

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

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

May/June 2008

## IN THIS ISSUE

Boyd Sigler Memorial. . . . .	1
LBC Officers. . . . .	2
New Members. . . . .	2
Email Newsletter Delivery . . . . .	2
2008-2009 Masters Nationals RR. . . . .	5
Bicycling for Louisville Party Recap. . . . .	6
MS Bike Tour, June 7-8 . . . . .	7
Safety Tips by Tom Armstrong . . . . .	8
Treasurer's Report 2007. . . . .	8-9
New Rider/Bike Handling Classes	10
PaCkMaN's Corner . . . . .	12

MS Bike Tour June 7 & 8  
to Fight Multiple Sclerosis  
Sign Up Now!

*The Louisville Cyclist is a bi-monthly  
newsletter of the Louisville Bicycle Club.*

*Please submit articles and photos to:  
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502-447-7814.*

**Deadline for the July/Aug.  
2008 issue is June 15**

*Please let us know what you think this  
newsletter needs. After all, it's your  
newsletter!*



## Remembering Boyd Sigler *by Joe Ward, LBC historian*

A few years back Dave Runge and I rode our bikes from Louisville to the Red River Gorge for a club ride. We wandered around a bit, going by Lawrenceburg and Versailles and Ironworks Pike and Todds Creek Road, and we had more than 150 miles in by the time we reached a little roadside grocery east of Stanton in Powell County. That was in days before the KYCYCLIST and reports of brevets and back-to-back Mad Dog centuries became commonplace, and our attitude was climbing toward haughty. We went into the store and manipulated the conversation until the guy asked where we were riding from, and to. We told him.

He said, "Oh, yeah. There was an old guy through here doing the same thing." He paused and looked at us. "He's quite a bit ahead of you," he said.

It was Boyd Sigler, of course. He must have been in his eighties by then. He'd been telling his joke about being so old he didn't even buy green bananas for a couple of years already. He joked about the same way Letterman and Leno have been with regard to John McCain. When both the Louisville Bicycle Club and the Southern Indiana Wheelmen gave him life memberships, he said, "Boy, you guys really go out on a limb, don't you?"

For years he'd ride anywhere he wanted to go. He'd ride up to northern Indiana for the Amishland and Lakes Tour. He'd ride here and there to see various of his five children. Lesser geezers envied his ability to link up with attractive women on large group rides. Boyd was a chick magnet.

He was who he was. He was no slave to fashion and trends. When he'd ride up to Bloomington for the Hilly Hundred, his luggage consisted of a collection of stuffed garbage bags lashed to his rear carrier in an arrangement that was not fathomable to other people. He saw no reason to discard gloves or shoes that were maybe scuffed a little.

He also practiced economy in routing. I led a group on a ride to Georgetown for the Horsey Hundred a few times and Boyd went with us one year. I took the scenic route, out Taylorsville Road, through Mt. Eden and Lawrenceburg. By the time we got to Lawrenceburg, Boyd was becoming incensed. The way to Georgetown lay through Frankfort, he said. His idea was to take U.S. 60 to Versailles and U.S. 62 to Georgetown. A little bit of traffic didn't bother Boyd.

Susie Peters, of Clarksville Schwinn, who is one of Boyd's four daughters, said he had the same attitude about riding around town. He lived in the West End for many years, and when he'd ride over to New Albany, he'd take the Sherman Minton Bridge. The police would stop him and explain to him that the only bridge one can cross on a bicycle is the Clark Bridge. And he would explain to them that he was going to New Albany. He would ask them why he would want to ride all of the way downtown and all the way back when there was a perfectly good bridge in the direction he was going? They'd end up taking him the rest of the way across - which was fine with him.

Susie said Boyd was overweight and chained-smoked Camels when he retired from many years in the insurance business. He was a big ham radio enthusiast for years, and a Boy Scout leader. When he finally decided to get some exercise, he started with swimming and

*Continued on page 5*

## YOUR CLUB OFFICERS (Executive Committee)

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The Louisville Bicycle Club is affiliated with the **League of American Bicyclists (LAB)** and the **United States Cycling Federation (USCF)**.

