

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

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

September/October 2008

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

*Please submit articles and photos to:  
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[editor@louisvillebicycleclub.org](mailto:editor@louisvillebicycleclub.org),  
502-447-7814.*

**Deadline for the Nov/Dec  
2008 issue is October 15**

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



## Utilitarian Cycling *by Earl Jones, LBC President*

I'm sure you've noticed the increase in utilitarian cyclists. I've seen more commuters and more people toting groceries and other goods on their bikes than I can remember. The escalating price of gas and the increased focus on healthfulness has helped. We might wake up one day soon and find ourselves in a time when cycling will be cool, not just for the skinny, body-suited racers but the everyman cyclist.

Like you and me.

So I couldn't have picked a better time to begin my two-times-a-week commuting goal. Readers of this space know all too well the difficulty I've had getting the miles in. I've finally stopped fooling myself about leaving the office early enough to make many evening club rides. Commuting seemed like the obvious solution. I felt the excitement of feeling like a trailblazer, even though I knew cyclists who had commuted for years. The gas savings would be a bonus.

Finding the right route from St. Matthews to the Buechel area was the first challenge. Getting to Browns Lane was easy. From there to Hikes Lane, to Old Bardstown Road, to Buechel Bank Road and into the GE parking lot for a total of 11 miles made a great morning work-out, especially since a new gym and showers facilities had been added.

The most challenging part of the ride was the Hikes Lane leg. This road wouldn't know bike-friendly from a hole in the ground (of which there are several.) Four lanes of 55-mph traffic, treacherous storm water drains and bumps, lumps and grooves. You can't tell if you're sweating from the workout or the fright. The trip home—usually after 7—is more relaxed. Motorists are less harried and so the road rage quotient is lower.

Along with the increase in cyclists has come an increase in reports of cyclist-motorist conflicts. Some, no doubt, result directly from the fact that more riders mean more occasions for an incident to occur. But some result from increased driver impatience with having to share the road on more occasions. And worse, some conflicts result from increased driver resentment (or rage) at having to share the road.

Everyone is predicting that the upward trend in commuting and utilitarian cycling will continue. That puts a special responsibility on LBC to provide tools to these new riders to enable them to go competently and safely. You'll be hearing more about that and we'll be asking some of you to help with a broader education effort.

In the meantime, stand on your rights to the road. Ride safe and don't let that minority of bad, disregardful or angry drivers get the jump on you.



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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.

**As of July 2008, a majority of LBC members have signed up to receive the e-newsletter!**

Thanks for your cooperation.  
LBC Executive Committee

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

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

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## NEW MEMBERS

Ballard, Barbara	2543 Dell Rd	Louisville, KY	40205(502) 439-5490
Bowers, Jenn	3937 Kennison Ave	Louisville, KY	40207(502) 802-3278
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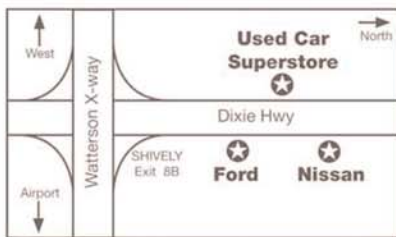
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## It is time to say good-bye to the green!

by Mark Luking, LBC VP Racing

Though autumn is just around the corner, I am not referring to the foliage of the trees transitioning to fall colors. No, I am talking about the familiar green of our Team Louisville's uniforms, which are about to be retired after several seasons of service. They will soon be replaced with a completely new, classic design of blue and orange which prominently features the BikeClicks/Team Louisville logos and the logos of several of new sponsors.

This marks the final and most visible phase of a process that began over a year ago, when Steven and Suzanne Webster began designing a web site for the US Grand Prix of Cyclocross. While working with this organization, they realized that there were a number of local cycling organizations, each running their own web sites and individual forums, and that there was no easy way to share communication or information among the other groups or with other cyclists in general. Having solved similar problems for the RV sales industry, Steven and Suzanne began developing BikeClicks.com., an internet site which they envisioned as a gateway to all resources of the cycling community. BikeClicks began signing up groups like KyMBA, USGP, and soon added Texas Roadhouse, Team Louisville, Master's Nationals and others to its site. As the project began to grow, the Websters (who are members of both Team Louisville's racing team and LBC) also realized the potential for spreading the word about their new website while helping Team Louisville raise donations for its racing program.

By becoming the title sponsor for Team Louisville, the racing team would be able to offer a new and dynamic way to both attract and acknowledge the businesses that support LBC's racing program. No longer would we be limited to only featuring our sponsor's logos on our uniforms or on banners at events. They could now be available, along with information and links, 24/7 on a website that is visited by thousands of viewers a month.

