

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

September/October 2010

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OLD KENTUCKY HOME
TOUR
Sep.11-12, 2010

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

Please submit articles and photos to:
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**Deadline for the
Nov/Dec 2010 issue is
October 10**

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



A Busy Summer

by Andy Murphy, LBC President

This has been a very busy summer for the Louisville Bicycle Club. On July 10th, club members once again worked at Wayside Park. A sign has been erected in the park, recognizing our efforts. On hand, to lend a hand, from left to right in the picture (on page 8); Steve Montgomery, Doug "E Fresh" Brent, Allison Dobbs, Andy Murphy, John Cummings, Bill Fible, "Rockin'" Rick Croslin, John Pyron, Laura Trachtenburg, Andy Horvay and Mike Anderson. (Not pictured are Gil Crenshaw and Charlie Brown who also contributed greatly.) Thanks to everyone who helped us maintain the park!



Riders gather for A Good First Century
(photo courtesy Larry Preble)

On July 11th, John Cummings and I hosted another "A Good First Century". We had 103 riders tackle the course with 15 or so being first time century riders. It was a very hot day, but all went smoothly.

Congratulations to everyone that came out for your first century and thank you to everyone that offered words of encouragement to the new century riders. One of the new riders, Theresa Ledbetter, completed the century before she graduated from The New Rider Clinic! Outstanding Theresa! A Good First Century will be offered again on Saturday, October 9th.

RAIN ride--Ride Across Indiana. 160 miles, one way, one day. The club was represented by 28 members, with Larry Preble once again serving as Ride Captain for the LBC contingent. As hot as it was on this mid-July ride, it was really cool!

August 3rd - 8th was a very busy week. For the 3rd consecutive year, the USA Cycling Masters Road National Championships were held in our area. The Time Trial was held in Taylorsville, KY. The Road Races were held in Cherokee Park and The Criteriums were held in Jeffersonville, IN. One of the highlights of the week was seeing club member Brad Swope finish 2nd in the Road Race and The Criterium. In both races, he was runner-up to Kenny Fuller, who holds 42 National Titles. Brad has his eye on a Stars and Stripes jersey when the Masters Nationals move to Bend, OR next year. Good luck, Brad and congratulations on an outstanding effort! Club member Micah Fritzing, who is still fairly new to road racing had a solid 8th place finish in his race at Cherokee Park. Good job, Micah! The podium can't be far away for you!

The following weekend, on July 17th, was the



RAIN mass start
(photo courtesy Bill Micou)

All this and we still have the FORD Ironman Triathlon coming up on August 29th, the Old Kentucky Home Tour on September 11th and 12th and The USGP of Cyclocross on October 23rd and 24th.

I know this sounds like a broken record, but it really is a good time to be a bicyclist!

Life is good
Murphy

EMAIL NEWSLETTER DELIVERY

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

Nearly 20-25% of the LBC's usable budget goes to pay for the printing and delivery of the newsletter. In 2010 the cost for printing & delivering each issue is about \$3.25 per recipient which equates to \$19.50 for the six issues annually. Compare that to the \$15 paid for an individual membership or \$20 for a family membership.

Since 2006 the LBC has been sending newsletters via email and by early 2010 nearly 2/3 of the newsletters are delivered this way. Not only are there no printing or mailing costs for this delivery, the emailed newsletter can be delivered 7-14 days sooner since it requires no time for printing, labeling or mailing. While I realize not everyone has email capability, the Executive Committee encourages all members to utilize this more beneficial method and thanks those who have already switched. Though no decision has been reached, the LBC Executive Committee has discussed options of eliminating the printed copy altogether or charging an additional \$20 membership fee to those requesting a printed/mailed copy.

Beginning early in 2010, membership renewal notices are being sent via email for those who receive their newsletter via email. While the cost and time savings for this delivery are less significant, it is a more expedient process.

Thanks for your cooperation.

Jim Tretter, LBC Treasurer

Also, beginning with March/April 2007:

The electronic newsletter contains

COLOR PICTURES!

You can sign up to have your newsletter and membership renewal delivered via email by going to the following location on the LBC website:

<http://www.louisvillebicycleclub.org/forms/enewsletter.htm>.

