

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

September 2011

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34th Old Kentucky Home Tour
Sep. 10-11, 2011
LBC Newsletter Goes MONTHLY!

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

*Please submit articles and photos to:
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1906 Lower Hunters Trace
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**Deadline for the
October 2011 issue is Sep 20**

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



OKHT Is Almost Here!

by Andy Murphy, LBC President

By the time you read this, the 34th Annual Old Kentucky Home Tour will almost be here! We're looking forward to another great year and we hope the weather cooperates. There are so many people to thank for their help. I'm not going to try to list them here since I'd probably miss some and I don't want to hurt anyone's feelings. I do want to especially thank the 2011



OKHT Sponsors. When you're out and about buying a bicycle or shopping at one of the other businesses that sponsors the OKHT, consider thanking them for their continued support. It really means a lot to the business to hear a customer say thank you. Without the support of these businesses, the OKHT would not be near the success it is.

THANK YOU!

Also, the American Red Cross will be the recipient of support from this years OKHT. Clarksville Cycling & Fitness has donated a Cannondale CAAD 10 5 105 for which the Red Cross will be selling raffle tickets. The drawing for the bike will be held Saturday evening in Bardstown. Musical entertainment on the lawn at Spalding Hall will once again be provided by Another Colour. Also Saturday evening, a home cooked Bar-B-Que dinner or Vegetarian Dinner will be available from Chris Cakes Catering.

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To all our Sponsors; THANK YOU! To all the Volunteers who make the ride a success; THANK YOU! Especially to all the folks who come back year after year to ride the Old Kentucky Home Tour; THANK YOU!

Life is good
Murphy



(photo courtesy John Mahorney)

EMAIL NEWSLETTER DELIVERY

Notice!

As a cost-saving measure, the newsletter of the Louisville Bicycle Club is available only in electronic format beginning with March/April 2011. Please go the website address below to sign up or change your email address for uninterrupted service.

Thanks for your cooperation.

Also, beginning with March/April 2007:
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COLOR PICTURES!

You can sign up to update your email for newsletter and membership renewal delivery by editing your member profile at the LBC website:
<http://www.louisvillebicycleclub.org/>

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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)**.

NEW MEMBERS

Arnold, Sharon	2043 Douglass Blvd #3	Louisville, KY	40205	(502) 541-1707
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Babcock, Tim	8404 Fox Pointe Pl	Louisville, KY	40242	(270) 535-9252
Bailey, Bridget	9004 Geneva Cir	Prospect, KY	40059	(502) 326-9444
Baker, Katharine	2317 Alta Av	Louisville, KY	40205	(502) 554-1202
Baldyga, Phil	205 Deer Creek Dr	Sellersburg, IN	47172	
Bauer, Mike	2610 Wilburlook Ln	Louisville, KY	40220	
Bell, Vicki	2221 Gladstone Av	Louisville, KY	40205	
Burge, Jon	6901 Spourland Dr	Louisville, KY	40228	
Burnett, Becky	PO Box 91113	Louisville, KY	40291	(502) 664-3242
Burnett, Leslie	245 Millers Crossing	Shepherdsville, KY	40165	(502) 500-1070
Cameron, Frank	6005 Alvarado Way	Louisville, KY	40205	
Chism, Kim	2015 Longest Av #1	Louisville, KY	40204	(502) 445-6512
Christy, Carl	1118 Blackthorn Rd	Louisville, KY	40299	
Clark, Mark	5201 Arrowshire Dr	LaGrange, KY	40031	(502) 550-8341
Clemons, Angel	3403 Tucker Station Rd	Louisville, KY	40299	
Creger, Tucker	380 Anderson Ln	Shelbyville, KY	40065	(502) 655-1529
Crews, Robert	5356 Southdale Rd	Louisville, KY	40214	(502) 363-6474
Crowell, David	829 Milton St	Louisville, KY	40217	(812) 989-7589
Cull, Liz	1709 Harvard Dr	Louisville, KY	40205	(502) 938-7727
Demers, Kim	3031 Cobblers Crossing Rd	New Albany, IN	47150	(502) 287-3353
Dickey, Kim	4334 Bowling Blvd	Louisville, KY	40207	(502) 889-5541
East, Barb	260 S Downs Ln	Shepherdsville, KY	40165	(502) 472-8716
Farrar, Scott	1423 Audubon Av	Shepherdsville, KY	40165	
Giesel, Courtney	208 Daleview Ln	Louisville, KY	40207	(502) 553-6995
Gilliland, Jacob	9300 Marr Hill Ln	Louisville, KY	40291	(502) 645-9063
Guss, Linda	4510 South Sixth St	Louisville, KY	40214	(502) 777-1174
Haffler, Kirk	2331 Alta Av	Louisville, KY	40205	
Hammer, Andrew & Jennifer	1212 Winding Creek Pl	Louisville, KY	40245	
Hanaki-Martin, Saori	1186 Mallard Creek Rd	Louisville, KY	40207	
Helton, Erik	109 St. Francis Ct #60	Louisville, KY	40205	(502) 759-7234
Hosbach, Laura	4705 Southern Pkwy	Louisville, KY	40214	(502) 797-2577
Jennings, Jim	1247 Cherokee Rd	Louisville, KY	40204	
Jolly, Josh	111 McIntosh Dr	Taylorsville, KY	40071	
Klein, David	4806 Tipton Pl	Louisville, KY	40272	(502) 751-0446
Kostecki, Karen	3121 Sudbury Ln	Louisville, KY	40220	(502) 499-2911
Kratzer, Melissa	6208 Scottwood Dr	Louisville, KY	40258	(502) 905-4326
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Lovell, Jami	9007 Crowne Springs Cir #305	Louisville, KY	40241	(843) 991-4716
Lyell, Reggie	1420 Creekstone Dr	Corydon, IN	47112	(812) 738-8156
Mangold, Jill	4011 Leland Rd	Louisville, KY	40207	(502) 387-0496
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Merrick, Barbara	2923 Avon Rd	Louisville, KY	40220	(502) 939-5106
Miller, Victor	8007 Stacy Lynn Ct	Louisville, KY	40291	(502) 239-0813
Morris, Michelle	108 South State St	Louisville, KY	40206	
Mulhall, Robert	9210 Tiverton Ln	Louisville, KY	40242	(502) 425-4214
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Stroup, Susan	530 Village Lake Dr	Louisville, KY	40245	(502) 777-0197
Theriot, Nancy	1517 Rosewood Av	Louisville, KY	40204	
Thompson, Jette	1406 Slate Run Rd	New Albany, IN	47150	(502) 608-1170
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Vidoni, Carla	9983 Thistlewood Ct	Louisville, KY	40223	(765) 717-0724
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Warren, Todd	3612 St. Germaine Ct	Louisville, KY	40207	
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Wood, Joan	PO Box 6123	Louisville, KY	40206	(502) 387-9610
Youstra, Stephanie	425 South Hubbards Ln #340	Louisville, KY	40207	(502) 897-5443