## EMAIL NEWSLETTER DELIVERY

The LBC 2006 budget for newsletter costs is \$5,000, which represents nearly 25% of our total program costs. In an attempt to reduce this cost so monies can be used by other programs, the Executive Committee has introduced email newsletter delivery. This optional service began with the newsletter for May/June 2006. The newsletter is sent in PDF format to those who have signed up for this service. Each delivery saves the club \$1.25 in printing and mailing costs per issue per membership. Those who choose email delivery will typically receive their newsletter 4-7 days before those who receive their newsletters via regular mail.

Club membership applications and membership reminder postcards will be modified to include this option. If, after trying email delivery, you find you prefer the paper copy, you can revert back to regular mail delivery.

More than 200 LBC members have already signed up to receive the e-newsletter.

To sign up for this option please go to  
<http://www.louisvillebicycleclub.org/forms/enewsletter.htm>.

Thanks for your cooperation.  
LBC Executive Committee

Also, beginning with  
March/April 2007:  
The electronic newsletter will contain  
**COLOR PICTURES!**

**Receive  
Your Newsletter  
by Email!**

## NEW MEMBERS

Beckman, Kevin	3704 Nanz Ave	Louisville, KY	40207	(502) 893-6351
Beneke, Michael	3301 Trinity Rd	Louisville, KY	40206	(502) 417-3391
Benningfield, Johnny	2500 Broadmeade Rd	Louisville, KY	40205	(502) 456-4617
Brashear, Christopher	1811 Princeton Dr	Louisville, KY	40205	(502) 386-5067
Carter, Rob	2552 Bagdad Rd	Bagdad, KY	40003	(502) 321-5956
Chenault, Jeff	1511 East Marksberry Rd	Utica, IN	42376	(270) 993-3577
Clayton, Dwight	347 Oak Tree Way	Taylorsville, KY	40071	
Connell, Kevin	304 Bramton Rd	Louisville, KY	40207	(502) 893-3195
Corrao, Phil & Kari	4025 Viewcrest Loop	Floyds Knobs, IN	47119	
Dotson, Jason	4201 Springbourne Way Apt 207	Louisville, KY	40241	(386) 453-4255
Edwards, Kali	3204 Furman Blvd	Louisville, KY	40220	(502) 439-3606
Engelhart, Rebecca	2218 S 9th Street	Louisville, KY	40208	(502) 550-3574
Etherton Sr, Valerie & Don	6917 Ridge Run Circle	Prospect, KY	40059	(502) 262-1560
Furdek, Joe	1212 Belmar Dr	Louisville, KY	40213	
Haas, John	2108 Indian Chute	Louisville, KY	40207	(502) 893-9641
Herndon, Michael	PO BOX 468	Fort Knox, KY	40121	
Jones, Vaughan	8402 Kimberly Way	Louisville, KY	40291	(502) 609-5601
Juvera, John	4415 Stone Lakes Dr	Louisville, KY	40299	(502) 345-4341
Kawa, Alex	611 Wardshire Place	Louisville, KY	40223	(502) 384-8633
Lally, Martin	5708 Blue Holly Pl	Crestwood, KY	40014	(502) 243-8341
Layne, Henry	108 A Knoll Ct	Noblesville, IN	46062	
Ledington, Rob	3012 Greenup Rd	Louisville, KY	40217	(502) 637-1378
Leford, John	4407 Kinloch Rd	Louisville, KY	40207	
MacDonald, Sumner	417 Eline Ave	Louisville, KY	40207	
Merrell, Daniel	2455 Glen Eagle Dr	Louisville, KY	40222	(901) 229-9903
Merriam, Jim	4221 Stilger Circle	Louisville, KY	40299	(502) 266-8821
Mobley, Henry	596 Sunset Rd	Louisville, KY	40206	
Nall, Michael	1800 Ashmore Ln	Louisville, KY	40223	(502) 425-0122
O'Brien, Heath	3132 Doreen Way	Louisville, KY	40220	
Preston, Doug	4338 Lonsdale Ave	Louisville, KY	40215	
Rush, Ray	366 S Bayly Ave	Louisville, KY	40206	
Thompson, Sherri	171 Queens Court	Taylorsville, KY	40071	(502) 239-8102