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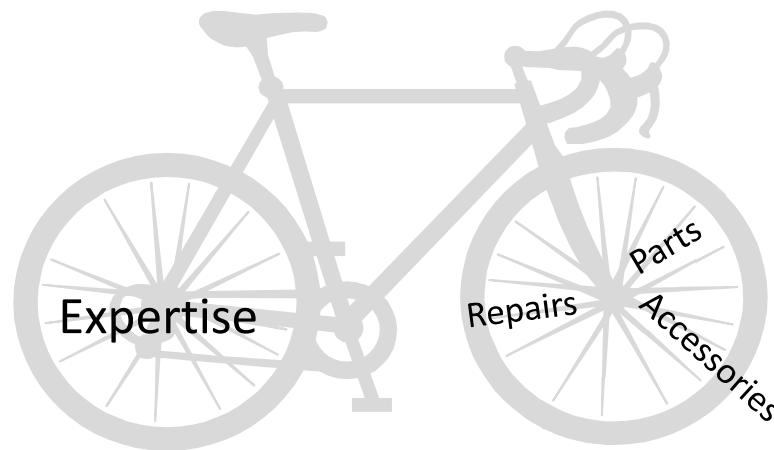
NEW MEMBERS

Bara, Jeffrey	1431 St James Ct	Louisville, KY	40208 (502) 345-6607
Bizer, Emori	660 Upland Rd	Louisville, KY	40206 (502) 494-6475
Boden, Blair	1232 Barret Ave #3	Louisville, KY	40204 (502) 821-5151
Cull, Liz	1709 Harvard Dr	Louisville, KY	40205 (502) 938-7727
Davis, Mary & Family	10720 Hobbs Station Rd	Louisville, KY	40223
Denham, Bryan	2601 Little Hills Lane	Louisville, KY	40223
Dyson, Andrew & O'Keefe, Moira	613 Camp Street	Louisville, KY	40203 (215) 222-3956
Edrington, Steve	4611 Yocumshire Dr	Louisville, KY	40299 (502) 664-1061
Engle, Valerie	8012 Red Bud Hill Dr	Louisville, KY	40228 (502) 457-1646
Eslinger, Rodric	2140 Bonnycastle Ave 1C	Louisville, KY	40205 (502) 386-4304
Florence, Alan	806 Artisan Parkway	LaGrange, KY	40031 (502) 649-0043
Galvin, Richard & Doris	4508 S 2nd Street	Louisville, KY	40214 (502) 931-7844
Green, Max	7201 RR 2222	Austin, TX	78730 (410) 812-0920
Harpring, David	3508 Hillsboro Ct	Louisville, KY	40207
Hedrick, Dana	7233 Fox Harbor Rd	Prospect, KY	40059 (502) 494-9546
Hurd, Julie & Family	185 Tom Brown Rd	Vine Grove, KY	40175
Kamber, Steve	4612 Portico Ct	Louisville, KY	40299 (502) 266-9846
Kanzinger, Bob	5599 Smith Rd	Floyds Knobs, IN	47119 (812) 923-8217
Ledbetter, Teresa	5104 Maryview Dr	Louisville, KY	40216
Levitch, Heather	8604 Locust Ct	Briarwood, KY	40242 (502) 339-0339
Ludwick, Crystal	1920 Muniue Ave #7	Louisville, KY	40206 (502) 338-3911
Martin, Valencia	3610 Dumesnil Street	Louisville, KY	40211 (502) 772-5010
Morris, Bruce	9006 Holly Village Ct	Louisville, KY	40242
Murray, Eric & Family	1108 Cherrywood Ct	LaGrange, KY	40031 (502) 419-9082
Oliver, Ronald & Family	14000 Fairway Lane	Goshen, KY	40026
Ostertag, Jack	2130 Edgehill Rd	Louisville, KY	40205
Owens, John	4308 Lowe Rd	Louisville, KY	40220 (502) 744-2765
Powers, Tim	10739 Copper Ridge Dr	Louisville, KY	40241 (502) 777-7483
Pullen, Andrew	2906 Dartmouth Ave	Louisville, KY	40205 (502) 418-0230
Reed, Thomas	5414 Meadow Stream Way	Crestwood, KY	40014 (502) 243-8073
Rogers, Adam	6416 Hunters Creek blvd	Louisville, KY	40258
Rowe, Barry & Family	709 Indian Ridge Rd	Louisville, KY	40207 (859) 285-7900
Smith, Alexandra	1431 St James Ct	Louisville, KY	40208 (502) 494-3496
Smith, Denis	14011 Beckley Trace	Louisville, KY	40245
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Tewalt, Geoff	14205 Academy Ridge Blvd	Louisville, KY	40245
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Wood, Michael	PO Box 0033	Louisville, KY	40253 (409) 234-7159
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CYCLING TEAM