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Prince Wells: A Louisville Phenomenon (from *The Wheelmen*, Nov. 2010)

by Carson Torpey

“And now the road record of Kentucky made two years ago (108 miles) by Messrs. Orville Anderson and Henry Shimpler, is said to have been broken on Sunday, November 18 (1883), by Messrs. Prince Wells and Percy Bettison, both young men of Louisville and members of the Falls City Club. The distance covered was 120 miles; riding time 15h. 27m.; time lost 3h. 27m.; total time 18h. 53m.; average distance travelled per hour, 8 miles.” This paragraph from *Outing* magazine is the first mention of Louisville’s Prince Wells who would soon become the city’s first professional cyclist. This event was important enough for the *Boston Globe* to also make note of the ride.

Prince Wells was born in Bloomfield, Ky. January 18, 1866 where his father ran the general store. Soon the family moved to Louisville where Prince attended the Louisville schools and, at age 14, he was working for a dry goods company. His heart, though, was with his high wheel bicycle for soon he became an expert fancy or trick cyclist and racer. He turned professional in the winter of 1885 and his reputation was already well known. By March the “boy champion of Louisville, Ky.” was touring the country. The *Galveston Daily News* reported: “Master Wells is only eighteen years of age and among some of the marvolus feats he performs upon his beautiful machine, none is more difficult or rare than the riding of the one wheel, which he does by taking the wheel apart and riding the large wheel. His balancing feats are wonderful, he being able to sit upon the machine at rest for seemingly an infinite length of time. He mounts the bicycle with one foot in the saddle and does many fine balancing tricks with the bicycle mounted on two ordinary chairs.”

He attended the Louisville bicycle tournament of 1885 even there were no races for professional riders and “gave an exhibition of trick and fancy riding” said the *Courier-Journal*. The article continued, “Wells is a Louisville boy, and has recently joined the ranks of the professional wheelmen. He is an expert rider and accomplished a number of most difficult feats. He rode an unicycle in 1:20 4-5. He is one of the best wheelmen in the country. Prince Wells has only been riding three years. Other bicyclists consider him a phenomenon.”

During this time period a sponsor could receive more publicity by having his riders set new records instead of just winning a race. Prince Wells’ speciality was riding the unicycle or just the big front wheel of a high wheel bicycle. He held the world’s records for riding the half-mile and mile and broke the ten mile record several times. Whenever he traveled to a race, many

times his expenses paid by the promoter, he would also perform tricks on his wheel. At the South Dakota state fair in 1887, “he will race in all the professional races and visitors will be treated to the most skillful and daring trick riding that has ever been witnessed. Mr. Wells holds all the world’s records from one to ten miles on the bicycle and is the first man who has succeeded in carrying another person on his shoulders while riding the one wheel,” says the *Mitchel Daily Republican* newspaper.

Prince Wells made his way to the Northwest Territories racing, performing his trick riding, and opened a store selling bicycles and tobacco products at the Prince Wells’ Cigar, Tobacco, and Bicycle Shop in Tacoma. In 1890, Wells retired from racing, married and returned to Louisville and opened a bicycle store. The *Sporting Life* reported: Prince Wells, 629 Fourth Avenue, has been a leader this season: the brands sold are Featherstone pneumatic, the American Rambler, the Kenwood, and the Ormonde. Prince Wells can talk bicycles by the hour.” Besides running the store, he supported club rides, helped out at the Fountain Ferry Track, sponsored a yearly weekend of racing for several years, and still managed to ride once in a while. He rode to Corydon, IN., “while wearing trousers” and rode to the state meet in Cynthiana, Ky.

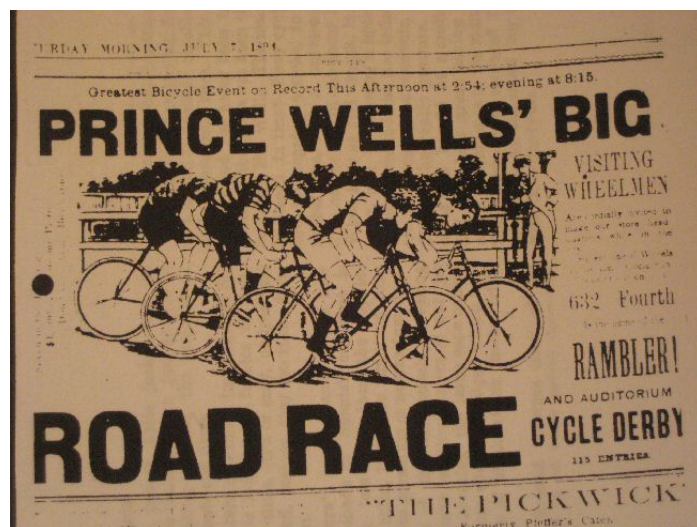
Wells next moved on to the automobile, becoming Kentucky’s first auto dealer and president of the Automobile Club. The company that made his Champion brand high wheel and the American Rambler bicycles at his store also made the Rambler automobile which was the main brand of car that he sold.

Wells died in 1938 at the age of 72 and is buried in Cave Hill Cemetery. His name lives on above his bicycle store on Fourth St., above his auto dealership building on Third St. (by the Library), and on his monument in Cave Hill. There is a high wheel bike at Joe Ley Antiques that reads “Prince Wells, Trick Wheel”. Was this one of his personal bikes?

