

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

November 2011

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LBC Newsletter Goes MONTHLY!

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

Please submit articles and photos to:
David Ryan ("PaCkMaN")
1906 Lower Hunters Trace
Louisville, KY 40216,
editor@louisvillebicycleclub.org,
502-447-7814.

**Deadline for the
December 2011 issue is Nov 20**

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



Season's Change

by Andy Murphy, LBC President

As I write this, it's been raining for 2 days--they say we needed it, but I'm not so sure. I feel water-logged! Anyway, as the seasons change, our opportunities to ride diminish--or do they? There are daily rides on the LBC Ride and Event Schedule. I know it's a little colder, but the bicycle shops that supported the OKHT sell just the right gear to make a cold-weather ride comfortable. Check 'em out! I've got some riding apparel that I only wear if the temperature gets into the 20s.

Starting in late November, A.B. Sandefur will be offering The Trainer Tour again. For those not familiar, The Trainer Tour is held at Broadway Baptist Church, on Brownsboro Road, twice a week. A fee of \$1 per night or \$10 for the season gets you fresh fruit, cookies, potato chips, lemonade and lots of cold water. You bring your own bike and trainer or rollers and A.B. provides the spinning. If you need a trainer or advice on what type of trainer you need/want, see the aforementioned local bicycle shops. There's usually a crowd of 25-30 people at The Tour.

The Fall also brings with it cyclocross racing! The USGP of Cyclocross returns to Eva Bandman Park on the weekend of November 12th & 13th. Volunteers are needed for the USGP, so if you have some free time, please contact Whitney Vogel to volunteer. If you don't have time to volunteer, stop by the park and check out some of the best cyclocross racing in the country! There are other cyclocross races throughout the winter months. Check the LBC Ride and Event Schedule for more information.

Speaking of cyclocross, the Master's Cyclocross World Championship will be held at Eva Bandman, January 12-15, 2012, at Eva Bandman Park. Volunteer opportunities will be available for this weekend. Also, the Cyclocross World Championships will be held here in 2013—the first time these championships have been contested outside Europe!

There's lots of ridin' to be done in the Fall and Winter. -- Let's ride!

Life is good
Murphy

A change in the weather at the High Wheel Tour last September (more, p.13)
(photo courtesy Andy Murphy)



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:
The electronic newsletter contains
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

Brodsky, Santra	2505 Meadowlark Drive	Prospect, KY	40059
Cahill, Mary	4326 Silver Glade Trl	Sellersburg, IN	47172 (502) 741-1983
Chynoweth, Tom	1708 Kensington Place Ln.	Louisville, KY	40205 (502) 817-7919
Cowley, Tom	115 Forest Court	Louisville, KY	40206 (502) 432-6000
Curry, Patrick & family	3120 Runnymede Rd	Louisville, KY	40222 (502) 905-2183
Fisher, Jim Jr	4302 Stone Lakes Drive	Louisville, KY	40299
Forman, Bill	9705 Creekwood Rd	Louisville, KY	40223 (402) 426-7468
Gartin, Jena	5318 Chathamwood Dr	Louisville, KY	40229
Grant, John	225 Travois Rd	Louisville, KY	40207
Hawkins, Greg & family	2537 Saratoga Drive	Louisville, KY	40205 (502) 457-9067
Kinney, Martin	2227 Cherokee Parkway #1	Louisville, KY	40204
Klein, Jon	2920 Cliffwynde Trace	Louisville, KY	40241 (502) 797-3600
Lynch, Hayley	800 S 4th St Apt 1910	Louisville, KY	40203
Martin, William	905 E Washington St, Apt 3	Louisville, KY	40206
May, James	1704 Flagstaff Ct.	Louisville, KY	40223 (502) 423-0994
Myers, Jeffrey	504 Jarvis Ln	Louisville, KY	40207 (270) 985-8702
Noland, Kevin	2066 Eastern Parkway, Unit 1	Louisville, KY	40204 (502) 533-8959
Prather, Daniel	4425 Mount Vernon Road	Louisville, KY	40220 (502) 456-4867
Rhinehart, Keith & family	15018 Forest Oaks Dr	Louisville, KY	40245 (502) 299-7188
Shadburne, Bill	7203 Iron Gate Ct.	Louisville, KY	40241 (502) 759-3301
Williams, Kevin	4018 Massie Ave.	Louisville, KY	40207 (502) 896-8946