As I write this article, USA Cycling's Masters Nationals races have just concluded in Louisville, KY. This is the third consecutive year for Louisville to host Masters Nationals, an honor that few cities receive. Next year, Masters Nationals leaves Louisville and moves to Bend, Oregon. Although we, and many of the participants from around the country, are sad to see Masters Nationals leaving Louisville, there are many who have put countless hours of volunteer time and effort into these races that have earned a well-deserved rest and thank you, two of whom deserve special mention. First and foremost, Mark Luking, the ever-present king of volunteerism, deserves a special commendation for his time and efforts spent making Masters Nationals a complete success. Mark coordinated the volunteer effort for the entire week and made the lives of the participants, officials, and organizers much easier. Second, Andy Murphy, LBC President, also spent countless hours volunteering at the event, arriving early in the morning and leaving late in the evening. As I started hearing, "Life is good" from some of the folks around the event, I knew Murph had been around and involved. These two men gave time from their families (and their cycling) to make the event successful. I know I speak for all involved when I say, thank you!



Cherokee Park road race podium with silver-medalist Brad Swope
(photo courtesy Craig Dooley)



Brad Swope leading the criterium bunch in Jeffersonville, IN.
(photo courtesy Craig Dooley)

There are also a number of local racers who participated in Masters Nationals who are deserving of special mention. First, after an amazing comeback from not racing over the last few years, Brad Swope, of the Fetzer Cycling Team, placed second in his age category in both the road race and the criterium. Brad's return to racing is an inspirational story and he deserves a hearty congratulations. Second, the power team of Curtis and Tracy Tolson participated in both the road race and criterium. Tracy won another national championship in her age category in the road race and placed third in her category in the criterium while Curtis finished second in his age category in the criterium. Congratulations to both of the Tolsons. Too numerous to name, many other local racers participated in this year's event. Congratulation goes out to all who participated in this extremely difficult event.

*Louisville Bicycle Club's Premier Cycling Tour***The Legendary “Old Kentucky Home Tour” (OKHT)**

The 2010 Old Kentucky Home Tour is just a few days away –let the fun begin!!

The OKHT would not happen without the generous support from our sponsors. We would not be able to put on such a “**Legendary Ride**” without their support. I want to thank our **3 Gold, 2 Silver and 6 Bronze Level Financial sponsors** and our **16 Copper Level In-Kind supporters** for not only supporting OKHT the second weekend of September but, for their continued support of the cycling community throughout the year. Go to www.OKHT.org and click on each of their logo's to learn more about how you can support them.

You can also view the 2010 commemorative OKHT jersey designed by veteran graphic artist, John Paul. John's colorful jersey captures the fun-loving spirit of the OKHT ride. You can order a jersey without registering for the ride—but you will miss out on all the fun and beautiful Kentucky scenery if you don't ride! You don't want to miss the all you eat “HOME MADE COOKIE” sag stop-YUM-YUM !!

Without the very generous support of these sponsors and supporters – the registration for OKHT would need to be more than \$100 per rider to cover the cost of the ride!!! So, my fellow cyclists—please let them know how much you enjoy OKHT being affordable----

Also, be sure to THANK the 100 + volunteers it takes to make OKHT run smoothly on Sat. and Sun. In addition to the volunteers, the OKHT TEAM has worked all year long behind the scenes making sure every little detail has been taken care of. Their work will not stop until late Sunday night when the last water jug is washed out and everything is back in the LBC shed!!

Finally, I want to THANK the riders. You have accepted my challenge and have come out and ridden the OKHT training rides to get in shape for 50-75 or the 102 mile Pottershop Hill routes!! You will have a wonderful time riding through the beautiful back roads of Kentucky. I will see you on the road in just a few more days. Don't forget to order your dinner from **MOE'S Southwestern Grill**—I know you will be hungry when you get to Bardstown. As they say when you walk into their store-“**WELCOME TO MOE'S**” where the portions are large and the food is plentiful and taste GREAT !! They will be serving the food –so we will not run out of food !!

See you on the road – Lynn Luking 2010 OKHT Director

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Miscellaneous

Saturday Slow and Easy Ride Change

The Saturday morning slow and easy ride is still growing. We have had over 100 riders a couple of times. It is time to change it again. During the summer months, we will move the short ride to the Purple parking lot, starting September 4th. We are doing this to take better care of our new and beginning riders. The 35 mile ride will still leave from the Yellow lot at 9:00am.