After making this proposal to the members of Team Louisville's steering committee, details were worked out and a new funding proposal was written outlining three levels of sponsorship: Gold, Silver and Bronze. During the past few months, several key team members including Darrell Edward, Steven Webster, Scott Kuiper and Keith Aubrey began submitting this proposal to prospective sponsors. I am pleased to report that we received a great response from many of the companies we talked to. At this time we have secured two Gold level sponsors: Kindred Care and Clarksville Schwinn. There

are five Silver sponsors: Apex Physical Therapy, Heine Brother's Coffee, Louisville Orthopedic, Lamkin Wealth Management and Bluegrass Brewing Company. At the Bronze level we have Nantz and Kraft Florists, Patterson Painting, Greenleaf Management and our own LBC.

This means, with the help of BikeClicks and the support of these companies, we will nearly quadruple our annual operating budget. As exciting as this is, we still have opportunities to add another sponsor or two at each level!

Thanks to this arrangement, Team Louisville will not only be able to continue its mission as the area's largest developmental racing team by introducing talented cyclists to racing and giving them the opportunity to train with experienced racers. Now, we will also have the means to support a squad of 10-12 higher-level racers. This will allow our team to retain some of the talented racers who have come through the ranks while racing with Team Louisville rather than losing them to other, better-funded local teams.

The new season looks very promising! Cyclocross will soon be underway with several UCI level events on the OVCX calendar, including the return of the US Grand Prix of Cyclocross. Masters Nationals promises to return next summer and, best of all, the new BikeClicks/Team Louisville will be more competitive than ever!

I want to congratulate all the members of our team who have trained long hours and raced well and volunteered at events over the past seasons, and especially those who helped guide our team to this point. You are the heart of Team Louisville.

I also want to thank and welcome our team sponsors, both old and new. BikeClicks/Team Louisville will continue to work hard, representing you to the best of our abilities in competitions and the community.

Finally, I would like thank all the Club members who have supported the many bicycle racing events in our community. By volunteering at such events as the Master's National Road Race and the US Grand Prix of Cyclocross, you have made it possible for Louisville to host national level racing events. As we start the new season, I would like to invite all the members of the Louisville Bicycle Club to come out to the races and cheer for your new, blue team!

**American Lung Association of Kentucky**  
**BIKE TREK TO SHAKERTOWN**



On Saturday, September 13, David Daunhauer will be heading for Harrodsburg, KY, for the start of the American Lung Association's 23<sup>rd</sup> Annual Bike Trek to Shakertown. The weekend before, he will be riding in the LBC's Old Kentucky Home Tour. John Embry also will be cycling in the KY Home Tour and then working the Bike Trek as a volunteer providing communications support and taking pictures.

Two great Kentucky cycling traditions continue, and every year bicycle riders from near and far take advantage of the state's beautiful September weather to cycle the spectacular country backroads featured in these touring events.

This year's Bike Trek is planned for September 13-15 with a 2-day option of Sept. 13-14. Routes range from 30-35 miles of rolling hills each day to 69-miles of more challenging terrain. Monday's routes will both be shorter.

Riders can count on a high level of service along the way: Experienced tour leaders, on-the-road bike repair service, gear trucks for luggage, rest stops with high-energy snacks, free massages, evening entertainment and other amenities to provide for their comfort and safety.

The Bike Trek's highlight is an overnight stay on Sunday at historic Shakertown, where riders can tour the 19<sup>th</sup> century Shaker village and feast on country gourmet cuisine served family style. Professional comedians will provide after-dinner entertainment.

Saturday's overnight is at Danville's Pioneer Playhouse. The two-day riders will visit Shakertown on Sunday and will be shuttled back to their cars in Harrodsburg that afternoon.

**Cost:** Riders pay a \$55 registration fee and agree to raise pledges for the fight against lung disease. Pledge minimum: \$300 for the 3-day ride; \$200 for the 2-day ride.

**Recruiter of the Year** will be awarded to the trekker who recruits the most *new* riders. The winner will receive a \$300 gift certificate from either Bicycle Sport in Louisville or Pedal the Planet in Lexington

**For more information:** Call the **American Lung Association of KY** (502) 363-2652, toll free: 1-800-586-4872 (in Kentucky only), or visit our website: [www.kylung.org](http://www.kylung.org).

## The LBC Picnic

by Melissa Hall

The LBC Picnic day began hot and steamy with an overly crowded parking lot. It seems the park thoughtlessly triple booked that day. Confusion reigned as people arrived to ride before the picnic only to find there was absolutely no place to park. Rumors abounded that the police were ruthlessly ticketing anyone illegally parked. The table was filled with food that was not for the LBC picnic. The fields were filled with soccer players. Finally, despite the confusion, all the rides got underway. Luckily, by the time the riders from the various distances had returned, the tables had been cleared only to be loaded with delicious foods brought by various club members.

Barb Tretter and others worked to make things attractive by putting down table cloths that were then decorated by Jim Preston with some of his beautiful roses. Bobbie Leslie was the lucky recipient of one vase. I don't know Jim Preston personally, but I was told that he is a past club president, yellow jersey winner, an avid cyclist and an extremely nice man. He certainly has a green thumb and an eye for beauty.

