bike and ride around and notice how you keep glancing down to where your mirror was, and notice how unsafe you feel without it.

7. Don't hug the curb. These are counter-intuitive, but give yourself a little space between yourself and the curb. That gives you some room to move into in case you see a large vehicle in your mirror approaching without moving over far enough to avoid you. Also, when you hug the curb tightly you're more likely to suffer a [right cross](#) from motorists who can't see you.

Let's be safe and try to remember these suggestions while we're out their riding.

OUT OF BOUNDS

Sat., Aug. 4 - Annual Princeton Free Wheelers Bicycling Event Tour the New Jersey countryside on one of many rides from an easy 16 miles to a scenic century, from flats to rolling hills. Marked routes, cue sheets, rest stops with snacks, sags, free parking, and post-ride barbecue chicken lunch with music by DJ Sharon. Free t-shirt with pre-registration by July 25 or mail-in postmarked July 23. Price: \$32 on-line; \$35 mail-in; \$35 day-of (t-shirt not included) \$10 for 16 yrs. and under. Info: www.princetonfreewheelers.com>
princetonfreewheelers.com

Aug. 2-5 - Mass BikePike Tour

The 6th Annual Mass BikePike Tour explores western Mass and the Berkshires for four fantastic days of riding and socializing. The Mass BikePike Tour is good for families or friends who travel at different speeds – there's everything from super-short routes to an optional ride up Mt. Greylock. The 6th Annual Mass BikePike Tour – a benefit for the Massachusetts Bicycle Coalition – is coming to the Berkshires from August 2nd through 5th! The Mass BikePike Tour is designed to satisfy all levels of riders, whether they're new to riding or looking for a challenge. It is the Friendliest Ride in the East – plenty of time to visit tourist landmarks with new friends, or sample the local ice cream. A social hour wraps up each day of riding. The Mass BikePike Tour is extremely affordable – just \$415 for four days of riding paradise, camping, and hearty delicious meals! For more information or to sign up today, please visit www.massbikepike.org. We also have volunteer opportunities - you can work two days, then ride two days for FREE.

Sun., Oct, 14 - Wild Goose Chase bicycle ride for women

Cambridge, MD. 16, 22, 42 & 66 miles. Quiet, scenic roads & level terrain. Rest stops, food, support services, Terry & Gore Bike Wear™ tent sale. Proceeds benefit Blackwater National Wildlife Refuge on the Chesapeake Bay. Sponsored by TERRY and GORE BIKE WEAR™. Info: www.terrybicycles.com/2012-wild-goose-chase.

Proper Hydration While Cycling

by Gail E Robillard – WCBC Safety & Education

With the excessive heat we have been having I often wonder when or how do I ride during it. A podcast found at <http://www.cycling360media.com/proper-hydration-while-cycling/> gave me some valuable information on how to prepare to ride in the heat.

There is one thing that every cyclist cannot live without....WATER. The level of importance varies depending on your level of cycling, climate, and distance but proper hydration is something that all of us need to know about.

In this podcast Darryl, Victor, and Rob go over the most important aspects of hydration and by the time you're done listening you'll never have another question about getting yourself properly hydrated. As a bonus, the Cycling 360 boys are joined by Kelli Jennings (RD) who provides her expertise and provides further knowledge on the topic of cycling hydration.

This podcast includes:

- [Pre-ride, riding, and post-ride hydration information](#)
- Information on how to regain the water weight lost from sweating and cycling
- What keys aspects determine how much hydration replacement you'll need?
- Are hydration tabs necessary? Are they worth the money?
- What are electrolytes and how do you replace them? Why you need to replace them.
- And a whole bunch more important information that all cyclists need

Avoid Heat Stress When You Ride

by Gail Robillard - WCBC Safety & Education

I found a great article on tips to avoid heat stress by Edmund R. Burke, Ph.D. on Active.com. Here's the link:

http://www.active.com/cycling/Articles/Avoid_heat_stress_when_you_ride__with_these_stay-cool_tips.htm?int=23-45

WCBC Executive Committee Meeting Minutes

Monday, July 9, 2012

Submitted by Cindy Mannis

The meeting was called to order at 7:05 pm by Vice President Cindy Mannis. The minutes from the June meeting were approved as written.