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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Louisville's Bicycle Tracks

by Carson Torpey

The earliest mention of a bicycle track in the Louisville area was from a page in the new books about Louisville history, more specifically the book was the one about the Southern Exhibition which began in 1883. The book showed an ad from the Courier-Journal 1884 which stated that the Louisville Tournament would be held at the Exhibition grounds. The Tournament of 1885 was also held there. At this period of time only the high wheel bicycle was used, what a sight it must have been! So far I have not researched the years 1886-1889 but it is on my list of things to do.

One week after the 1885 meet there was a bicycle race meet at the Fair Grounds. This track was most likely made for horses. I don't know where the Fair Ground is but an ad said to take the Second St. cars to the Grand Stand. The world champion was at the meet as well as three other national champions.

The next mention was in 1890. It seems that the cyclists wanted a track of their own. They found a spot in Wilder's Park which is located on the east side of Third St. near the Wheelmen's Bench at Wayside Park. A Bicycle Track Association was formed and memberships were sold at \$2 each to raise the \$100 needed to complete the work of digging and leveling of a quarter mile track.. About 60 riders joined.

This track, located out in the "county" was difficult to get to but was so successful that the riders wanted an even better track within a year. They approached Daniel Quilp of the Auditorium about building a better track there. He agreed to put a six lap track in the Fireworks Amphitheater provided that the cyclists raise the money as they did the year before. The track would cost \$2000 and be the finest in the country.

The foundation of the track was made with broken slate packed with sand and covered with five inches of limestone screenings and compressed by a five ton steam roller. It was then covered with cement. The turns were banked 51 inches. As a bonus it was lit with electric lights, the first in the country if not the world! Night time racing was very popular!

For a membership fee of \$3, each rider was given a key to the gate so they could train whenever they wished. The Auditorium was located in what is now Old Louisville bounded by Hill Street on the north and "A" Street on the south. Fourth and Sixth Streets were the east and west borders. Today when you ride south on St James Ct and cross Hill St. you are riding right through the middle of the Auditorium property. By now the safety bicycle was used both with hard tires and with early pneumatic tires. There was still a race or two for the old ordinary or high wheel bike. Not only were track races hosted but so were road races or at least the start of the race. Then the racers would exit the track and make their way to Third Street racing down to Jacob's (Iroquois) Park and back.

Bicycles and bicycle racing was so popular that another track was soon in the works. This one was to be "state of the art" and resembled what we today consider to be a velodrome. It was completed and opened for the first races in November 1894 and was so fast that twelve world's records were broken even before the track was finished.

The track was three laps to the mile. There was a grand stand that looked similar the one at Churchill Downs except that it had three spires! Of course this track was the one everyone is familiar with, the Fountain Ferry Track. It was located at Fountain Ferry Park which today is bounded by the Ohio River on the west, Market St. on the north, Northwestern Pkwy. on the east, and Larkwood Ave. on the south. There are baseball fields there now. The grandstand was against the river and the turns ran north and south.

Fountain Ferry Track hosted the daytime races and the Auditorium Track the nighttime races. Fountain Ferry saw the national meet races in 1896 and was on the national circuit for many years with the country's best riders making appearances. So far I have not found out when it closed down.

Finally came the Phoenix Hill Track located in the grounds of the Phoenix Hill beer garden off of Baxter Ave and Barret Ave. There is a drawing of the gardens with the track painted on a building on Baxter Ave. At the moment this is all I know about this track but I'll be working on it too.

There has also been mention of a track in Jeffersonville, In. Anyone know more about this?