Joe Thomas



Tom and Jenn Armstrong at the start of Ride Across Indiana (RAIN)

(photos courtesy Larry Preble)



The crew, left to right: Steve Montgomery, Doug “E Fresh” Brent, Allison Dobbs, Andy Murphy, John Cummings, Bill Fible, “Rockin” Rick Croslin, John Pyron, Laura Trachtenburg, Andy Horvay, Matt Spalding (of Olmsted Parks Conservancy) and Mike Anderson (not shown: Gil Crenshaw and Charlie Brown)
(photos courtesy Andy Murphy)



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SEEKING A REPLACEMENT

by Barbara Tretter, LBC Secretary

Since this is my last year as Secretary for the club, I thought I would actively try to find a replacement for the next 9 years. I'm sure someone out there is as qualified, if not more so, than me to take on this position. If you think you might be interested, please contact me or Andy & let us know.

Also, this being my last official year in office, I'm going to bring back the "Wheelie Awards" for the banquet. If you know of someone who is capable of taking kidding in front of a crown of about 200, please nominate them for an award. I'll have more on this in the Nov/Dec Newsletter.

Thank you for all your support during my tenure. For the most part, it has been a privilege to work with all the different members of the Board. Unless you have ever had a position on this board, you really have no idea the amount of time & effort that these people give to the club.

Thanks,

Barb Tretter
LBC Secretary

PS This list is complete as far as I can remember. Don't get excited if I add a few more items to it later.

DUTIES OF LBC SECRETARY

1) Meetings

- Reserve room for all ex comm. & gen meetings
- Collect & send out agenda
- Take minutes for both meetings & email to comm.

2) Membership

- Twice monthly go to PO box off Newburg rd & get mail
- Sort mail into memberships & other mail
- Deliver mail to appropriate member
- Update memberships & answer all questions concerning memberships
- Send out new member packets
- Get checks to treasurer for deposit within one week
- Make up labels for all upcoming renewals & send out on postcards when newsletters go out every other month
- Send updated membership file labels to Jerry for printing
- Send an updated membership file to statistician
- Follow up on all incorrect addresses & email address
- Keep all correspondence for past year & current year
- Be responsible for getting minutes on web site –future duty

3) Monday night bike handling Class

- Keep all records for class & volunteer attendance

4) OKHT

- Do registration file & forward #s to OKHT director

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New Rider Clinic Lookback

by Tom Armstrong, LBC VP Education

As I type this, the second of this season's three New Rider Clinics has ended, with ten riders earning their TS 101 certificates.

Over the years, the New Rider Clinics have brought us quite a few new club members. Some of them have gone on to challenge for award jerseys, and many more have become valued friends to us in the LBC.

Traditionally, we as a club had done one series of classes for the summer, with each week's installment being a stand-alone class on a given topic. One of my earlier club experiences was a class on pace lines, taught by Dave Spitler in the parking lot at E.P. Sawyer Park.

A few years ago, as part of working with the City of Louisville through an education grant, Steve Sarson split the series into two eight-week classes, and added a certificate of completion for those attending more than six of the eight weeks.

This year, at the request of Louisville Metro Government, we changed the curriculum a little, to match the League of American Bicyclists' Traffic Skills 101 class. We have also added a third eight-week series—on Wednesday evenings instead of the traditional Monday, and in a place more accessible to folks who in the past have been under-served by east-end or downtown locations. Iroquois Park seemed a likely place for such a class.

Iroquois Park on Wednesday evening was a great draw for new riders. David Wittry stepped up to the challenge of leading this class for me, and I am very pleased that he has had such great success—ten new members of the Louisville Bicycle Club

earned their TS 101 certificates in late July! Seven folks earned certificates at the end of the May/June class.

When added to the folks who will have earned their certificates by the time you read this, we have almost tripled the number of new riders earning their credentials over last season. Each successful New Rider is now a member of the Louisville Bicycle Club, thanks to a funding from a federal transportation grant being administered by Louisville Metro Government.

Please join with me and welcome our new members. Here is a hearty "Congratulations!" to all who earned their certificates. The cycling community will benefit from your safe cycling!

A side note on community education and outreach: From time to time, I hear folks say that, "the Club should offer a class for grade-school kids," or "The Club should go to the drivers' education programs." LBC President Andrew Murphy has been telling of a recent discussion with another club member on such things, and may have mentioned it in his column this month.

Yes, it would be great for the club to do such things. As the largest club of its type in the region, some would say we have a duty to do such things. However, we are a volunteer organization. If you want the Club to do these things, there is exactly one way to make it happen, and that's to volunteer. Volunteer and learn how to teach these classes. Volunteer to captain rides. Volunteer to help with OKHT (and not just the six hours of work required to get a free pass on the ride!). Contribute to the newsletter!