The Kentucky Wheelmen will be holding a ride September 24 to commemorate the 200th anniversary of the steamboat and there may be several high wheel bikes. The ride starts at the Steamboat Museum in Jeffersonville, In. and the ride is on the schedule.



(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

Prince Wells: A Louisville Phenomenon (from *The Wheelmen*, Nov. 2010)

by Carson Torpey



(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

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Tandemonium #2 – Articles about tandem cycling

by Nita Bernat

I think it's time we mentioned the method behind the madness of a tandem. This is something people get very confused about. You see...two people on one bike...very powerful.

A tandem team can fly on the flats, and not only fly, but soar especially down a hill. All that flying and soaring comes to an abrupt stop when the incline increases and the weight verses incline ratio kicks in.

Some cyclist may think there's some big ego thing going on while doing 35 miles an hour, but let me tell you, it is not the case. It is the nature of the tandem team to take those flat roads, winding turns and downhill courses and use them to the utmost of their advantage. This is not a race...it is what tandem riding is all about. It is not about who we can pass at great speed...it is about riding fast and smooth and confident, allowing the bike to do what it was built for and take those rollers and down hills like a race car at Indy. But only if

that's how you want to ride it. Totally up to the captain and the stoker, but nonetheless, the tandem is built to perform.

Uphill...now that's another story. We may be the first to get there but usually the last to crest. That too is the nature of the tandem team. As we work harder and get stronger, the power to ride up hill increases and the gap may narrow, but for the most part, it's a very tough haul.

For those who love to draft a tandem...the wise cyclists knows that to follow a tandem up hill and stay relaxed and behind will pay great dividends on the other side. More than likely, once at the top (this is where the soaring comes in) you can suck the wheel of that tandem all the way down, around and over the next several miles at a speed greater then you may have thought you were capable of achieving.

Fun...isn't it.

Touring Committee

by Charlie Drexler, LBC VP Touring

The Club's new Website is a fantastic tool. The website has much more to offer the members than what you see on the surface. In the future, the Website is going to become the GO TO PLACE for Club News, Ride Updates, and Ride Scheduling Process. If you have an idea for other ways that the website can be used, be sure to pass it on to one of the excomm members. Have you signed into the website yet? If you have not taken the time to sign into the new web site, I would encourage you to do that.

The newly formed Touring Committee met for the first time on July 12th. All of the Touring Committee Members were present and we had some very good discussions on a variety of topics.

The Touring Committee consists of: Andy Murphy, Steve Rice, Melissa Hall, Kirk Roggenkamp, Marilyn Minnick, Steve Montgomery, Richard Heckler, John Cummings, Timothy Stephen, Myself.

The meeting started with a discussion of some concerns that had been given to me since accepting this club position:

- o There was consensus among the group that Ride Captains should have accurate cue sheets available and should sweep the least experienced riders.
- o Ride Captains have asked that they have a better way to announce that a ride has been cancelled. Under the "Touring" tab of the website, the "Ride Updates" page has been changed to allow Ride Captains to post updates about their ride.
- o The accuracy of Club Mileage Credit vs actual distance of rides.
- o Monthly Development of Ride Schedules was discussed. Later in July, the ExComm agreed with giving this a try and we start in September.

Other Items of Discussion:

- o A Touring Committee Forum has been set up on the clubs website for the committee's use.
- o All were in agreement with using the new LBC website to the largest extent possible. A Ride Captain Email Subscription List has been setup on the web site and has been populated. This Email Subscription will become the primary method of communicating with Ride Captains during monthly Ride Schedule development.
- o The Touring committee was receptive to looking at adding additional mileage options to century rides. For such rides, the Ride Captain may ask for volunteers at the start of the ride to sweep the alternate mileage option. The volunteer would also get Ride Captain credit. We discussed that this would provide an avenue for new ride captains to gain experience.
- o Ride Captain Training Program for future development by the Touring Committee.
- o The LBC Touring Program Guidelines is in the process of being reviewed and comments are being collected.
- o The Touring Committee will meet approximately every other month. The next meeting will be in September.

If you have a fun or interesting story to tell about a bicycle ride or bike touring related subject that you would like to share with the club via the newsletter let me know by the 15th of each month and perhaps we can get the story published in the newsletter.

A Bit on Lane Placement

by Tom Armstrong, LBC VP Education

It's been said many times before, but it clearly bears repeating: Riding on the white line (also called the fog line) is not a good idea.

A recent poster on one of the local list servers mentioned that he uses the sidewalk along Westport Road from roughly Herr Lane to Hurstbourne Parkway because motorists along there treat cyclists so poorly. As a commuter, I ride that stretch of Westport Road almost daily, and rarely have trouble with motorists anywhere in that section—indeed, trouble where Westport Road is four lanes is far less common than trouble where it's two lanes.

I watch other cyclists, both to learn from them and learn how better to teach students. Many cyclists I see seem to be hugging the fog line (or the concrete gutter pan or pavement edge) as if it's their only friend, or as if by cowering against it they are somehow safer from the overtaking motorists.

They are not safer. The fog line is NOT their friend.

Many cyclists have reported that by riding in the right tire track of automotive traffic, they get more room from passing motorists. Indeed, so many report this that it has become doctrine in the education programs put on by the League of American Bicyclists under most road conditions we encounter in our area (mostly a function of lane width—we don't have many “extra-wide” lanes where cyclists and motorists may safely share a lane).

In other words, if I ride in the right tire track, I'm far safer than I am riding along the very edge of the road.

There are several reasons for this. One is that overtaking road users can see us more readily and from greater distances, so they have more time to slow down and take safe action. Riding along the fog line or pavement edge, we can blend in to

vegetation or other visual distractions alongside the road, or simply disappear from conscious view altogether. When we are riding in the lane (also called taking the lane), motorists are not able to squeeze past us without paying closer attention to opposing traffic. Indeed, riding at the pavement edge INVITES motorists to pass too close to us.