Auditorium track layout. (scan courtesy Carson Torpey)

Fountain Ferry track layout. (scan courtesy Carson Torpey)



The Fourth of July (1896) Races at Fountain Ferry (scan courtesy Carson Torpey)

“YELLOW JERSEY” of 1897

by Carson Torpey

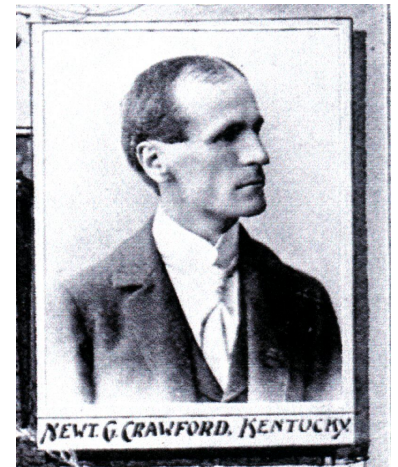
The contest for the Yellow Jersey is almost over (as I write this) and some of you have really impressed me with the number of club miles that you've ridden. I came across a little booklet called the C.R.C. MANUAL. It is from the Century Road Club of America and is for the year 1897. I would like to share with you how the Kentucky riders did for the year.

The Kentucky State Centurion was Newt. G. Crawford from Louisville. Mr. Crawford not only rode a bike but he served on many boards and was an official at many events. The secretary-treasurer was Tom B. Meglemry also of Louisville.

Under the category Best Individual Century Record is W. A. Rubey of Louisville with 92 centuries. Will Rubey was on the “ride committee” for the 1896 National Meet here in Louisville. He raced bikes in the early 1890's where he had lots of local success. The number one rider from Pennsylvania completed 253 centuries!

The best individual mileage for a Kentucky rider went to Grant Green Jr. of Louisville with 10,829 miles for which he won the state medal. This put him in 20th place in the country. Another Pennsylvania rider was first with 32,479 miles.

Our State Centurion didn't do too badly either. He was 29th in overall mileage in the country with 8,168 miles. He completed one double century and held the record of riding from Louisville to Paris, Ky. and return in 18:32:00 which he did on July 27, 1896.



(scan courtesy Carson Torpey)



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LBC Annual Awards Banquet – January 14, 2012

Please join your cycling friends at the LBC Annual Awards Banquet to reminisce on the year's activities, acknowledge our volunteers, celebrate our achievements, and elect club officers for the upcoming year.

The banquet will be held again at:

Big Spring Country Club
5901 Dutchmans Lane
Saturday, January 14, 2012.

Cost is \$10 per person for the buffet dinner.

6:00 p.m. - Reception and Cash Bar

7:15 p.m. - Buffet Dinner

8:00 p.m. - General Meeting, Awards, and Election of Officers for 2012

10:00 p.m. - Adjournment

To provide an accurate count of attendees, we must receive your reservation(s) by Sunday, January 8.

To RSVP online, please visit:

<http://www.louisvillebicycleclub.org/Banquet>

To RSVP by mail, send a check for \$10 per person to:

Louisville Bicycle Club
Attn: Banquet RSVP
P.O. Box 35541
Louisville, KY 40232-5541

Executive Committee Candidate Search

I along with Carol Medley and Rick Croslin have been chosen to help search for candidates to serve on the LBC Executive Committee for 2012. If you are looking for a part time position with great pay and benefits, a spot on the Executive Committee is not for you. What you will receive is a sense of pride knowing you are helping out your fellow cyclists in one of the premier bicycle clubs in America. Many of my good friends have served and are serving on the committee. I respect them for their sense of volunteerism and doing what's best for our club.

Are you interested? Let one of us know at a ride or contact us about your desire to run for one of the positions. We will be glad to answer any questions we can. The duties of each officer are spelled out in Article V of the by-laws. The by-law link is available on the front page of the LBC website. If you decide to run, please forward me a candidate statement no later than December 15 that can be published in the January newsletter. Election Day is at the annual banquet to be held on Saturday, January 14, 2012 at Big Spring Country Club.