If you really feel "the Club" should do something, remember that each of us is "the Club." We are The Club.

LBC Picnic Report

by Andy Murphy, LBC President

The club picnic was held on Sunday, August 15 at Farnsley-Moremen Landing. The crowd was estimated at 200. It was good to see so many kids out on bicycles. The Levee Trail provides an excellent opportunity for young people to gain the riding skills necessary to eventually ride on the open roads. Thanks to Joe Thomas for his efforts to make the picnic such a success. Boss Hogg provided the Bar-B-Que and club members brought side dishes.

One of the highlights of the day was Paul Battle being presented with his 100,000 mile jersey. Congratulations, Paul! I guess we should start working on a design for a 200,000 mile jersey! Thanks to John Mahorney for the design, VP Touring Kevin Jones for shepherding the design through and a special thank you to Paul Battle for doing all the legwork!

Life is good
Murphy



Paul Battle, left, receives the first ever 100,000-mile jersey from VP Touring Kevin Jones.

(photo courtesy Andy Murphy)



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Throwing the Book at Him

by *Laura Trachtenberg, LBC VP Advocacy*

I know everyone in the club knows that when we are on our bicycles we are considered a vehicle. I wonder if everyone knows that we are referred to that way in the Kentucky Driver Handbook (page 64).

The Handbook says “Ride a bicycle on the right side of the road with traffic. DO NOT RIDE ON THE SIDEWALK.” There are many other laws listed in the Handbook, but I am focusing on these right now.

The Handbook goes on to list the rules for motorists:

Share the road with bicycles. Before passing a cyclist, look to see if there is loose debris on the pavement that might cause them to move into the center of the lane. Pass a cyclist only when it can be done safely, and give ample room (3 feet) between your car and the cyclist.

I have known for a while that these courtesies (laws) are often ignored. Recently, I had a member contact me about someone running for public office in another county in Kentucky. He was in a line of cars, and when he approached the cyclist, he shouted that the cyclist should “get off the road.” (I don’t know if there was any profanity, as it the usual expectation). Obviously, even though he is a lawyer, he is not familiar with Kentucky Law.

My question here is, do we need public officials who are unfamiliar with the Kentucky Statutes? I think the answer is that we all need to be advocates for bicycling, ensuring our officials know, and respect, the laws of the road. To that end, I am contacting the offending person, in order to let him know the correct motorist laws of our State. I am also hoping that bicyclists do their part to obey the traffic laws as stated in the Handbook, in order to not cause any more unnecessary friction between us and the four wheelers.

Tour of Manhattan

by *Alison Torpey*

Carson Torpey and I, with daughter Lucy, attended the National Meet of the Wheelmen (a national antique bicycle club). Carson rode a century on his high wheel bicycle, I rode 50 miles on my high wheel bicycle. We also rode a 10 mile parade, and on the final day, all of us took a 25 mile tour of Manhattan on bicycles (but for this, we rode modern bicycles.)

I highly recommend touring Manhattan by bicycle.

We lucked out with the ride Sunday. The ferry ride from Staten Island was overcast but a little sun peeking through, we saw huge black clouds to the south. Windy, nice temps.

The ferry is free at all times, with only bicycles and pedestrians are allowed. Of course, it is a great way to see the Statue of Liberty across the waters. The parking lot at Staten Island is also free on Sundays.

Large number of riders came from the meet, probably 20 high wheelers, 20 on safeties and a few walkers.

Since Lucy was with us, we rode our modern bikes, glad we did, lots of bumps in road, varying construction curbs, plastic grates over electrical lines, tons of pedestrians, and other cyclists. The folks on the High Wheels could not have seen much of the city, they would have been way too busy looking at the street and other distractions.

The New York club helped us, blocked some roads as the lights were changing, etc. They were great to talk to, so proud of their city.

Most of the ride was on bike paths, which in most cases were separated with painted divider lines. What a great feature – it really made the ride enjoyable.

We started the ride heading over the Brooklyn Bridge and thought we would get soaked, black clouds and winds picking up. From what we gathered the heavy rain hit Northern New Jersey; we stayed dry the entire time.

We returned on another bridge and rode through China Town; great smells of cooking, etc, some open air markets, a lot of businesses crammed closely together.

From there we saw the Fulton Fish market, now closed, and Pier 16, with some cool tall ships. After the tall ships, we rode by Wall street, (you hear about the “canyons” of skyscrapers, and it is true).