Some folks, thinking that they mean well, will tell us that riding closer to the edge is safer. It isn't. It invites motorists to pass too close, which some of them perceive as being more convenient for them and thus preferable to our taking the lane. I cannot stress this enough: Getting passed on a narrow two-lane road with opposing traffic RIGHT THERE is treacherous at best. Inviting it by riding too close to the pavement edge or fog line is just plain wrong. I understand and appreciate wanting to let cars go on by, but motorists do not have any right to expect they can go thirty-five just because that's the speed limit.

This also applies on roads like Westport Road, where there are two travel lanes going each direction (and often a turn lane in the middle). By occupying the lane, we compel overtaking road users to go around us more safely, but also give them far more time to recognize our presence and act appropriately.

One more reason for riding in the tire track as opposed to against the pavement edge has less to do with traffic and more to do with our own convenience: Flat tires. The tire track is swept clear of flat-causing stuff like shards of glass, cinders and bits of metal, as well as sand, gravel, leaves and other loose debris that can lead to falls. Since car tires don't spend much time right along the fog line, that debris stays on the pavement close to that white line, where it can be picked up by your bike tires.

By all means, folks, take the lane. You'll be safer, and your ride will be more enjoyable.

2011 New Rider Clinic Update

by Tom Armstrong, LBC VP Education

What a year for the Club, and for the New Rider Clinics!

Last year, we introduced some new incentives for attending and completing the New Rider Clinic series: a one-year membership to the LBC (or extension of an existing membership) and a Club jersey or tech tee (as the new member chose). Funding for this is through a program contracted by Bicycling for Louisville under a Federal transportation education grant to Louisville Metro Government.

The word has gotten out: The Louisville Bicycle Club wants to welcome new members, and our education volunteers are helping make it happen!

The first class, held in May and June, had not one but two nights that got rained out—one was due to a very heavy rainstorm that hit us shortly after it was decided to abandon the night's work. Still, over a dozen folks kept with the program and earned their certificates, jerseys and club memberships.

David Wittry, my Volunteer of the Year last year, did another excellent job with the class he taught at Iroquois Park in June and July. That class, too, had some weather issues. We were doing parking lot drills when we heard the storm siren and sent folks home. Many of you remember the night that a tornado

damaged Churchill Downs—yep, that was the same night. I was glad I sent folks home when I had. Still, another nine folks earned their jerseys by the end of July.

As I type this, we are about a week from finishing our third class of the season. This has been the largest class yet, with over twenty-five regular participants. Jenn Bowers has been taking primary instructor duties for much of this session as part of her earning her own League Cycling Instructor certificate, and has been doing a great job as a new teacher!

One student was chatting with me after a recent class, and expressed something I've been paraphrasing for years: “There is a lot more to riding a bike than riding the bike.” Quite a few of the students of recent years have gone on to become significant contributors to our Club, not to mention being safer riders showing the world that not all cyclists are the scofflaws the anti-cyclists would have you believe us to be.

If you or someone you know is just getting started in cycling or returning to cycling after some years away, send them our way. We have one more class scheduled, coming on Thursday evenings beginning the week after the Old Kentucky Home Tour. See the Club schedule for details, or drop me an email at education@louisvillebicycleclub.org.

Wayside Park Maintenance Update

by Andy Murphy, LBC President



On Saturday, August 13th, the Louisville Bicycle Club continued our clean-up efforts at Wayside Park, the location of “Ruff’s Memorial Wheelmen’s Bench”. Our regular clean-up made the work this day pretty easy. We

hand-weeded the flower beds and picked up scattered debris for about an hour and then it was time for a bike ride! The ride afterward is usually a laid-back affair, with the focus being on where we will eat! The omelet at Wagner’s is big enough to feed a family of 4! We’ll have one more clean-up date on Saturday, October 8th, when a protective layer of mulch will be laid down on the flower beds and the park will be put to rest for the Winter.

The water fountain at Wayside Park works, so, if you’re out on a ride and need to refill your water bottle or you just want to take a break, The Wheelmen’s Bench fountain awaits! Wayside Park is the small triangular park where Southern Parkway, 3rd Street and Oakdale Avenue converge. We pass it on the Saturday morning and the Wheeling Into The Night rides.

I would like to extend a big “This Park sure looks a lot nicer” Thank You, to everyone who has volunteered at Wayside Park since we started this project a couple of years ago. We are making a difference! The neighbors have told me so!

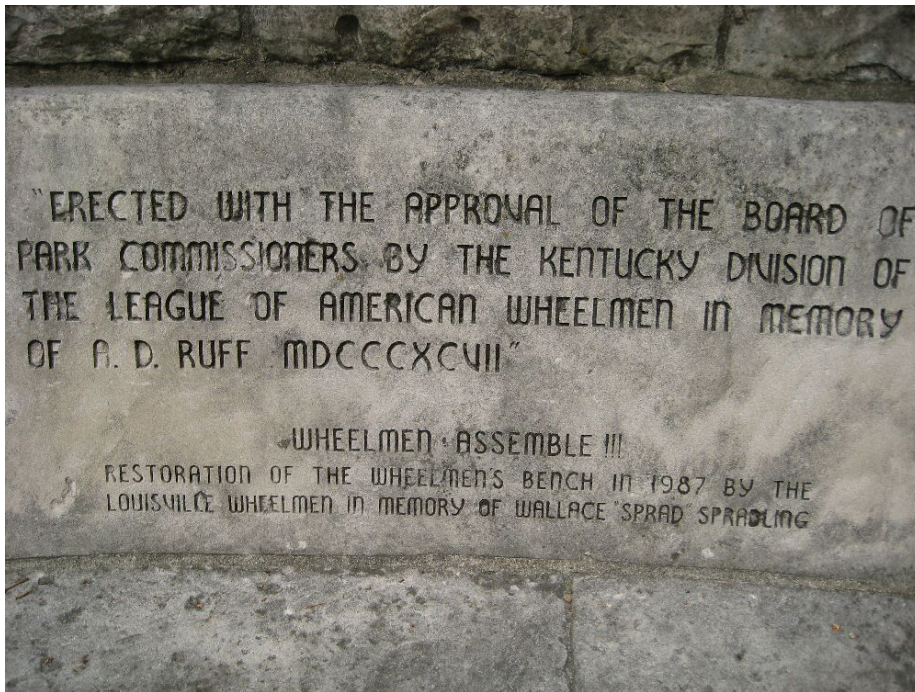
Life is good
Murphy



L to R Alison Torpey, Carson Torpey, Teresa Ledbetter, Diane Bellafronto, Allison Dobbs, Andy Murphy, Laurie Murphy.
(photo courtesy Andy Murphy)

