

BIKE SHORTS

**A PUBLICATION OF
REDLANDS WATER BOTTLE TRANSIT
COMPANY**



**YOU'VE COME A LONG WAY BABY
SEPTEMBER 2016
HAPPY LABOR DAY**

THANK YOU, SPONSORS!

DON'T FORGET TO THANK ALL OUR SPONSORS WHEN YOU DO BUSINESS WITH THEM!



Bike Shorts is a monthly publication of Redlands Water Bottle Transit Company, visit us at RWBTC.ORG.

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A special thank you to our members that contributed to this month's newsletter. **KEEP THOSE ARTICLES AND PHOTOS COMING. YOU CAN SUBMIT AT NEWSLETTER@RWBTC.ORG.**

If you have not renewed your membership now is a great time to do so. NEXT MONTH MEMBERS CAN ORDER A QUALITY KIT BY VOLER FOR THE LOW PRICE OF \$99. (YUP-JERSEY AND SHORTS) WHAT BETTER EXCUSE TO JOIN NOW. Besides making new friends we have great rides, events and parties coming this year. There is a form at the end of this newsletter to help you or go to the website and you can pay by bank card.

Message from the President!

HAPPY LABOR DAY

Summer is coming to an end. It is time for our Labor Day Pizza Party at Uncle Howie's on Monday **September 5th**. This is in lieu of our regular monthly meeting and will begin at **6 PM**. This is a member only benefit featuring all you can eat pizza and soda.



Last month Pua Mata, the SoCal/Central Coast region factory rep of Bianchi USA was our guest speaker. Pua gave us some interesting insights to Bianchi and mountain biking. Our October meeting will feature Tim Eaton of Cannondale and Jeff Herring of Voler. Jeff will be out at 5 PM to allow members to try on various sizes and styles of shorts, jerseys and jackets. We will again be offering a substantial discount to members on the initial order of the 2017

Kit. I know it's been hot now but when winter comes you won't be able to get these prices. Think about that when you look at the jackets, arm and knee warmers and cool weather gear.

As most of you know, we lost another member last month. Randy Stephenson was struck while riding on Barton Road in Loma Linda. The August BIKESHORTS was published before we had news of Duane Darling losing his life in a hit and run July 31st while riding on Cajalco Road in Perris. The Club has not suffered a loss like this since 2010 when Lynn Pletcher was struck while riding on Champions Drive in Beaumont. We are deeply saddened by the loss of these members and offer our sincerest condolences to their families.

We are going to open nominations at our October meeting and finalize the nominations at our November elections. In addition, we will be taking nominations by email for those who may not be able to attend the meetings. All positions are open and there will be a few positions vacated by the current holders. Please consider the opportunity you have to give back to the club and help out.

...just in...new sponsor for RWBTC...TACOSHACK...510 E. STATE STREET, REDLANDS...

PUT **MONDAY September 5th** ON YOUR CALENDAR SO YOU DON'T MISS THE ~~MEETING~~ PARTY!

Ride safe,
Don

**PLEASE WELCOME OUR NEW
MEMBERS**

Diana Dittemore

Joe Dittemore

Kathy Peoples

Scott R Starbuck

**Don't forget to order a new kit by Voler
starting at the low price \$99 next month.**

See you on a ride.

Cyclist Eternal

This last month the club lost two members to tragic accidents with cars. Please take a moment to remember them and their families in your prayers.



Duane Darling





Randolph Stephenson

“Randy”



Who needs a glass?



How about those Randy cakes?

Rest In Peace

10 Things Cyclists Wish Drivers Knew

Sharing the road isn't always easy, but it can get better

BY JOE LINDSEY August 26, 2016



1/10

PHOTOGRAPH BY SHUTTERSTOCK

We Feel Invisible

Ever get cut off—hard—by someone who doesn't even know you're there? That's almost a daily occurrence for cyclists, especially in cities.

Drivers overtake us and then turn right across our path; drivers in oncoming traffic misjudge our speed and turn left right in front of us. And when passing, they sometimes do so close enough that we feel a phantom swipe from a sideview mirror.

If you've ever noticed us trying to make eye contact with you, especially at intersections, we're not challenging you to a duel; eye contact is just the most effective way to register that you actually see us.