Incredibly easy to get around in mid-town Manhattan by bicycle, through Battery Park, past City Hall, Ground Zero (very sad, but actually a small footprint, through the fencing we could see construction, lots of re-bar, scaffolding, etc.)

Then we headed North along the Piers on the Hudson River, stopping at a nice open air eatery on the water for a lite lunch. The food prices were very reasonable.

Around 125th street, we got off the bike path and mixed in with traffic for a few blocks up to entrance to Central Park. Central Park only allows pedestrian, horse, and bicycle traffic on weekends, so that was just great. Of course, it was a blast seeing all the high wheels ride by. Lots of shade trees, with people enjoying open air musicians, acrobats, mimes, etc.

We then stopped at the Boat House in Central Park, to go to potty, etc. Lots of people asked questions about the ordinaries. We saw a Bride and wedding party walk by. Not sure where they were going, maybe to take photos by the lake. (This is the lake where the miniature sail boats sail!)

We exited the park at the Trump Plaza, and went a few blocks back to the bike path. At that point, we were about 10 blocks from Times Square, which we did not see; that is for another trip.

95% of the ride was on bike paths.

There were a few hills in Central Park, and Carson helped Lucy out, madison racing style, with his hand to her back. She really did well as we rode over 25 miles in Manhattan.

All in all, I was amazed at the ease of getting around Manhattan on the bikes, you just have to be careful for all other people, cyclists, cars, etc.

Carson Torpey was also interviewed for a [feature article at nj.com](http://www.nj.com/news/index.ssf/2010/07/monmouth_university_nonprofit.html) (The embedded video is just great!): http://www.nj.com/news/index.ssf/2010/07/monmouth_university_nonprofit.html

An unusual coolness embraced me as I walked out the door to make my way to the start of BMB, Boston-Munfordville-Boston. It felt wonderful after the scorching weather we have had recently where you feel as if you are a muffin browning inside a giant oven, flirting with burning, the air as thick as molasses in the wintertime. Still I knew that despite this brief morning respite, it would be hot by the end of the ride. There was a large crowd when I arrived, some people I know and some I do not know. Just another sign that things have changed since the Tour de Mad Dog began in 2004 when I came to know everyone participating in the TMD and the start of each ride was almost like a family reunion. After the course briefing by the John, the ride captain, we poured onto the road, a collage of different colored jerseys and bicycles. Soft laughter and gentle chatter floated in the air mixing with the excitement of a new ride and seeing friends.

As always on this ride I remember my first BMB when it did not seem the easy course that it does on this particular day. On my first BMB, John Paul "Art Dog" did not know me, but he was kind and allowed me to draft behind his broad shoulders when I became tired. He also was the first to point out to me the "House with Hair" on 357 just north of Munfordville. I had heard about this house from Eddie Doerr, an original Mad Dog, so it was exciting seeing something I had only imagined before. Today I notice that there are orange blooms mixed in the "hair" of the house, and I imagine that the hair is all that is holding the house together. Somehow, despite all odds, despite Ike, this house remains standing, much like the survival of the Mad Dogs. I will never forget how one rider can make a ride so much easier on another. If I have not thanked you before, JP, I thank you now for your quiet patience and your bravery in letting me, an inexperienced rider with few handling skills, hug your wheel never taking my turn in the front eating the wind. I never will understand why a course can seem difficult one day and easy another. Yes, sometimes it is due to your fitness level, but not always. Sometimes it is due to weather, but not always. Sometimes it is due to good or not so good company, but not always. Sometimes you just ride more easily than you do at other times. Sometimes the hills feel like insurmountable mountains, taunting your mind as your thighs burn as if they were on fire, and other times they barely register as hills. Today I notice a charmingly beautiful field of Queen Ann's Lace that has small patches of purple Chicory and Black Eyed Susan entwined throughout making a beautiful pattern that I hope will slip through my dreams tonight. The words of Alice Walker, "The Color Purple," spring to my mind: "I think it pisses God off if you walk by the color purple in a field somewhere and don't notice it.... People think pleasing God is all God care about. But any fool living in the world can see it always trying to please us back." Today the world pleases me and I hope the world knows it.