University

A proud member



Inscription on The Wheelmen's Bench at Wayside Park
(photo courtesy Andy Murphy)

After nearly 8 months, 64 members of the Louisville Bicycle Club Commuter's Group have logged a total of 40,143.52 miles. I would like to thank everyone who has taken the time to commute, and then log their commuting mileage. If you would like to join the LBC Commuter Group, go to My Cycling Log here;

<http://www.mycyclinglog.com/>

You have to register, it's FREE, then click on the Louisville Bicycle Club Group. When you get to the LBC page, click on "Request Membership". Keep in mind, if you decide to join the LBC Commuter Group, we are only logging commuting mileage. PLEASE DO NOT LOG LEISURE RIDES, TRAINING RIDES OR MILEAGE ACCRUED ON CLUB RIDES WITH THE LBC GROUP. Riding to and from club rides counts as commuting, but not the mileage on the ride itself. Also, when you log a ride, make sure you select "Commute" and "C02". This helps My Cycling Log calculate how much money has been saved in gas by our commuting activity and how much CO2 we haven't put into the atmosphere.

There will be no LBC awards associated with the Commuter Program. There will be no "Winner" for most commuting mileage. We appreciate people commuting and taking the time to log their rides with our group.

Life is good
Murphy

y Hospital

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SYKES is proud to support the 2011 Old Kentucky Home Tour!

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LOUISVILLE BICYCLE CLUB

American Lung Association BIKE TREK TO SHAKERTOWN September 17-19, 2011

American Lung Association keeps on trekking to fight lung disease!

After 25 wonderful Bike Treks and more than 2.5 million dollars raised to fight lung disease, the American Lung Association is *still trekking* after all these years. The health charity is proud of the Bike Trek to Shakertown's great success and would like to invite LBC members to help the ride continue growing by cycling in this year's event. The ride is scheduled for September 17-19.

Options for participants include the choice of a 2- or 3-day trip and different routes each day. Novice riders can opt for the basic route of 30-35 miles per day, while those wanting a great challenge will enjoy a 69-mile, moderately hilly ride on Saturday and a similar option on Sunday. Monday's rides will both be shorter. All routes include some of the most obscure and beautiful backroads for cycling in Kentucky.

The fully supported bicycle tour begins and ends in Harrodsburg, Kentucky, with the first night spent at Danville's famous Pioneer Playhouse. The ride's highlight is an overnight stay on Sunday at historic Shakertown, where riders will be treated to a tour of the restored 19th century dwellings and a fabulous dinner and breakfast. The 2-day option includes the Saturday night stay in Danville and a visit to Shakertown without the overnight.

"The Bike Trek is so much more than just a great ride," said Carolyn Embry, who coordinates the event. Throughout the Trek, cyclists can look forward to delicious meals, live entertainment, free massages and plenty of time for socializing and camaraderie.

Contributions raised by Bike Trek participants help the 35 million Americans living with lung disease. Proceeds fund medical research, education, and advocacy for public policy that will advance the association's mission to save lives by improving lung health and preventing lung disease.

Cost: Participants pay a \$65 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 participant 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 in KY (502) 363-2652, toll free: 1-877-893-5864 or visit the website: www.biketrekto Shakertown.org.

Bridging The Gap

by Andy Murphy, LBC President



Getting across the Ohio River between Louisville and Southern Indiana by bicycle has always been challenging--some might even say frightening. The George Rogers Clark Memorial Bridge aka The 2nd Street Bridge is the only road bicycles can use to get across the river and traveling on the bridge during rush

hour is a nerve racking experience. This will change in January, 2013. On July 6th, 2011, a ceremony was held at the top of the new spiral ramp leading to the Big 4 Bridge. This ceremony

was to celebrate the kick-off of the project to convert this former railroad bridge into a bicycle/pedestrian bridge. Kentucky Governor Steve Beshear, Louisville Mayor Greg Fischer and a host of other officials were on hand to address the crowd, estimated at 200. The view from the platform is stunning. When construction is complete in 2013, this bridge will be the showpiece of Waterfront Park. We've needed a safe route across the Ohio River for a long time and this bridge will be it.

Life is good
Murphy



Big 4 Bridge Deck Pre-Construction
(photo courtesy Andy Murphy)



Waterfront Park from the top of the Spiral Ramp
(photo courtesy Andy Murphy)



Carson Torpey rode his "Ordinary" up the ramp for the Kick-Off Ceremony.
(photo courtesy Andy Murphy)



Mayor Greg Fischer and Governor Steve Beshear at the Kick-Off Ceremony
(photo courtesy Andy Murphy)

LBC Summer Picnic

by Andy Murphy, LBC President



On August 14th, the club held it's annual picnic on a beautiful day at Riverside, Farnsley-Moremen Landing. I would like to thank Joe Thomas for all his efforts to make this event the success it was!

Thank you Joe, for a job well done! Don't tell his wife Velve, but in addition to planning and organizing the picnic, Joe was actually seen riding a high-wheeled bicycle around the parking lot at Farnsley-Moremen! The Kentucky Wheelmen had a display at the picnic and it proved to be the hit of the day. Carson and Alison Torpey had



Joe Thomas mounting a Big-Wheeler for a test ride. (photo courtesy Charlie Brown-Yee Hah!)

three of their high-wheeled "ordinaries" on hand for display and the display turned into test rides. In addition to Joe, Perry Finley "The Internet Sensation", Larry "Gizmo" Preble and Ron Dobbs all took turns riding the high-wheelers. Rumor has it that Perry was on Craig's List the next day in search of "The Ultimate Fixed Gear Bike"!

Thanks again to Joe Thomas, John Cummings and everyone who came out to make another successful picnic!