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**Save \$20 on any purchase of \$100 or more**



**Offer Valid for current LBC members only.**  
 Not good with any other discounts or closeout items. Coupon must be presented at time of purchase. Not valid with other offers. Limited to in stock quantities; no special orders.

**Offer Valid: 05/01/08 — 06/30/08**

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 any service parts for  
 the repair*



**Offer Valid for current LBC members only.**  
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**Offer Valid: 05/01/08 — 05/31/08**

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*Buy any 3 standard\*  
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 inner tubes, any size for  
 \$8 \*\* plus tax.*



\*Excludes thorn resistant and Xtra-lite tubes.  
 \*\*Standard pricing applies if purchasing one or two.

Mix and match ok. Amounts described are prior to sales tax. Not good with any other discounts or sale priced items. Coupon must be presented at time of purchase. Not valid with other offers.

**Offer Valid: 06/01/08 — 6/30/08**



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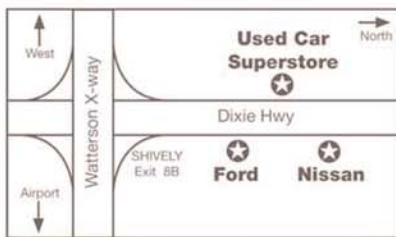
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## The 2008–2009 Masters National Road Race Championships Are Coming To Louisville! *by Dave Stewart*

I'm at a point where I thought I'd never be again. I actually have a schedule for the events for the 2008 Masters National Road Race Championships, right down to which class starts at which time.

With the considerable negotiating skills of Diane McGraw and Greg Fante of the Greater Louisville Sports Commission, a contract has finally been signed with USA Cycling. It's a good contract; it is fair for all the parties concerned.

The event is expecting approximately 1500 competitors to show up the week of the races. Masters-aged athletes from virtually every state in the country will attend. Louisville's venue is especially attractive because of its proximity to such a large portion of the nation's racing population. As always, past Olympians and other top-ranked amateur competitors are expected.

There are going to be a number of first time happenings beginning with the 2008 Louisville Masters Natz. First, it becomes a 7-day event rather than a 5-day event. In recent years, some classes filled up to the field limit almost as soon as registration opened. For some classes this artificial barrier prevented a true championship from being contested. The extra two days in this year's event allow for the addition of heats to insure that all viable contenders can compete for placements in the championships.

The time trial is still slated to be run on IN 111 with the Start / Finish at Caesar's (soon to be Horseshoe Southern Indiana) Casino. It will be held on Monday, June 30.

The road race will be run in Cherokee park on Tuesday, Wednesday, and Thursday, July 1-3. The one change is that only the loop will be used. The out-and-back portion used in 2003 that began at Big Rock and headed up to the tennis courts in Seneca will be eliminated.

The most exciting change from 2003 is with the Criterium course. The Criterium will be held Friday, Saturday and Sunday, July 4-6 in the infield at Churchill Downs. The horses will be racing those days as well. Plus on the 4th of July,

WAKY will host an outdoor picnic in the infield as well. Provisions have been made for people to be able to race and to enjoy the horse racing as well. Plus look for bike racing on the big screens as well as horse racing.