There were a number of tandem riders present: Larry Preble and his lovely wife, Margaret, along with Tom Armstrong and Jen Bowers, Deb and Steve Sexton, and Barry Luckett and Sara



LBC President Earl Jones heads a picnic table.  
(photo courtesy Dick Krakowski)



Quite a spread of food from volunteers.  
(photo courtesy Dick Krakowski)



Racing VP Mark Luking holds forth with other club muckety-mucks ;-)  
(photo courtesy Vicky Dobbs)



Many enjoyed a bag tossing game.  
(photo courtesy Vicky Dobbs)

Selle. And yes, recumbent tandems look just as strange as their single brothers and sisters. It was odd not to see Vicky and Ron Dobbs on their tandem as they chose not to ride picnic day, but they did attend the festivities.

Rick Preble was present on a very retro 1972 Peugeot PX-10 with aero bars and a hydration camelback. Nathan Calloway, Josh Kuchenbrod, and Lauren Kamenish were present as well as a lot of other youngsters. (Lauren has been known to share a tandem with her father, Mike "Diesel," though not on this day.) There are rumors that some of these other youngsters are picking up their parents love of cycling.

Carl "Screech" Davis had made the corn hole game, to quote Gizmo, engendering quite a competition. Mark Luking talked briefly about the upcoming cyclocross season and sessions to help new persons interested in the sport become participants. Laughter and jokes and talks of past rides and rides to be filled the air. Thanks to all who worked so hard to create this pleasant moment in time.

## More Picnic Pics



A father's gleam: Mike & Lauren Kamenish.  
*(photo courtesy Dick Krakowski)*



Standing room only.  
*(photo courtesy Dick Krakowski)*



## More Picnic Pics



Bernice McGill pitches.  
*(photo courtesy Dick Krakowski)*



Hayes-Kennedy Park.  
*(photo courtesy Dick Krakowski)*

## November's Bicycle Summit: Advocacy Matters

by Stewart Prather, LBC VP Advocacy

With the increase in gasoline prices, there has been a dramatic increase in the number of people using their bicycles. Louisville has made a lot of progress in becoming a "bicycle friendly" town, but there's still plenty of room for improvement. Got any great ideas? If you want a chance to be heard, mark your calendar now for November 6, 7 and 8, 2008. That's when Louisville's second Bicycle Summit will take place. It will be open to all who wish to attend. Start thinking about suggestions and solutions now. We need your input.

Another way you can support bicycle advocacy is simple: Ride your bike! Not just for recreation, but also for trips to the

store or work. Studies show that the more that motorists see cyclists in the traffic mix, the more they come to expect us. Since we tend to see what we expect to see, more riders mean more safety for all of us.

Of course, it will be far better if motorists see us obeying traffic laws. When you blow through a traffic light or stop sign, you give motorists ammunition to support the belief that we are not responsible users of our streets and roads. Unfortunately, that attitude, recently expressed in the Courier-Journal, is all too common. Let's do our part to "share the road."

## Picnic Pics (cont. from p.9)



Jim Preston's table settings.  
(You need the email color version for justice!)  
(photo courtesy Dick Krakowski)



Easy parking for some.  
(photo courtesy Dick Krakowski)

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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.

## Our RIGHT to the Road

How many times have you heard from motorists that you have no right to be on the street with your bicycle because you are not paying gasoline and automobile taxes? Have you thought there must be better answers than defensively asserting that you do have a car at other times on which you pay tax and that you pay a lot of other taxes? Or maybe you don't have a car or pay much tax. Still you feel you must be in the right. And indeed you are.

There is a fundamental misunderstanding in the first place that you need to pay for a right. Rights do not depend on the payment of taxes. Payment is not required to speak, worship, vote or assemble. Roads are called **RIGHTS**-of-way for a reason. The First Amendment to the Constitution, added in 1791, guarantees the right of the people to peaceably assemble. Assumed in that right is the ability to get to places of assembly, hence public rights-of-way in order to get about. The right to be on the road pre-existed the car or licensing or gasoline taxes. Unlike the car however, human-powered vehicles pre-date the Bill of Rights by almost a century and possess

a status in the existing common law of the time.

Driving a car on the road however, imposes significant dangers and costs on other people. Driving is therefore a privilege predicated on the certification of the responsibility of the driver to minimize those risks through licensing and bear those costs through insurance, as well as to pay for wear and tear on the infrastructure. One pays therefore for the privilege to drive, not the right to be on the road. Anyone who is resentful of your free and relatively light and innocuous presence on the road should be invited to park their car forthwith and join you on two wheels or walk.

Rights must be exercised (in this case with literal exercise) and defended in order not to wither, lapse or be taken away. There is more respect in Europe for cyclists who have been a continuous presence on the road than in America where we are reasserting a right that almost entirely languished between the World Wars and we are still struggling to regain. A drive-thru/ride-by civics lesson may not be welcomed but freedoms of speech and assembly are your rights. You might even copy this and hand it to them.

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