Life is good
Murphy

P.S. I wanted to ride on one of those ordinaries, but I just couldn't find my helmet-- maybe next year.



Let's go, Ron. It's time to put your helmet on and saddle up! (photo courtesy Charlie Brown-Yee Hah!)



Just an "Ordinary" day for Larry "Gizmo" Preble
(photo courtesy Andy Murphy)



Carson Torpey with Larry Preble-Congratulations Gizmo--you made it!
(photo courtesy Andy Murphy)



Perry Finley "The Internet Sensation" rides "The Ultimate Fixed Gear Bike"!
(photo courtesy Andy Murphy)



The Chow Line at The Picnic
(photo courtesy Andy Murphy)



Donna Connell with an 1887 Columbia Expert 52" Ordinary
(photo courtesy Andy Murphy)

Paris-Brest-Paris Part I (the Preparation)

by Melissa "Puddle" Hall

Montaigne...Villaines...Fourgeres...Tinteniach...Loudeac... Carhaix.....Brest: the exotic names of controls ring through my mind like a dream as I begin to make my preparations to depart and begin to plan on what to do to maximize my chances of success once I get there. Nervousness curls itself around me like a serpent, slithering into my dreams and haunting odd moments when my mind is free. Despite many rounds of wrestling with myself about whether or not to once again attempt to conquer this course, I have qualified and registered and I am off to Paris. Once again I will test myself, physically and mentally. My husband does not understand this desire and has often asked why I need to do these things, but he has come to accept that it is something I seem to need to do for whatever weird psychological reason; it is part of who I am and who I am is who he loves. If I could help him understand I would, but alas, it is something I cannot understand myself.

"You know, it's not the honors and the prizes and the fancy outsides of life which ultimately nourish our souls. It's the knowing that we can be trusted, that we never have to fear the truth, that ultimately there is someone who loves our very being." -Fred Rogers

My husband's opinion that I should go yet again because otherwise I would always regret it was one of the reasons that helped me decide to register. I am lucky to have such love and wisdom in my life. I am fortunate that he loves me enough to allow me freedom, not only allows it but recognizes my need for it and encourages it. Some couples do everything together and there is nothing wrong with that, but while I enjoy our time together and wish endlessly that he were well enough to bicycle, I need my alone time.

"Make no little plans; they make no magic to stir men's blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die." (Daniel Burnham).

I begin to plan to alleviate my nervousness. I think that success at most endeavors is partially due to planning and partially due to luck, and I wonder if it becomes more so as we age. I ask myself if I feel that much older than I did four years ago. Indeed, sometimes I have to do the math to tell people my age. It just seems so meaningless other than as a determiner for when I can retire. I wonder to myself if this is some strange dodge to delude myself that I can do this yet again. I am four years older than I was at the last PBP, and it was so very hard four years ago. I have done enough distance sports to have learned never to say never again at the end of an event when the pain is still fresh and tauntingly looking you in the face, but still I am surprised that I am once again challenging myself for I still remember the looks on faces and in eyes around me and I remember the feeling of complete and total exhaustion. Oddly enough, however, despite my aching seat and weary limbs and mind, something inside me knew I could go farther if it was demanded. Humans are like that, never knowing what they can accomplish if they don't give up and quit. I suppose what I am saying is that most long rides are as much about conquering the minds desire to quit as they are about the bodies weaknesses.

I smile thinking that long rides are like childbirth: the struggles dim with time or the human population would have ceased to be many years ago. But giving birth the second time was easier than the first, so maybe this experience will be easier if I incorporate changes to reflect the changes I know will help me to ride smarter. I find myself making the mental changes needed to complete endurance events, the minimization of the effort.

Approximately 750 miles on a bicycle in less than 90 hours sounds ridiculous and unobtainable, but I did it once so perhaps it lies somewhere within me to do it again. So many people have given me advice and encouragement to help me succeed: Dave King, Bill Pustow, Packman, Eddie, Steve Rice, and many more. To prepare mentally, I will begin to minimize the century rides I am doing, mentally telling myself that it is only a short 100 miles. Occasionally I gaze at my wall to the shadow box in which my last PBP medal hangs confirming success. I have won many awards through the years in different sports, but this medal is the only one I have taken the time to display properly. Normally I try to look at past accomplishments in the light of advice from one of Adrienne Rich's poems, "Love what you do, Not what you have done." The others hang from nails or on dressers or are in drawers or have been lost.

I grin thinking of Johnny Bertrand's kindness in sending me the medal set to go with the PBP medal. His kindness meant as much as the medal itself. Sometimes we have friends that we don't realize have befriended us. Those unexpected and undeserved acts of kindness often mean the most. As I think of him I am suddenly back on my bike in a nameless village in France in the middle of the night, alone, tired and wondering what I have gotten myself into despite the cool sweetness of the damp night air. Suddenly mixed with the sound of gentle rain on rooftops and roads, I hear the clear sound of whistling wafting through the air as sweet as an after dinner wine embracing me like a warm hug and somehow I know it is Johnny. While I don't know him well, I am somehow comforted and the night seems friendlier. There is someone I know, however slightly, here sharing this moment even though he does not know that I listen. I feel almost as if I am shamelessly eavesdropping, entranced by what I am hearing yet unable to turn away. I am comforted and know I can continue to ride.

Now I wonder to myself if I can ride all those miles again. One friend recently asked me why I fret so when I do so many long rides, not understanding that it is not just the distance, but the increased weight on the bike and the resistance of the hub generator powering the light. The crowds at controls steal your sleep time, and I will be lucky to get eight hours sleep in four days of riding. And then there is the terrain where it seemed I was always going up or down a hill. "Will I shame myself if I fail," I think, and decide that I will not. I have prepared as best I can and will do the best I can. The shame would be in not making the attempt. Someone, I can't recall whom, once said, "If there exists no possibility of failure, then victory is meaningless." (*Robert H. Schuller, American Reformed Church Minister - Ed.*)

<http://www.randomthoughtsofapuddle.blogspot.com/>

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TOUR

This Is How We Roll: A Louisville Loop Tour

by Andy Murphy, LBC President



Every Thursday morning at 10 AM, barring rain, snow or 110 degree temperatures, the Louisville Bicycle Club has a 50 mile ride out of The Yellow Lot at Waterfront Park. This ride goes to Farnsley-Moremén Landing and back, with an optional lunch stop at Mike Linnig's. As I said, the Louisville Loop 50 starts at The Yellow Lot and the parking lot is a good representation of the

elevation profile of this ride. There may be a flatter 50 mile ride on the LBC schedule, but I haven't found it--and I'm lookin'! If you are looking to increase your riding distance and don't care to climb hills, this ride is for you.