Mary Cressman, Treasurer, presented the financial report. The current balance is \$36,633.29. Last year's balance at this time was \$31,690.59. Most of the financial activity for the past month was related to the Double Cross and member dues. Last year at this time we had collected \$4700.00 in membership dues, this year \$3200.00. Some of the drop in revenue may be from the active.com administrative fee that we pay. The Wells Fargo Bank account is now closed and we are using WSFS exclusively.

Joe Bockrath, Double Cross Coordinator, provided a summary of the Double Cross ride. We had 541 riders (244 members and 297 non-members). The revenue was about \$8400.00 and Joe expects a net profit of about \$5500.00, expenses yet to pay are fire hall contributions, and T-shirts. The ride itself went well despite Joe having to make some route changes the morning of due to road closures from trees down during a storm.

Sally Buttner provided an update on the ShoreFire. Brochures are being distributed. Bike Line in Middletown is the bike shop of choice for maintenance day of.

Craig Hall, Savage Coordinator gave an update on the October event. He has confirmed the Gore Barkdale site for parking and registration. Active.com is set up for registrations. He is working on getting the Nottingham Park Pavilion approval for a rest stop.

Cindy gave a report on membership for Bob Seigwarth, Membership Chair. We have 354 total memberships, 144 household, 205 single and 5 juniors. She didn't have the stats from this time last year to report. The committee did ask how members are being notified when their membership expires. Cindy will ask Bob and report back.

Cindy reported that we gave Mary Clare Matsumato the "free" registration to the bike tour in Frederick, MD.

Tom Mannis, Ride Captain, gave an update on club daily rides. A discussion ensued about safety because of the numerous accidents we've had on club rides this year. Tom will email the Ride leaders asking them to continue to provide a safety talk at the beginning of every ride and then to Lead by example during the ride. Gail Robillard, WCBC Safety & Education Chair, will look into writing a safety article for the Tailwinds or put one out on the Listserv.

Gail also reported that Garrison's is willing to hold a safety bike rodeo, to teach bike handling skills. She will continue to pursue this.

Kristie Augenblick, Publicity Chair, reported that she has gotten a written contract between WCBC and the following local bike shops to give WCBC members various discounts: Garrisons, Henrys, Wooden Wheels, Bike Line and the Bike Boutique. She will approach Brandywine Cyclery next. Also, she completed the update of the WCBC brochures for bikeshops.

Gail gave the Bike Delaware update. The State approved 13 million dollars to spend on bike and walking trails in Delaware. The Bike Summit is being planned for September at Dover Downs.

- continued next page -

JULY EXEC. MEETING - *continued from page 14* -

Roy Simonson gave an update on First State Velo. They are working on a new circuit race in Newark on August 25. 25% of all proceeds from this event will be donated to the Newark Bike Project. Also, the racers will bring old bikes and bike parts to donate to the NBP as well. The Fair Hill race in the fall will partner with Henry's Bike shop and some of the proceeds will be given to the Cystic Fibrosis Association. Roy also asked if WCBC might partner with 1st State Velo on purchasing helmets and sunglasses. Roy can get a discount if he buys in bulk. Roy will obtain a bulk price and bring it back to the committee for approval.

Linda Young reported that she road the Rails to Trails Conservancy's Greenways Sojourn. The WCBC donated money as a sponsor and Linda reported that our name and logo was well promoted on posters. She felt our donation was well worth it.

Last item on the agenda was a discussion about the passing of Bob Wheeler. Cindy reported that Bob willed his bikes and bike equipment to the WCBC. The committee decided that each individual will email Carol Ireland with suggestions of how best to utilize Bob's equipment for Carol to bring the ideas to the next meeting for discussion.

The next meeting will be on Monday, August 6, 2012.

The meeting was adjourned at 8:00 pm.