Here are the positions and current office holders:

President: Andy Murphy
 Secretary: Barry Luckett
 Treasurer: Jody Patterson
 V.P. Advocacy: Mark Luking
 V.P. Communications: David "PaCkMaN" Ryan
 V.P. Education: Tom Armstrong
 V.P. Racing: Larry Pethick
 V.P. Touring: Charlie Drexler

Sincerely:

The Candidate Search & Nominating Committee

Steve Montgomery, Chairman, smontg7303@insightbb.com
Carol Medley, Member, creativetravel@insightbb.com
Rick Croslin, Member, rick@TheTechnologyAgency.com

Thanks!

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Wayside Park Clean-up

by Andy Murphy, LBC President



A group of LBC volunteers performed a service day at Wayside Park on October 8th. This day was spent doing general cleanup, weeding the flower beds and applying a layer of mulch to the base of the small trees. Wayside isn't a big park and we've managed to stay on top of the cleanup, so the work goes pretty smoothly. This completes our 3rd year of working with the Olmsted Parks Conservancy to help keep this historical park looking good. "Ruff's Memorial Wheelmen's Bench" has a

significant place in the history of bicycling in this country and I'd like to say thank you to the Olmsted folks for inviting us to join them in their efforts. Most of all, I'd like to say thank you to everyone who has helped maintain the park these last 3 years. THANK YOU!

PS The water fountain at the park does work, so if you're riding by and need to refill your water bottle, the fountain's right there! Life is good. Murphy



Tommy Sutton, Ron Dobbs and Gil Crenshaw laying down the mulch at Wayside Park.



Mike Blair, Gil Crenshaw and Charlie Brown "Yee Hah" loading mulch at Wayside Park. (all photos courtesy Andy Murphy)



October 8th cleanup crew: Tom Hall, Ron Dobbs, Gil Crenshaw, Laurie Murphy, Vicky Dobbs, Mike Blair, Tommy Sutton, Murphy, John Cummings and Dave Combs.

University

A proud member



Kirk Kandle, Andy Murphy, Louisville Mayor Greg Fischer, Laura Trachtenberg & Doug "E Fresh" Brent on Bike to Work Day
(photo courtesy Andy Murphy)

After nearly 10 months, 64 members of the Louisville Bicycle Club Commuter's Group have logged a total of 48,313.58 miles. I would like to thank everyone that has taken the time to commute, 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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BIKE TO WORK DAY

by Andy Murphy



The second city-wide Bike To Work Day this year was September 30th. Laura Trachtenburg, Gil Crenshaw and I led a group of about 30 riders from Seneca Park to 4th Street Live. Our group included Mayor Greg Fischer and 9th District Council Representative Tina Ward-Pugh. There were other groups that met at Iroquois Park and Shawnee Park for the

ride into town. 8th District Council Representative Tom Owen also rode his bicycle to the Bike To Work Day Celebration. Every day is Bike To Work Day for Councilman Owen, so it was good of him to join us! During every one of these events, it seems like there are a few more people riding. This using a bicycle as transportation thing just might catch on!

Life is good
Murphy



The Mayor & The Murph (photo courtesy Andy Murphy)



Council Representative Tina Ward-Pugh, Mayor Greg Fischer and Kirk Kandle talkin' bikes. (photo courtesy Andy Murphy)



Perry Finley "The Internet Sensation", Joe "WarJo" Ward and Kirk "Special K" Kandle enjoying the day. (photo courtesy Andy Murphy)



Jackie Green, Council Representative Tom Owen and Steve Sizemore at the Bike To Work Day celebration. (photo courtesy Andy Murphy)

New Driver Safety Video

by Scott Render, Bike Louisville

We recently finished a bike safety video targeted at motorists. This was a video, narrated by former Postal rider Robbie Ventura, from the League of Illinois Cyclists that we modified -and starting asap, it will be airing in traffic schools around the state. So everyone who goes to traffic school will have to watch 6 minutes and 41 seconds of information on how to drive around cyclists... Scott Render