We leave The Yellow Lot and follow the same route as the Saturday morning Slow & Easy Ride, except we exit Shawnee Park at Broadway and head out Southwestern/Algonquin Parkway to Campground Road. At Lees Lane, we pick up The Levee Trail, with the next 18 miles of the trip being all off-road on the paved multi-use trail. Our turnaround is at Farnsley-Moremén Landing. Which brings up an interesting point. Farnsley-Moremén Landing is the correct spelling of this

location. But the address is 7410 MOORMAN Rd. Moremén-Moorman--one of those things that makes you go hmmm.

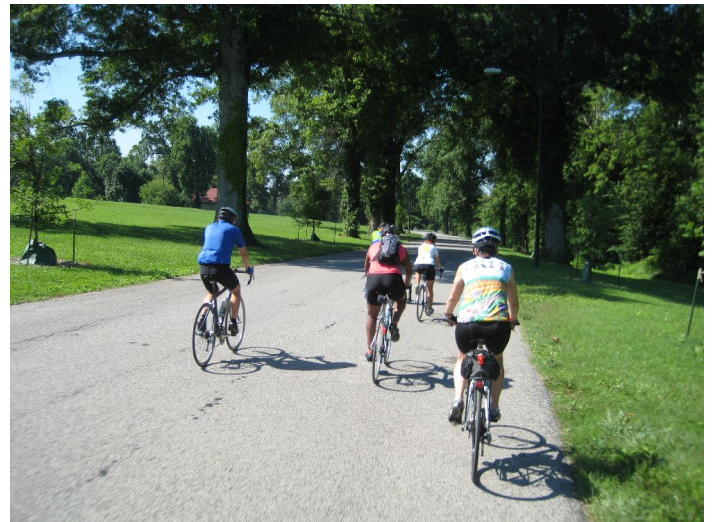
After the turnaround, it's time for lunch at The Five Star Food Mart--clean restrooms and they let us refill our water bottles with ice and water--or the legendary Mike Linnig's Seafood Restaurant. On the August 4 Loop Ride, award winning sculptor Jason Emmons of Bear Hollow Wood Carvers in French Lick, IN was at Mike Linnig's carving a sculpture into a tree that was going to be cut down. The piece he was working on was probably 15 feet tall. This was one of the coolest things I have ever seen. This dude uses chain saws to create some of the most unique and amazing art you will ever see.

After lunch, it's time to saddle up and head back to town. This ride will usually get 30-40 people of varying skill levels. We'll get a few hammerheads, a few middle of the pack riders and the slow and easy crowd like me. If you want to get in a good training ride or maybe a good fish sandwich, join us Thursday mornings for the Louisville Loop 50.

Life is good
Murphy



Gathering for the ride start at The Yellow Lot
(photo courtesy Andy Murphy)



7.2 R Into Shawnee Park at River Park Dr.
(photo courtesy Andy Murphy)



8.1 X Broadway and rejoin path on Southwestern Pkwy.
(photo courtesy Andy Murphy)



11 BR Campground Road
(photo courtesy Andy Murphy)

This Is How We Roll: A Louisville Loop Tour

by Andy Murphy, LBC President



An Occurrence at Mill Creek Bridge
(photo courtesy Andy Murphy)



A View from Mill Creek Bridge
(photo courtesy Andy Murphy)



23.2 Turn around @ Farnsley-Moremen lot
(photo courtesy Andy Murphy)



24.9 Five Star Food Mart on Right
(photo courtesy Andy Murphy)



25.1 Mike Linnig's on Right
(photo courtesy Andy Murphy)



YUM!
(photo courtesy Andy Murphy)

This Is How We Roll: A Louisville Loop Tour

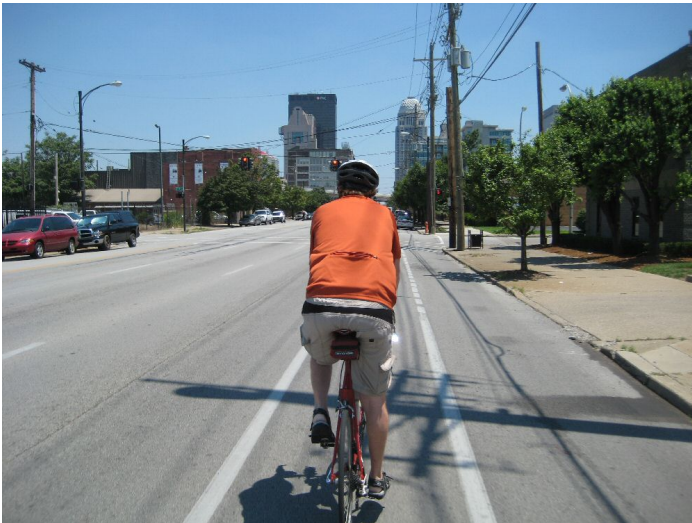
by Andy Murphy, LBC President



George Cooper checks out the “Cutting Edge Art” of Jason Emmons.
(photo courtesy Andy Murphy)



Jason Emmons transforming a tree into a work of art.
(photo courtesy Andy Murphy)



43.4 L Market Street (heading back downtown)
(photo courtesy Andy Murphy)

BIKE TO BEAT CANCER - Dear Cancer*by Dan Delph, Norton Healthcare Inc.*

Dear Cancer,

I have thought what I might say to you for many a year now. You have impacted my life and so many others around me. You have taken without mercy and hurt so many. I hear the horrific but brave stories of people and families battling for days, weeks, even years with cancer. I see the children and adults bravely fighting a disease that they did not deserve or even ask for. I talk to survivors and they tell me about how they battled you Cancer. How you brought them to their knees and how they fought day to day to beat you. I talk to families that lost their loved ones and how you have made a permanent void in their lives Cancer. You have tried to take away my mother on two occasions, she beat you, we beat you...