2/10

PHOTOGRAPH BY SHUTTERSTOCK

We're Not Just Jerks

If an irate cyclist suddenly raps on your car window, or pulls alongside you at a stoplight and starts yelling at you, it's probably not just because he's feeling surly that day. In the majority of instances where a cyclist confronts a driver, it's because something the driver did threatened the rider's safety.

A simple "sorry" can go a long way; everyone makes mistakes. But if you find yourself in this situation with any regularity, that's a warning—you're not seeing cyclists.



3/10

PHOTOGRAPH BY SHUTTERSTOCK

We'll Always Lose

Ever drive on a freeway full of 18-wheelers? They're behind you, they're passing you, and they're changing lanes and taking up a LOT of space—right next to you, at 65mph. You probably get a little sweaty and keep both hands on the wheel, right?

That's how we feel riding alongside cars. You're cocooned in 3,000 pounds or more of steel, with reinforced roll cages, crumple zones, airbags, and seatbelts. We're riding a 20-pound machine in the open air, wearing little more than spandex and some EPS foam on our heads. If we make contact, we risk life-changing injuries or death. You risk, well, mostly the insurance deductible. In any physical interaction, we'll lose.



4/10

PHOTOGRAPH BY SHUTTERSTOCK

Most of Us Do Actually Follow Traffic Laws

When you see a cyclist roll through a stop sign or, worse, a red light against cross-traffic, you're probably thinking, "Those damn cyclists never obey the rules."

But the vast majority of us do, and there's data to back it up. A 2015 survey of 18,000 people by a researcher at the University of Colorado found that while cyclists do break traffic laws, they do it at the same low rate as drivers (roughly 8 percent). In one crucial measure of law-breaking (running a red light), data from a 2013 Portland State study suggests that 90 percent of cyclists stop.



5/10

PHOTOGRAPH BY SHUTTERSTOCK

We're Not Riding Erratically

Here's one even cops don't always get right: The statutes on riding on public streets state that cyclists should ride as far to the right as is practicable. That means we're allowed to take more of the lane to avoid dangerous road conditions like broken glass or potholes, which sometimes force us farther out in the traffic lane than we'd normally be.

You might not notice these hazards if they're not directly in your lane, and it might seem like cyclists are riding into your path for no reason. To avoid getting surprised on popular riding routes, make it a habit to scan the whole road for conditions that might be hazardous, even if they're not directly in your path



6/10

PHOTOGRAPH BY SHUTTERSTOCK

We Can't Always Stick to Bike Paths

Yes, cities go to great lengths to put in off-street bike paths, and then we ride on the street anyway. To understand why, try this experiment: Drive to work tomorrow making only left turns. See how long it takes. See how screwed up your route is. See if you can even get there. Now, add this element: On-street or off, bike lanes sometimes appear or vanish with little reason or warning, stranding cyclists in general traffic lanes. So why do we ride on the roads? Same reason you do: They take us where we want to go.



7/10

PHOTOGRAPH BY SHUTTERSTOCK

We Ride Two Abreast Because...

It's a lot more social. Riding can be a solitary pursuit, but for many of us, the social element is as important as the physical. Riding side by side makes it easier to have a conversation and simply share one another's company, for the same reason people sit side by side at a table instead of front to back.

Eighteen states explicitly allow two-abreast riding in any circumstance (yes, even when impeding traffic) and another 21 allow it as long as riders aren't impeding traffic. Only three states—Montana, Nebraska and Alaska—expressly forbid it. Furthermore, even where specific legal language prevents cyclists from riding two abreast, those laws only relate to the actual traffic lane. If both riders are to the right of the white fog line, we can legally ride two abreast, period.

Still, most of us try to be conscientious and common-sense about it; we don't ride two abreast in heavy traffic, and even in light traffic we'll often try to "single up" to let drivers pass. If we don't do it right away, yeah, maybe we're a little too caught up in our conversation. Please have a little patience; we're not perfect.



8/10

PHOTOGRAPH BY SHUTTERSTOCK

The Best Way to Alert a Cyclist Is...

Don't, unless absolutely necessary.

Car horns are really loud, and might startle us enough to cause us to swerve and crash. Simply wait and pass safely when the opportunity presents itself. Or if you must honk, do it from a reasonable distance.