(images courtesy Scott Render)



World Car-Free Day

by Andy Murphy, LBC President



Thursday September 22nd, was World Car-Free Day. The Louisville Bicycle Club had an informational booth at the University of Louisville for a World Car-Free Day Fair sponsored by the UofL Sustainability Council, CART-The Coalition for the Advancement of

Regional Transportation and Bike Couriers Bike Shop. In addition to the LBC booth, TARC, the Transit Authority of River City was there and representatives from Bike Louisville were on hand. In fact, Justin Mog set up a

bicycle tune-up station at the Bike Louisville booth and he became the star of the day! You offer people a free bike tune-up and they line up! Of course, this offered an excellent opportunity to talk up the LBC as they were waiting for Justin to finish working on their bikes! Thanks for creating a diversion, Justin!

For the record, I rode my bicycle to World Car-Free Day!

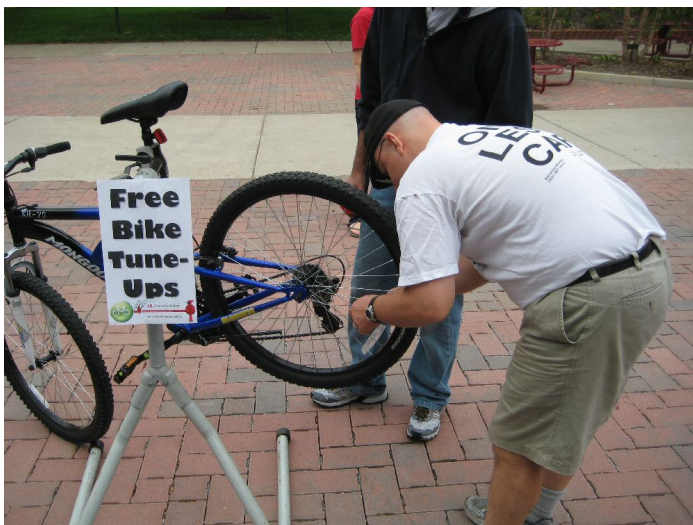
Life is good
Murphy



LBC booth at World Car-Free Day



Folks checkin' out our information



Justin Mog turning wrenches on World Car-Free Day



Lots of bikes on campus at U of L (photos courtesy Andy Murphy)

Louisville Loop Watch Training

by Andy Murphy, LBC President



Approximately 60 members of the Louisville Bicycle Club took part in the first Loop Watch Training program at the Shawnee Park Golf Course Clubhouse. The Loop Watch Program is styled along the lines of a Block Watch Program for neighborhoods, except it's focused on security and maintenance issues along the growing Louisville Loop. The Loop, for

those not familiar with it, is a 100-mile Loop around the city. Some surface streets are used along with bicycle/pedestrian shared use paths like the Levee Trail. About a fourth of The Loop is complete at this time and there are a number of projects ongoing in the Floyd's Fork Park area and other parts of The Loop.

Louisville Metro Police conducted the training which lasted about an hour and opened the floor to questions. The training session went well and it was good to see so many club members show their support for The Louisville Loop! Thanks to everyone who made it out! Thanks also to Metro Parks and the LMPD for including the club in the planning and implementation of Louisville Loop related programs.