As you can imagine, people are going to be needed to help. Before the first race begins, people who understand marketing, advertising, writing, photography, graphic design and event planning are going to be needed. We want to make the entire effort very attractive, plus a lot of fun, for sponsors, for racers and for racers' families. Once race week rolls around, just hold on. Everyone is going to have a great experience. Louisville's effort is not just to put on a great week of racing. Our community did that in 2003. The rest of the country remembers that week in August with great fondness. The idea is to offer any number of reasons for competitors and their families to come and stay for fun the entire week. We want them to spend the entire 4th of July week in Louisville. Not only will there be 4th of July festivities on the Waterfront, there will be ballgames many nights at Slugger Field. There will be horse racing each day at Churchill Downs. There are the wonderful attractions of the Bat Museum, Muhammad Ali Museum, the Speed Museum and the Churchill Downs Museum. Louisville has a wide range of great restaurants, golf courses and, of course, great places to ride bikes. We need to get the word out that it can be a wonderful experience for everyone in the family.

Interested? Drop me a line. I've ridden a lot of miles with many of you, so you already have my email and phone number. Besides those, I've set up another email address; LouisvilleMastersNationals@insightbb.com. Tell me a little about your interests and your abilities. I need your skills and your imagination to make this the most memorable week of the summer.

Steven Webster is designing a website that will be up by the time you read this. Take a look at

[www.LouisvilleMastersNationals.com](http://www.LouisvilleMastersNationals.com).

Note that Steven is in the business of making websites. He can make one for your company, too!

Let me hear from you!

## Remembering Boyd Sigler *(cont. from p.1)*

*by Joe Ward, LBC historian*

running first, and once ran the Derby Festival Mini Marathon in scout shorts and knee socks.

Susie said her cycling got him interested in riding and he knocked around on garage sale bikes until his children bought him something more his size. And he never looked back. He started slowing down a bit after a serious accident on Pope Lick Road a few years ago. Allison Ewart, the ride captain, came upon him lying unconscious on a pile of rocks. He did come back from that to ride on but accidents became more frequent. Susie said ride captains would call and tell her that he shouldn't be riding, and she would ask "How am I going to stop him?" Boyd last rode in 2003.

Boyd moved from his house in the West End to an apartment downtown some years ago, and into an efficiency after that,

though his children were after him to move in with one of his daughters. He was getting around the efficiency with a wheelchair and a walker when he decided a couple of weeks ago that it was time to move in with his daughter, Joanne, in Lexington. He died there at 92 last Friday evening. There was no report of any bananas left over. Bob Peters said Boyd got to visit with all five of his children last week, and he gave one of his caretakers advice on taxes 24 hours before he died.

We're going to miss Boyd.

A memorial service more along lines of a "Boyd's Barnyard Bash", in Susie's words, will be held for him May 10, 3 p.m., at Joe Huber's Restaurant. Boyd will be there, no doubt, looking to see who came. It's hard telling which bridge he'll use.

## Dream Machine Biker's Bash: A Party for the Bicycling Community!

by Barry Zalph, *Bicycling for Louisville*

Thanks to all of you who participated in the Dream Machine Biker's Bash on March 1. Event Coordinator and LBC member Kathy Schmitt pulled together a wonderful crew of volunteers, which bore a striking resemblance to the roster of the LBC Ya Yas. LBC VP of Racing Mark Luking lent his roller racing setup for "five-minute bike-a-thons." The first pair of riders were Chrissy Halioris and Nancy McElwain, followed by Walter Lay and Glenn Francisco. Glenn scorched the rollers with an average speed of 44 mph! A fabulous spread of food by Finbar Kinsella got rave reviews from party-goers, who also enjoyed BBC beer.

Six of our local bicycle retailers displayed equipment and co-sponsored the event: Scheller's Fitness & Cycling, Bicycle Sport, Bike Couriers Bike Shop, Bluegrass Bicycles, Clarksville Schwinn, and Goose Creek Cycles. LBC member Jerry Gordon won the raffle grand prize of a \$1000 shopping spree at Scheller's. A silent auction, including art donated by Donna Connell and Tracy Barnes along with many other items, rounded out the evening.