9/10

PHOTOGRAPH BY SHUTTERSTOCK

We Really Love to Ride

If you frequent a popular or scenic road, you've wondered why skinny, spandex-clad riders are constantly out clogging up traffic. We're not trying to get in your way; we just love to ride our bikes. (Try our 21-day Ride Streak Challenge if you're feeling extra affectionate)

The road that we're on probably goes somewhere special, either physically or mentally, and even if we don't look it, we're probably enjoying the hell out of it. This sport is our passion; it's what we live for on the weekend, what we talk about with friends, and what we build a significant part of our lives around. Just give us a little space and respect, and we'll all be fine.



10/10

PHOTOGRAPH BY SHUTTERSTOCK

We're Not Just Cyclists

It's easy for us to reduce entire groups of people—drivers, cyclists, etc.—to a monolithic “other.” But none of us can be so neatly categorized.

So next time you feel impatient or annoyed with a cyclist, remember we're fathers and mothers, husbands and wives, sons and daughters. We're your co-workers, your neighbors. We see you at the place we volunteer, or at church, or the grocery store. We're part of your community. We're you.

ditch the pump



and tone your rump

LIFE BEHIND BARS



This one runs on the fat



and saves you
money.

This one runs on money
and makes you
fat.



www.LeFunny.net



**KEEP
CALM
AND
BIKE
ON**

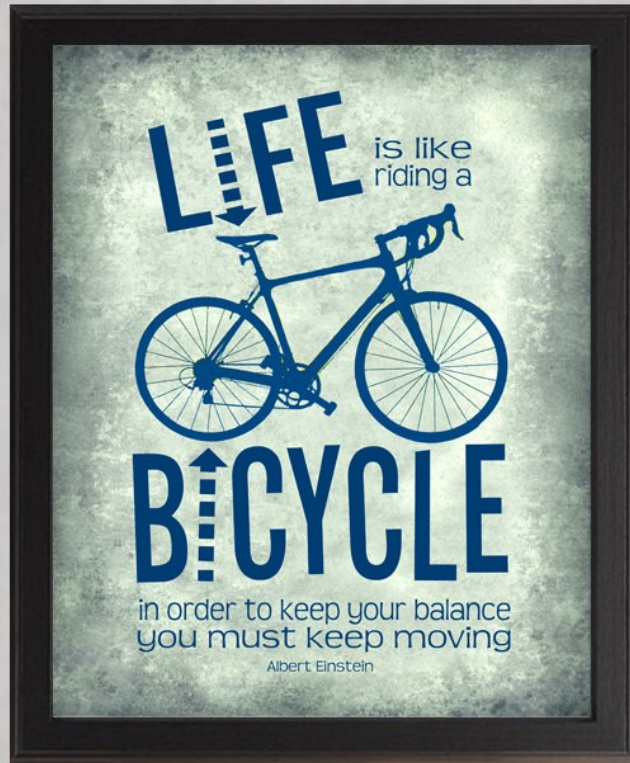
**LIVE TO
RIDE**



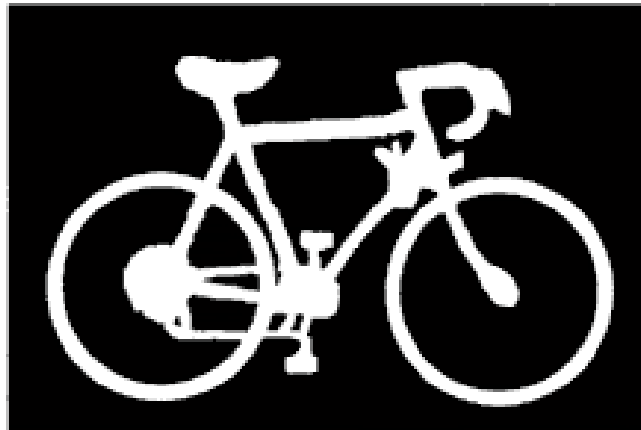
**RIDE TO
LIVE**

**RIDE
LIKE YOU
STOLE IT**





PUT THE FUN



**BETWEEN
YOUR LEGS**

RULES OF THE ROAD

REDLANDS WATER BOTTLE TRANSIT COMPANY

Reissue Date January 1, 2016

Redlands Water Bottle Transit Company (RWBTC) members are expected to comply with the following rules of the road when participating on club rides. We all understand that there are risks involved in riding a bicycle. The risks tend to compound themselves when we ride in traffic and when we ride in large groups. RULES OF THE ROAD is intended to provide ride members with a common understanding of the responsibilities placed upon them as they participate in RWBTC sanctioned rides.