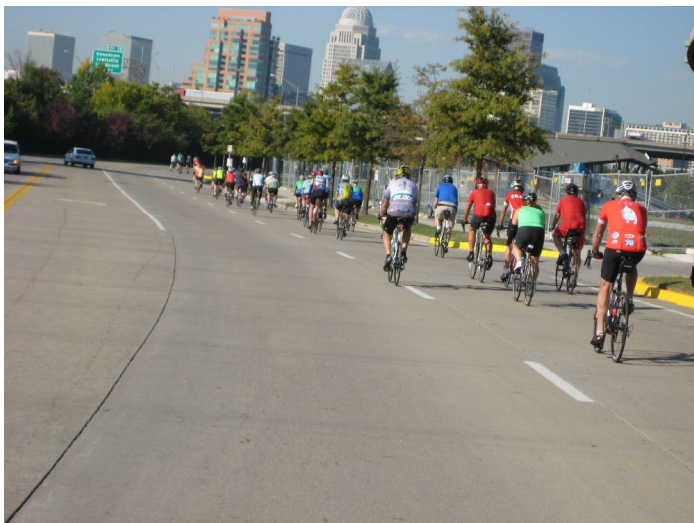
After the training session, we rode The Louisville Loop to Farnsley-Moremens Landing and back. If you haven't ridden it before, you should check out the Thursday morning Louisville

Loop 50 ride. If you can't make it on Thursdays, you can get the cue sheet here; <http://www.kybikerides.org/ride/#4250> and ride it at your leisure.

Life is good. Murphy



Andrew Brooks, Metro Parks Volunteer Coordinator makes his welcoming statement. (all photos courtesy Andy Murphy)



The Louisville Loop 50 ride heading West on River Road.



Great way to finish Loop Watch Training--a ride on the Louisville Loop!

Big Wheels Keep On Turnin'

by Andy Murphy, LBC President



The club had a ride on a rainy Saturday in September, that really was one to remember! The Kentucky Wheelmen, a division of the National non-profit organization "The Wheelmen" which works to preserve the history of antique bicycles, hosted the Official High Wheel Tour and 9 hardy LBC members went along for the ride. The ride started at the

Howard Steamboat Museum in Jeffersonville, Indiana, as part of the celebration of the 200th anniversary of the Steamboat. A portion of the ride traveled the recently completed Ohio River Greenway, a paved bicycle/pedestrian path along the riverfront in Jeffersonville. The tour stopped at a reproduction of George Rogers Clark's homestead. I asked the chick working at the cabin if this is where George Rogers Clark lived when he invented the Clark Bar--she didn't get it.

There were a total of 6 High-Wheelers aka "Ordinaries" and 2 "Safeties". The "Safeties" were very cool bikes--fixed gear bikes that are 100+ years old. Folks from Michigan, Ohio, Missouri, Indiana and Tennessee were on hand for the OHWT. It is really cool riding alongside these antique bikes. People stop and wave and take pictures.

Perry Finley "The Internet Sensation" rode a "Bone Shaker", a replica high-wheeler that Carson and Alison Torpey had brought along with them. My sources tell me that Perry was

seen at the Bardstown Road Bicycle Co. the Monday after the OHWT checking out the "Ordinaries". Word around the campfire is that he is actually planning to do a century on a high-wheeler! The name says it all--"The Internet Sensation".

Thanks to Carson and Alison for sharing this day with the LBC and thanks to The Wheelmen for traveling here to ride with us. I've said it before and I'll say it again... Life is good. Murphy



The Official High Wheel Tour pauses for a photo along the riverfront in Jeffersonville.



The Official High Wheel Tour pauses for a photo along the riverfront in Jeffersonville.



Perry Finley "The Internet Sensation" on the "Bone Shaker"



Murphy: I wish I knew more about this "Safety". All I know is that it is one beautiful bicycle.



At the George Rogers Clark home (repro) on the river in Jeffersonville. (all photos courtesy Andy Murphy)

Tandemonium IV

by Nita Bernat

There are lots of things you do in tandem on a tandem. First and foremost, you pedal in tandem, that is of course, if your pedals are in sync. You can power up in tandem or slow things down in tandem. You can signal turns, coast, chat each other up... - too many things to mention, all are done at the same time as your tandem partner.

There are also other things that are NOT done in tandem. Anxiety may not be done in tandem, or fear. Confidence and skills are not necessarily in tandem with your partner's.

When you're sharing a bike with another individual, you are not necessarily sharing the emotions that go along with the physical effort it takes to move on down the road. When you, as the stoker, are not making the choices or calling the shots as to speed, control, and comfort... then anxiety and, yes, fear,

maybe better said to be apprehension, can be one of the many emotions you may experience. We pedal together, but think and experience the same event very differently.