At the risk of forgetting someone, I want to publicly thank other LBC members who volunteered and helped to make this a great success: Tom Armstrong, Sara Ferebee, Nita Bernat, Lynn Luking, Barbara Tretter, and Marion Van Ingen. Bicycling for

Louisville board members worked hard for months prior to the event. They include LBC members Steve Anderson, Michael Crawford, Marilyn Motsch, and Stewart Prather. See [www.bicyclingforlouisville.org](http://www.bicyclingforlouisville.org) for photos of the Biker's Bash.

The money raised at the Biker's Bash will help support the work of Bicycling for Louisville to:

- improve bicycling safety skills among children and adults
- improve conditions for on- and off-road bicycling
- urge local and state governments to adopt laws, policies, and practices to expand bicycling and improve bicycle safety
- encourage schools, government agencies, and businesses to support bicycling by their students, employees, and customers
- make north-central Kentucky and southern Indiana great places for all types of bicycling.

Bicycling for Louisville appreciates the support of many Louisville Bicycle Club members. To learn more, to donate, or to volunteer, go to [www.bicyclingforlouisville.org](http://www.bicyclingforlouisville.org) or call 582-1814.

## Myofascial Release after Sports Injury

by Janice Graham, *LBC member, physical therapist*

How many of you have injured your bodies and continue to cycle in pain? Do you have chronic low back pain or neck pain that causes discomfort and burning while you ride? Do you have pudendal nerve pain from sitting on your bike for long periods of time? Or, have you fallen off your bike and injured your shoulder or hip and have never quite been the same?

When we injure ourselves, the body develops restrictions in the fascia (also called connective tissue). Fascia is tough connective tissue which spreads throughout the body in a three-dimensional web from head to toe. The fascia surrounds every muscle, bone, nerve, and organ all the way down to the cellular level. The fascial system provides support, stability and cushioning.

A fascial barrier is a restriction in the connective tissue. Injury, physical and emotional trauma, and poor posture can cause these fascial fibers to tighten, shorten, thicken and adhere. The tension in the fascia puts abnormal pressure on nerves, muscles, bones, organs, and the brain. The result is pain, loss of range of motion and structural misalignment.

Myofascial Release is a hands-on soft tissue technique that facilitates a stretch into the restricted fascia. A sustained pressure is applied in the restricted tissue barrier until a release

is felt. The therapist follows the release into a new tissue barrier and holds. Once the restrictions are released, greater flexibility and range of motion are achieved. This results in decreased pain, and ease of movement.

My name is Janice Graham, PT. I opened my own business, Flexible Body, in order to provide hands-on techniques that will help facilitate the body to release physical and emotional restrictions in order to restore function and freedom of movement. Part of my interest in manual therapy came as a result of my own healing journey from chronic low back pain, and post surgical pain. Receiving this type of treatment has helped me regain flexibility and range of motion of my spine and legs. More importantly, I was able to enjoy bike riding again.

I would like to offer a 20% discount to Louisville Bicycle Club members for their first visit. A one hour hands on treatment session is normally \$75.00. The 20% discount price is \$60.00. Please check out my website [www.flexiblebodylouisville.com](http://www.flexiblebodylouisville.com) for more information on the other techniques I utilize in my treatments such as: CranioSacral Therapy, and Visceral Manipulation. Take the time for healing so you can ride this year without pain and discomfort. Please call for an appointment at 502-314-3732.

## Got Bike?



We Got A Bike Tour...

What: MS Bike Tour (formerly MS150)

Where: from Churchill Downs to Keeneland

When: June 7, 8 2008

For more info contact: National Multiple Sclerosis Society  
11700 Commonwealth Drive, Suite 500  
Louisville, KY 40299  
451-9747...option 2 (for local chapter)...  
then ask for Kristin Darrow, extension 231

or go to [www.bikemsky.org](http://www.bikemsky.org)

You can ride solo or on a Team

(like Team Dot Louisville made up mostly of LBC Members)  
Remember, this is a FUNdraiser to help local people stricken  
with Multiple Sclerosis and to help FUNd research to FIND A  
CURE!