Because this route was the first Mad Dog Century and because

of all the recent controversy about Mad Dogs I became curious to know more about the Mad Dogs, their start, the changes, and this ride. While I think everyone has the right of having an opinion, I detest it when it becomes nasty and name calling begins and feelings are hurt. Was there ever a united vision as to what the group was or should be? So many people don't even seem to realize that the Mad Dogs existed for three years prior to the Tour de Mad Dog and despite all odds to the contrary still do exist apart from the tour. For the first time since college, I decided to research a subject, at least lightly. I ended up with e-mails to five of the original Mad Dogs: Eddie Doerr, Mike Pitt, Tim Chilton, Jim Moore, and Bill Pustow, three of whom responded. I found an article in the 2001 club newsletter archives. I searched my memory for oral memories from early participants. Rather than clarifying the beginning, however, for the first time I realize how fickle and unreliable memory is and the more sources I gather make it more difficult rather than easier to write this article. Sometimes I just had to pick the version that seemed most likely to me, but as far as I can determine this is how it all began. My apologies to those of you who were there and saw things differently. I did the best I could at picking consistency from the various responses that were anything but consistent with each other.

It seems the first BMB happened January 13, 2001 in response to a few club members being impressed with the Big Dogs of Iowa (www.big-dogs.org). For those that are not familiar with the Big Dog site, it is a group of long distance cyclists, many of whom live in much colder climes than Kentuckiana, who pledge (if they accept the challenge) to ride a century every month of the year. The web site had pictures of cyclists in their winter gear riding roads lined with snow. This presented a challenge to cyclists in a warmer climate but where cycling through the winter was for the fringe elements. 2001 was also the year that Bill Pustow went after the UMCA century (www.ultracycling.com) record completing 62 centuries, and per Eddie, the year others were dreaming of competing in RAAM. Nobody seems to remember for sure who designed the course, but Bill and Mike give Eddie credit. The original route was quite different from the route today and was an out and back course that passed through New Haven in both directions. Tim Chilton and Mike Pitt designed the changes for the course that we ride today.

Prior to BMB, the Louisville Bicycle Club had never had winter centuries. From what I have heard, most people hung up their bicycles at the end of October only to bring them back out in March, thus creating the traditional touring season that determines the yellow and blue jersey winners. A peek at the winter touring schedules on the web site confirms this change. Heck, one winter entry on the schedule did not even involve bicycles but running, walking, and roller blading. Don't ask me if they got mileage credit because I really don't know. Davy "Packman" Ryan, someone who rode in all weather all year

long and really a pioneer in winter riding, even mentioned in one post on the list serve that he was forbidden to put a century on in April and was told he had to wait until May.

Anyway, for some reason, I suspect Mike Pitt's silken tongue and power of persuasion, BMB was scheduled with Eddie and Mike as ride captains and the club officers allowed the ride to be placed on the schedule. I suspect that none of them dreamed that it would become the popular route or pastime that it is today. Six brave people were the ones who broke tradition and braved the frigid winter temperatures: Bill "Cisco" Pustow, Anong "Mrs. Mad Dog" Pustow, Tim "Choo Choo" Chilton, Mike "Pan" Pitt, Jay (last name unknown and no longer rides) and Eddie "Waldo" Doerr. From what I am told, it was Tim's first century.

Eddie's recent e-mail says that it was 10 degrees at the start, but in his article for the newsletter at that time, he says it was 21 degrees, so I suspect the 21 degrees is correct. Memory is a capricious thing, changing course over time and molding itself to our liking. One thing that seems to be consistent and impressed those that rode that day was the ice clinging to the rocks along the sides of the long climb up Edlin Hill where water had leaked from the earth and was reaching downward toward the earth with frozen fingers. At the top of the climb was a low lying cloud where ice particles seemed to hang in the air and the world seems somehow transformed. The frost was so thick that the grasses actually appeared to be white, and the sun did not come out that day to kiss them with his warmth: a virtual crystal fairyland to the eyes. While I was not there, in my mind I can envision the beauty and I envy those riders that day, their accomplishment, and their camaraderie.

At that time, Subway was not yet the designated lunch stop, and the group stopped at a now defunct restaurant named Stewart's. The restaurant patrons included an Amish or Mennonite family with children who were wide eyed with fascination as Eddie performed a slow strip tease ridding himself of layer upon layer of wool draping each layer across the back of a restaurant chair. Other patrons watched the culture clash with amusement with one remarking after the family left that each thought the other was quite mad. There was also the famous sign on Highway 31, no longer hanging, but that still remained when I rode my first BMB, "Enjoy Kentucky, We Don't Rent Pigs."