1. Always wear a helmet. A helmet is required on every RWBTC sanctioned ride. No exceptions. Select a helmet that fits snugly. We recommend a helmet that meets Consumer Product Safety Commission (CPSC) or American Society for Testing and Materials (ASTM) F1447 formerly American National Standards Institute (ANSI) Z90.4.
 2. Bicycle riders on public streets have all the rights and are subject to all the provisions applicable to drivers of a vehicle. By law, bicycle riders are required to comply with the California Vehicle Code. They must obey stop signs, traffic lights, and most other traffic laws and signs. (Ref Calif Veh Code 21201)
 3. No person shall operate a bicycle on a roadway unless it is equipped with a brake which will enable the operator to make one braked wheel skip on dry, level, clean pavement. Every bicycle operated upon the highway during darkness shall be equipped with a lamp emitting a white light visible from a distance of 300 feet and a red reflector on the rear. The lamp, or lamp combination, may be attached to the bicyclist. (Ref Calif Veh Code 21201)
 4. A bicycle riding on a roadway at a speed less than the normal speed of traffic shall ride as close as practicable to the right-hand curb or edge of the roadway except:
 - a. When overtaking and passing another bicycle or vehicle.
 - b. When preparing for a left turn at an intersection or into a private road or driveway.
 - c. When reasonably necessary to avoid conditions (including, but not limited to, fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes. (Ref Calif Veh Code 21201)
 5. Where a bicycle lane has been established on a roadway, any person operating a bicycle upon the roadway at a speed less than the normal speed of traffic shall ride within the bicycle lane except under any of the following situations:
 - a. When overtaking and passing another bicycle, vehicle, or pedestrian within the lane or about to enter the lane if the overtaking and passing cannot be done safely within the lane.
 - b. When preparing for a left turn at an intersection or into a private road or driveway.
 - c. When reasonably necessary to leave the bicycle lane to avoid debris or other hazardous conditions. (Ref Calif Veh Code 21201)
 6. Communicate! Use hand signals to inform motorists of your intentions. Use the left arm, straight out, to signal a left turn. You may use the right arm, straight out to signal a right turn. Stop is indicated with the left arm out and bent downward at the elbow.
 7. Riding in a paceline severely limits the ability of the riders who are following to watch for road hazards. Use hand signals and voice to keep those around you informed of your intentions, or road hazards which they may not otherwise see. Use the same hand signals to indicate a turn, except that a stop is indicated by bringing the arm around so that the palm of the hand is across the small of the back. Announce yourself when approaching another rider from behind.
 8. Motorists can be rude, impatient, and potentially deadly. Don't push your luck by aggravating a situation or engaging in an altercation with a motorist. To do so puts the entire group at risk. (Remember: you don't have to "save face" when you are with us!)
 9. Ride predictably and ride steady. Avoid sudden moves. Hold your line when riding in groups. Announce your intentions before you slow or stop. Make sure your path is clear (no one at your side or passing) when pulling out of line.
 10. If you must make an emergency stop, announce it. Then try to pull off the road far enough to let others behind you get safely by.
-

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY, AND PARENTAL CONSENT AGREEMENT
(**"Agreement"**) for
LEAGUE OF AMERICAN WHEELMAN D/B/A LEAGUE OF AMERICAN BICYCLISTS ("LAB")
(*this form is to only be used for Individual Adults or for Adults on behalf of Minors*)

IN CONSIDERATION of being permitted to participate in any way in the REDLANDS WATER BOTTLE TRANSIT COMPANY ("Club") sponsored Bicycling Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if, at any time, I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS AND DEATH ("Risks"); (b) these Risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the conditions in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I may incur as a result of my participation in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the LAB, its respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS. And, I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the Releasees, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I AM 18 YEARS OF AGE OR OLDER, HAVE READ AND UNDERSTAND THE TERMS OF THIS AGREEMENT, UNDERSTAND THAT I AM GIVING UP SUBSTANTIAL RIGHTS BY SIGNING THIS AGREEMENT, HAVE SIGNED IT VOLUNTARILY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. I AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID, THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