## Safety Tip for May 2008

by Tom Armstrong

“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.” — Captain A.G. Lamplugh, British Aviation Insurance Group, London.

As many of you know, pilots do a preflight inspection of the aircraft before every flight. Safety-conscious pilots follow this policy without fail, as they know that a preflight inspection can keep them from getting into a bad situation aloft.

Bicycling is a bit more forgiving of our mistakes than aviation, but it still behooves us to do a pre-ride inspection every time we get ready to join our friends on a bike trip. The ABC Quick Check is a great way to do this.

We humans seem to remember things in threes, hence the ABC part of the name. The rest of the name, “quick check,” serves as a mnemonic, too, as will be discussed shortly. Each letter denotes a part (or parts) of the bicycle to inspect.

The letter “A” in this case stands for air. It is a reminder to inspect our tires for proper inflation and condition. Look at the tire tread and sidewalls, checking for wear, cuts, debris and loose rubber. Spin the wheel and check the trueness of the rim. Make sure the tire is properly seated on the rim. While spinning the wheels, ensure that the bearings are not too tight or too loose. THEN check the air pressure in the tires. There is no good reason for most riders to inflate tires to pressures over 110psi (760kpa - kiloPascals - for the euro or metrically inclined) — it only yields a harsher ride and doesn’t improve rolling resistance appreciably. Conversely, too low tire pressure often leads to pinch flats and sluggish handling.

B is for brakes. A friend used to opine that brakes are over-rated...they just slow you down. Still, there are times when controlled slowing is pretty important, so inspect your brakes before each ride. Make sure the brake lever doesn’t pull all the way back to the grip — a finger-thickness or two, depending on how thick your fingers are, should fit between the lever and the grip (or handlebar) when the brake is held tight. Look at how the pads contact the rims, too. Make sure the pads are not loose on the brake arms, too high or too low on the rims, and that the rims and pads are clean. Make sure your cables move freely within the casings, and that the brake assemblies open as they should when the levers are released. I see it less nowadays, but

there was some notion that “pros ride with the quick releases open” at one time. Some pros may have done so, but I cannot fathom why one would want to have the brake either adjusted so loose or lose ability to move an inflated tire in or out of the bicycle without having to readjust the brakes.

C denotes cranks, or chain, or cassette or all three. Make sure your cranks are firmly attached to the bottom bracket spindle. If one is loose at the start of your ride, it may fall off during your ride, and would do so at a most inopportune moment. Spin the cranks, making sure the bearings are properly adjusted. With modern cartridge bearings, a loose crankset bearing means it’s time to visit your bike parts supplier of choice rather than go for that bike ride. While turning the cranks, watch the chain, making sure it goes through the drive train components smoothly. Check the cassette (or freewheel for you retro-grouches) for smooth operation and to be sure no gunk will make your chain skip around. Of course, fixie fetishists need not concern themselves with this last bit...

Quick in the name reminds us to look at our quick releases. I discussed this in detail in the last newsletter, so I won’t bore you with more about it. In short, be sure your levers are directed correctly, not touching the bicycle’s frame or fork, and properly tight — not too tight, not loose.

Check is in the name to clue us to the importance of a check ride in the parking lot. Be sure your shifters are working well, that your brakes stop you and do a “rattle check.” Hold your bike an inch or so off the ground and drop it on its tires, listening for noises that should not be there. If something is rattling that wasn’t rattling during your last ride, find out what it is. This is a very good way to find loose headset bearings, loose rack hardware, and loose change in your seatpack. Grab your front brake and rock the bike forward and backward gently, feeling for loose headset bearings, wheel bearings, or brake mounting bolts.

If anything is not as it should be, fix it before you ride. The time to deal with a brake failure is while the bike is still, in the parking lot — not in the middle of a pace line at twenty miles an hour.