Originally there was talk of naming the Mad Dogs "Sugar Bears," but thankfully Bill, Anong, and Mike prevailed and the name "Mad Dog" was coined. Bill's description to me was as follows: "I had remembered reading Heller's book "Catch- 22" and remembered an old Italian saying that only Englishmen and mad dogs go out into the noonday sun.....or, I felt, would ride a century when it's below 20. We asked Anong for her opinion, and her response was to shut up and stop talking and just ride the damn century. As men normally do, we just ignored her and, thus, the Mad Dogs were born." You gotta admire a

woman with so much common sense and the ability to keep the guys in line, a dirty task but somebody's gotta do it. You gotta love the men who ignored her and their enthusiasm for the task at hand. Actually, according to Wikipedia, "'Mad Dogs and Englishmen' is a song written by Noël Coward and first performed in The Third Little Show at the Music Box Theatre, New York, on 1 June 1931, by Beatrice Lillie." However it originated, it eventually became an integral part of the LBC. Per Mike, in February of the first year Eddie came up with the idea of trying to ride a century for each number representing the month: 1 for January, 2 for February, 3 for March, etc. Eddie made it all the way through August that year riding eight centuries that month.

Eddie's vision of the Mad Dogs was to encourage people to complete their first century. Both Eddie and Mike promised they would not drop those attempting their first century. Tattoos, stickers, and chocolates were inducements and rewards with the tattoos and stickers coming later courtesy of Mike Pitt. Along with the promise of a nickname, everyone was amazed at what grown people would do to become one of the pack. When summer arrived with his warmth and chocolates were no longer a viable offer after spending the day in a hot car, the chocolates were replaced by cold drinks in a cooler: whatever worked to share the love of the century. Mike found the sticker at a store, and for awhile stickers were all the rage. J.P. went on to take the sticker and use it as a creative muse in his design of the Mad Dog tattoo. The original tattoos, unlike those that Kirk give out, were black and white. Today's tattoos have color and they are just as motivating. Each dog proudly displayed his tattoo generously provided by the LBC on century rides. Nicknames also became a means of encouragement to make people become part of the pack.

And this, believe it or not, is a brief summary of the first BMB and the start of the Mad Dogs as I gathered it from some of those who were there at the birth. To me, Eddie appears to have been the dreamer, but then I am somewhat prejudiced, for without Eddie I may never have discovered the Mad Dogs and my love of distance cycling. Mike called Eddie "the idea guy." Bill appears to me to have been the pragmatist, using the idea to make the pursuit of a goal much easier than it might have been otherwise. Lastly, I see Mike as the glue that held them together for that first little bit. All of them were adventurers braving a new type of riding that was familiar to only a few in the area and intent on blazing a new trail. But those are just my perceptions. For whatever reason, the Mad Dogs remained alive, and with the birth of the Tour de Mad Dog in 2004, flourished. But never forget that while there can be no doubt that Tim's wonderful creation of the TMD caused the explosion in distance riding in the area, the Mad Dogs still exist apart from the tour. The vision may have changed, but was it ever a collective vision in the first place? But the wonderful thing is that there is a place for all. "Come out and play."



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PaCkMaN's Corner

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.

Is there someone who would like to be the LBC's VP Commuting? I have been mulling the need for this club to have someone coordinate resources for the utilitarian cyclists among us. I have discussed this somewhat with other club officers and I think the time has come to make a proposal for the next annual meeting.

Commuting to work was one of the most important things for me to reach the next level. I began as a weekend cyclist working toward my first century. I got as close as 98 miles on one exhausting day. (Without a cyclecomputer, I measured my routes afterward on a map in those days.) The following Monday, I skipped the bus ride and began commuting. Aside from being faster than the bus, the benefit was immediately apparent the next weekend when I easily completed 140 miles (PRP-Carrollton-PRP). Anything that encourages commuting will benefit everyone, especially those who cannot make time for the evening rides. Every minute and mile in a car is a wasted opportunity.

People find lots of reasons not to commute: getting messy on the ride, bad roads, no secure place to put the bike, reticent bosses etc.

I see a VP Commuting as someone who promotes commuting by working one-on-one with commuters and their workplaces to overcome these problems and prejudices. Over 10 years of commuting, I overcame everything from weather to building managers. (I already have a job as your VP Communications -pending reelection- but I could offer advice to anyone elected to the post.)

One issue that came up in conversations was the problem of finding a volunteer for the job. There was a recent online commuting competition which the LBC team won a division, so the interest is there. (I learned of it just before it ended. A commuting VP could have gotten word out better.) If there is someone with regular utilitarian cycling experience, please contact me with ideas or your interest. That would definitely help firm up the idea into a concrete proposal.