Bike Shop Discounts for WCBC Members (as of July 2012)

These bike shops have agreed to give WCBC members a discount. Support your local bike shops by shopping here:

The Bike Boutique - 1007 N. Orange St., Wilmington, DE 19801 (302) 543-4536
10% on Bicycles, 10% on Accessories, 25% on Service

Garrison's Cyclery of Centreville - 5801 Kennett Pike, Centreville, DE 19807, (302) 384-6827
5% (with cash or check) on Cervelo, Moots, Turner, Wilier; 15% on other Bicycles
10% on Accessories (15% with cash or check)

Henry's Bicycle Shop - 7 Polly Drummond Center, Newark, DE 19711, (302) 455-1099
10% discount on Accessories, 10% discount on Service

Wooden Wheels - 141 E. Main St., Newark, DE 19711, 302-368-BIKE (2453)
10% on Bikes, Accessories & Service; Exclusions: Discounts cannot be combined with other offers or MS certificates

All area BikeLine Shops

Bicycles: 5%, Accessories: 10%, Service: 10%; Exclusions: sale or closeout items

When you shop at these bike shops, ask for the WCBC discount. Use a printout of the email addressed to you with the link to the current Tailwind as proof of membership. Note: The most up-to-date discount information can be found on the WCBC website, under About Us – Membership.

2012 Executive Committee

Carol Ireland, President - 302-995-9658;
 president@whiteclaybicycleclub.org
Cindy Mannis, Vice President - 610-274-0298;
 vicepresident@whiteclaybicycleclub.org
Mary Cressman, Treasurer - 215-816-9154;
 mrcressman@comcast.net
Kristie Augenblick, Publicity - 302-239-6851;
 publicity@whiteclaybicycleclub.org
Dennis Flint, Club Meeting Programs - 302-239-3573;
 flintyyy@verizon.net
Craig Hall, Savage Century - 302-239-0974;
 savagecentury@whiteclaybicycleclub.org
Tom Mannis, Ride Captain - 610-274-0298;
 rides@whiteclaybicycleclub.org
Brenda Mehta, Social Chair - 410-920-6526;
 brendamehta@hotmail.com
Joe Bockrath, Doublecross - 302-475-7063;
 doublecross@whiteclaybicycleclub.org
Gail E. Robillard, Safety & Education - 302-762-5785;
 safety@whiteclaybicycleclub.org
Ted Ryser, Icicle Metric - 302-545-9416;
 icicle@whiteclaybicycleclub.org
Shorefire Century: Sally Buttner, 302-286-1118, and **Jan Johnson**, 610-383-9575, shorefire@whiteclaybicycleclub.org
Bob Siegarth, Membership - 302-478-1396;
 membership@whiteclaybicycleclub.org
Linda Young, Newsletter & Website - 302-996-0983;
 tailwind@whiteclaybicycleclub.org

NEED MORE INFORMATION?

Visit www.whiteclaybicycleclub.org
 and/or check the Ride Calendar for recently added
 opportunities!

WCBC Jerseys

The design manufactured by Verge Sport has an upgraded fabric, extra long zipper, three pockets in the rear and raglan sleeves. (See photos on our website). All new inventory is club cut short-sleeved and costs \$60. Race cut, women's cut, long sleeved jerseys or vests may ordered when at least six requests are received for a particular style. See full color version on the WCBC website. To purchase our jersey, contact Bob Adelman at 302-234-1057, tandemcyclist@yahoo.com.

WCBC Membership Benefits

- Ride calendar on website updated daily.
- Tailwind monthly newsletter—cycling events, club news, photos, advocacy, free classified ads and more
- Invitations to annual banquet & picnic
- Special programs at monthly meetings
- Many riding and social opportunities
- Secondary insurance coverage on club rides

Your membership also supports Bike Delaware, strong representation at public transportation hearings, Delaware Bicycle Council meetings & community events.

WCBC MEMBERSHIP APPLICATION / RENEWAL

Join / renew instantly on our website

OR MAIL to WCBC Membership c/o Bob Siegarth • 725 Foulkstone Rd • Wilmington, DE 19803

DUES: (make check payable to WCBC; you may pay for multiple years)

Individual Adult - \$20/Year - TOTAL ENCLOSED \$_____ Household - \$25/Year - TOTAL ENCLOSED \$_____

Junior (\$10/Year (under 18 years old) - TOTAL ENCLOSED \$_____

New Member Current Member: My expiration date is _____

PRINT CLEARLY:

Name(s): (include all names if household membership):

_____ E-Mail _____

Address _____

City _____ ST _____ Zip _____

Phone: Home (____) _____ Work (____) _____

Please indicate your biking interest(s):

Road/touring Tandem Mountain biking Exercise Fitness

I'd be interested in: Leading rides Helping with cycling events