--concepts drawn from League of American Bicyclists literature

## 2007 Financial Report

by Jim Tretter, LBC Treasurer

Club by-laws require that the treasurer to file “a written Annual Financial Report for each fiscal year outlining the financial condition of the Club and summarizing the previous year’s transactions and events, said Annual Financial Report to be published in the Newsletter.” Key points relating to the 2007 Financial Report (facing page) are as follows:

- The OKHT in 2007 netted \$8,594 vs. a budgeted \$7,500 with paid registration at 1,004 down slightly from 1,073 in 2006.
- LBC paid membership finished the year at 1,010 topping the 1000 mark for the first time.
- 2007 operations used \$3,528 of cash funds.
- The 2006 and 2007 banquets (and most related receipts and expenditures) were held in January of the following years with no banquet in year 2006.
- Louisville Metro Government again sponsored our summer Bicycle Education Program.
- Advocacy operating expenses included the “Chips Cronen Memorial Ride” attracting 2000-2500 riders.



**Louisville Bicycle Club**  
**Statement of Operations and Changes in Fund Balances**  
**For the year ended December 31, 2007**

	<b>2007</b>	<b>2006</b>
<b><u>Receipts</u></b>		
Advertising	-	250.00
Gross Sale of Products	18,460.00	13,251.00
Interest Income	2,277.89	1,306.22
Memberships	11,690.00	11,125.00
Other Revenues	305.00	-
Program Receipts	56,976.00	49,231.00
Sponsorships	31,190.00	25,900.00
Uniform Collections	12,928.00	9,349.00
<b>TOTAL RECEIPTS</b>	<b>133,826.89</b>	<b>110,412.22</b>
<b><u>Expenditures</u></b>		
Affiliations (LAB, USCF)	485.00	150.00
Awards & Door Prizes	12,514.37	1,231.73
Contractor Fees	1,485.00	530.00
Cost of Goods Sold	15,067.00	7,950.90
Donations to Charities	7,497.00	7,871.00
Entertainment	1,925.00	1,800.00
Entry Fees	1,696.00	2,952.80
Equipment Rental & Maintenance	6,809.63	6,895.17
Fees(Acctg,Banking)	22.00	46.80
Fees(Legal, Incorp)	4.00	-
Insurance	3,499.78	5,243.20
Occupancy & Rental	5,523.50	2,929.50
Postage & Shipping	3,117.49	3,429.66
Printing & Publications	4,350.72	4,192.11
Prizes (Races)	1,617.84	-
Program Expense & Other	19,735.64	5,879.85
Refreshments & Food	24,125.45	16,705.51
Sales & Usage Tax	1,500.41	1,056.06
Seminars, Classes, T&L	1,440.80	2,385.13
Supplies(computer,postage,etc)	872.38	1,356.69
Sympathy/Bereavement	-	279.39
Telephone & Internet	269.55	344.22
Uniforms & Club Merchandise	23,796.29	14,056.79
<b>TOTAL EXPENDITURES</b>	<b>137,354.85</b>	<b>87,286.51</b>
<b>Excess of Receipts over Expenditures</b>	<b>(3,527.96)</b>	<b>23,125.71</b>
<b><u>Fund Balances</u></b>		
	<b>31-Dec-07</b>	<b>31-Dec-06</b>
General Account CD's	33,508.55	34,552.78
General Account Checking	9,896.79	11,642.46
Racing Money Market	8,611.32	10,413.49
Racing Checking	6,460.09	4,957.20
Summit Checking	553.38	965.16
<b>TOTAL FUND BALANCES</b>	<b>59,030.13</b>	<b>62,531.09</b>
<b><u>Memberships</u></b>		
	<b>31-Dec-07</b>	<b>31-Dec-06</b>
Individual/Youth	475	472
Family (at 2.5 members)	214	200
<b>TOTAL MEMBERSHIPS</b>	<b>1,010</b>	<b>972</b>

## 2008 New Rider / Bike Handling Classes

by Steve Sarson, LBC VP Education

New Rider / Bike Handling classes will be offered again this summer by the Louisville Bicycle Club.