PARTICIPANT'S NAME (PRINTED): _____

PARTICIPANT'S SIGNATURE (*only if age 18 or over*): _____ I HAVE READ THIS RELEASE

ADDRESS: _____
(Street) (City) (State) (Zip)

PHONE: (____) _____ DATE: _____

MINOR RELEASE

(complete for Participants Under the Age of 18)

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEES FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON THE MINOR'S ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS AND FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I, THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES FROM ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS LIABILITY, DAMAGE, OR COST ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

MINOR'S NAME (PRINTED): _____ BIRTH DATE OF MINOR: ____-____-____

SIGNATURE OF MINOR PARTICIPANT: _____ I HAVE READ THIS RELEASE

PARENT/GUARDIAN NAME (PRINTED): _____

PARENT/GUARDIAN SIGNATURE (*only if participant is under the age of 18*): _____ I HAVE READ THIS RELEASE

ADDRESS: _____
(Street) (City) (State) (Zip)

PHONE: (____) _____ DATE: _____

**Redlands Water Bottle Transit Company (RWBTC)
Membership Application**

Mail check, completed membership form and liability release to:

RWBTC
P.O. Box 1603
Redlands, CA 92373

Membership Type (Check one):

- | | |
|---|---------------|
| <input type="checkbox"/> Individual Membership | \$35 per year |
| <input type="checkbox"/> Individual Membership – Renewal* | \$30 per year |
| <input type="checkbox"/> Individual Sponsoring Membership | \$50 per year |
| <input type="checkbox"/> Family Membership | \$45 per year |
| <input type="checkbox"/> Family Membership – Renewal* | \$40 per year |
| <input type="checkbox"/> Family Sponsoring Membership | \$50 per year |

*Renewal rate only valid until on February 14th

Name: _____

Additional Family Members _____

Street Address: _____

City, State ZIP: _____

Email address: _____

Cell Phone: _____

Home Phone: _____

Work Phone: _____

Emergency Contact: _____

All dues are valid through January 1, 2017. Please make checks payable to "RWBTC."

I have read and will adhere to the RWBTC "Rules of the Road".

Signature: _____ Date: _____



EXTRA! EXTRA! READ ALL ABOUT IT!

Have a picture to show? A story to tell about a ride? Any bike related info you want to share? The RWBTC Bike Shorts wants to hear from you! Please email all contributions to Bruce Dowell at newsletter@rwbtc.org. And don't worry, you are not penalized by having to spell the last name.....

September Ride Calendar—All weekend rides begin at **various times** from Stell's Coffee located at Brookside and Alabama, Redlands, **unless otherwise noted**.

ALL rides and their start times are posted on our web site, on the Calendar

Standing rides are held each weekend on Saturday and Sunday mornings. Other rides head out on Tuesday and Thursday evening, and (seasonally) Wednesday evening.

Introductory rides are offered by the club and "Ride Yourself Fit." See website for details.

Ride Classification

Level	Description
D	For novice or recreational riders. Expect to ride at a pace of 10 – 14 mph with re-groups as needed. Expect the ride leader or another club member to stay with the slowest rider and to offer assistance for flats and other minor mechanical problems.
C	For competent riders with basic safety and bike handling skills. These rides combine social riding with improving fitness and riding ability. Expect that most riders will ride in groups at a pace of about 14 – 16 mph. There may be re-groups on the route, but they will be limited. Riders are comfortable navigating by map if separated from the group and can handle their own mechanical repairs.
B	For strong, experienced riders with considerable group riding experience. Expect the emphasis to be on improving individual stamina and riding skills. Most riders will maintain a pace of 16 – 18 mph and will not feel obligated to wait for slower riders. Pace lines are common. Riders are able to handle their own mechanical repairs and are comfortable navigating by map if separated from the group.
A	For extremely strong and competitive riders with expert bike handling skills. Expect riders to be self-sufficient and to maintain speeds of 19+ mph for extended distances using pace lines.