=====

Dear Cyclists,

It makes you stop and think. You can say "sorry" and "our prayers are with you" and support them. Believe me, they will need all the support you have to offer. I am asking for your support today against a major killer in Kentucky and Indiana.

I know you love to ride bikes, I do to. Let's ride together for the Bike to Beat Cancer. This ride has changed over the years, we have gotten it right. The Bike to Beat Cancer benefits Norton Cancer Institute which in turn supports our local community in the fight against cancer. Norton does wonderful things in the community for cancer efforts, screening units, health fairs, art therapy, family therapy and patient navigation for those battling this terrible disease. Many of these programs are at little or no cost to the cancer patients and family. They need our help. The Bike to Beat Cancer is a great way to help. We need riders and volunteers to help.

Some information on the ride: It is a one day event on September 24, 2011, with a choice of 35-, 65- or 100-mile courses. It is a fully supported ride with rest stops, lunch, and sag wagons. It is not a race and is welcome to all that want to take a personal stand against cancer. For cancer survivors and kids under 18, registration is free and fundraising is only \$100.00. Everyone else is \$50.00 registration and fundraising is \$400.00. Register online at www.biketobeatcancer.org. All the fundraising stays here and goes to fighting cancer locally. Yes locally! We are unlike a lot of rides and offer weekly training rides for all and fundraising help. We are committed to help you with your goals and the fight against cancer. I want to personally say thank you to everyone who has ridden in the past years and who will be riding in the years to come. If you have questions or comments please contact me.

Sincerely,
 Dan Delph
 502-807-0158
daniel.delph@nortonhealthcare.org

**NOTICES****MetroCall – 311 or 574-5000**

It's been brought to our attention that not all cell phones recognize 311 as a legitimate phone number. If you have a problem on a bike path, bike lane or in a park you can report the problem to MetroCall at 311 OR 574-5000. When you report a problem, you'll be given a tracking number so you can follow-up to make sure the problem has been addressed.



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PaCkMaN's Corner

As one who has been car-free my whole life and been an evangelist for the same, my attitude about bike theft has been somewhat less than - shall we say - blasé.

I regard bicycle theft on the same order as car theft and, in the 2nd previous century, horse theft. It is a threat and an inhibition to mobility. How many places and how many times have you NOT ridden your bike because of the threat of theft and instead resorted unnecessarily to an automobile because it is 1) harder to steal, 2) easier to find, 3) more insurable and 4) police take its theft more seriously, even if it's just a junker that cost less than your bicycle? And when you did take your bicycle somewhere by yourself and had to lock it up outside, did you have that queasy concern that it might be stolen until you hastily got back to it that you never have with your car except in the worst neighborhoods?

Yes, I regard bike theft more serious than car theft, perhaps a little less serious than horse theft since it is less likely to leave you in a life-threatening situation than losing your horse on the open frontier. Did frontiersmen have to lock their horses to a tree or the hitching post outside the saloon? Well, not that I've seen in the movies. That is because horse theft was taken seriously and was often followed by someone saying, "Get a rope." Is there a controversial video game called "Grand Theft Bicycle"? The attitude of authorities, and indeed modern society, encourages both opportunistic and professional bicycle theft which is a major inhibition to even the most enthusiastic cyclists considering car-free in many situations.

Life went on after my \$400 MT bike was stolen in 1994 from outside work on 4th Street where I had been chaining them for five years. The thief in fact left his "welfare bike" in its place, which the reporting police officer took away without even examining for prints. I was mad and I did ride a few times through the nearby projects, with my blue helmet with a large yellow P (-aramount) often mistaken for Police and garnering many dirty looks from the stoops, looking for it. And I replaced it with an identical bike. And I continued riding to work, although I took the bike inside every day since then, even despite some conflict with building management over it.

COMMUTER BIKE "BUMPER" STICKERS

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 by email only. Please notify Barry Lockett, club secretary, of email address changes.

Get Off the Road Yourself!"
No that isn't why I was hit.

"<=== THREE FEET" -- (Legal passing distance)

"If You Can Read This - I'M SORRY!"

"REMEMBER: There are always SEMIS!"

"GO AROUND - MAKE MY DAY!"

"THIS BIKE BANKRUPTS TERRORISTS"

"BROKE DOWN - This Is My SPARE CAR"

Best if you don't wear a kit:
"PLAIN CLOTHES cyclist"

"ROAD TAX? I GAVE AT THE OFFICE"

"Every Lane Is A BIKE LANE"

"My Ride Is WONDERFUL. How about yours?"

"Lose the TRAINING WHEELS: Park Your CAR"

"It Is a Good Day to Ride"

"Don't Look Down - I'm Higher than You!"

"You Car Has Gas - I Smell the FARTS!"

"=> THIN LOAD <=" (helps if you aren't too heavy yourself)

"Cyclist On Board"

(Garfield hanging on your seat/fender/back)

"McKinley/Hobart" or "Bryan/Sewall"
"Matchett/Maguire" if you're really out there
==Note: These were the candidates in 1896.
==The 3rd pair was the Socialist Labor Party.
(best displayed on a high wheeler)

"HONK IF YOU LOVE CYCLISTS!"
Think about it.

"You'll get there quicker - but I'll still be smiling!"

"These Feet Weren't Made for Walking"

"Ride And Smell the Flowers"

"Don't Make Me Come Through That Windshield After You!"

"I'm 4 Spokin' "
(Best if using old Spinergy Rev-X wheels)

"In Motion, All I Need Is a Pair of Wheels"
Okay, I stole that one :-)

"Tryin' My Best to Set the Highway on Fire But My Bicycle Won't Go No Faster"
Stole that one too.

"Don't Tread on Me"
Getting to be a habit.

"CAR-FREE, AND I'M WAITING FOR YOU TO FOLLOW ME!"
Parody, fair use.