This summer's classes will be offered in two different locations. The first session will begin Monday May 5 and run through June 30. We will not have a class on Memorial Day May 26. This first class will meet at 4500 Bowling Blvd, next to the Baptist East Wellness Center.

The second session will begin July 7 and run through August 25. The second session will meet at the Yellow parking lot on River Road. Please note that all classes will begin promptly at 6:15 PM. This is a change from prior years.

Based on feedback from last year's participants and discussions among the instructors, we have made a few minor changes to the program. Participants will be encouraged to attend as many

sessions as possible, as different hands on skills will be covered each week by different instructors. We will be tracking attendance and working on weekly evaluations. Riders will receive a simple handbook with basic cycling information, a mileage log to track their class participation, and evaluation forms. Certificates of Completion will be given to all participants who attend six of the eight sessions. These will be handed out during the Mayor's Labor Day ride.

Tracking attendance and getting feedback from the participants will help us improve the format for future classes. If you are interested in volunteering to work with these classes throughout the summer, please contact Steve Sarson at 499-7089. Mileage credit will be given to all LBC members who assist in the classes. We will need some extra people willing to be there for all eight sessions.

## PaCkMaN's Corner (cont. from back)



MSD truck leaving ruts on the Levee Trail. (credit anonymous)



The damage left behind. (credit Kevin Brooks)



Not quite as heavy on the levee. (credit Rickey Singleton)



"Widening" of the Mill Creek ped/bike bridge last summer. (credit Rickey Singleton)

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Do you have something you want to share with your fellow club members?

Send us an article and photos for the newsletter! We can accept hand-written manuscripts, hardcopy print-outs or articles on disk (Word documents preferred), or e-mail.

Send them to David Ryan (Packman), VP Communications (see cover for addresses) or hand them to any club officer.

The Louisville Bicycle Club reserves the right to edit all submitted articles.

See cover for deadlines.

The newsletter is sent third class. The post office will not forward to your new address. Please notify Barbara Tretter, club secretary, of any address changes.

The Louisville Bicycle Loop is only about a quarter done but has already shown some of the maintenance effort that will be needed. Damage is coming from both natural and human sources.

Ever since the River Walk portion from downtown to Chickasaw Park was completed over ten years ago, parts lying near the river have flooded about twice a year, becoming impassable for weeks at a time until the mud is cleared. Even then, the mud film that remains on the pavement is hazardous to walkers and cyclists alike. Because walls of mud build on each side of the pavement, that film washes onto the pavement in those spots with every rain. If possible, these sections should be rerouted from the river bank itself to adjacent higher ground, particularly as it rounds Shawnee Golf Course.

The Mill Creek Bridge was constructed specifically for pedestrians and cyclists, not heavier vehicles. The ends were blocked in the middle with steel posts to prevent 4-wheeled vehicles from crossing. But within weeks, vandals had removed the posts, presumably to cross with ATVs which are

frequently used in the area. That left a rough hazard in the middle of the path for cyclists. This was reported by me to the city for repair. It would only be a matter of time before some crazy will try to take a full-size car or truck across, bringing the bridge down. Something in solid steel and perhaps a permanent bridge divider may be needed to prevent recurrences.

Last December 11, an approximately 500-foot stretch of new pavement on the Levee Trail section south of Greenwood Road was destroyed by a heavy truck. It might have been a mystery were it not for a club member (who wishes to remain anonymous) with a cellphone camera who caught the miscreants in the act. In this case it was not vandals per se, but MSD workers taking a shortcut who were not happy about being on candid camera. It was reported in December and repaired in mid-April. Although any bike path would have been damaged by a truck that size on rain-soaked ground, consideration should be given to asphalt thicker than one inch, particularly with no foundation, to prevent rapid fraying, deterioration and inevitable cracking and weed growth, at least up to River Walk standards. (*pictures p.10*)

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