There are some tandem captains who are strong, competitive, confident and serious about their cycling. Some stokers have become incredibly strong since riding tandem, not very competitive, a little quirky and not all that serious. I'm not naming names but let's just say I know these folks well. It is amazing how team dynamics can make a weaker partner strong and take a stronger partner and show him how much fun one can have when it's not all get up and go.

The one common denominator that both captain and stoker can share is the enjoyment of riding outside, with friends, having fun, and being a part of a great bicycle club in this community.

LBC at the Midwest Tandem Rally

by Richard Heckler

On Labor Day Weekend, ten LBC members joined with over 750 other riders for the 36th annual Midwest Tandem Rally. Taking place near Ann Arbor, Michigan, our five LBC tandem teams enjoyed four days of cycling, food, fun, adventure and camaraderie.

While riding with over 370 other teams (representing 25 states and Canada) you could come across almost every make, model, color and size of tandem including triples, quads and even a quint or two. The ages of riders literally ranged from 1 to 83.

In addition to the diversity of riders, the blend of cycles was just as interesting. "Traditional" tandems, Recumbent tandems, Trike tandems, Two Trikes linked in tandem with separate gearing and braking, Tandems with tag-a-longs, Tandems with trailers, and the list goes on. I must say, while I am not particularly fond of mass starts, the sight of that many tandems taking to the road at once was pretty awesome!!

Routes originated in Ann Arbor, Michigan and ranged from 16 miles to 73 miles in length. With four days of events, you could pick from a variety of rides to suit your desires and abilities. Being a metropolitan community, there were parts of the routes in urban areas, much like Louisville. Fortunately, the routes also took teams on scenic rides along the Huron River and through several local parks, as well as a 10 mile loop around Island Lake State Park and Kensington Metro Park (the areas largest recreation areas). Sunday morning, we all skipped church and went straight to Hell, Michigan (see photo ==>).



Jeff & Chris White, Richard Heckler, Jody Patterson, Steve Mauer, Ron & Ann DePrez (photo courtesy Richard Heckler)

After the rides, in the vendors trade show area, you could view and purchase many "Tandem" specific products. You could converse with manufacturer's representatives and talk "tandem" with riders from all over the region. It was a great place to learn more about tandem riding and to learn of good areas with tandem-friendly terrain to visit and ride.

And, of course, there was FOOD. Three rides included ice cream stops. One concluded with watermelon. There were well planned lunch stops on Saturday and Sunday and a BBQ dinner on Saturday night; plenty of food to keep your "engine" going.

Interested?

While the LBC was well represented at this years event, we would welcome other teams to travel with us to the MTR 2012. Located in Middleton, Wisconsin, the next Rally will be held Labor Day Weekend, August 31-September 3, 2012.

More information at <http://www.couplesonwheels.com>

Come Ride With Us.



Back row: Brooks Hillenbrand, Richard Heckler, Ron DePrez, Steve Mauer. Front row: Connie Hillenbrand, MaryAnn Heckler, Ann DePrez, Jody Patterson. (photo courtesy Richard Heckler)

LBC at the Midwest Tandem Rally (cont.)

by Richard Heckler



Steve Mauer, Ann & Ron DePrez
(photo courtesy Richard Heckler)



Connie Hillenbrand (U of L) Jeff & Chris White
(photo courtesy Richard Heckler)



Jody Patterson, Chris White, Steve Mauer
(photo courtesy Richard Heckler)



Richard & MaryAnn Heckler, Jody Patterson, Steve Mauer
(photo courtesy Richard Heckler)



Brooks & Connie Hillenbrand
(photo courtesy Richard Heckler)

On Reaching 6000 CO2 Miles in Less Than a Year

by Tom Armstrong, LBC VP Education

It's been quite a year. After years of being a sometimes-I-ride-to-work guy, or my ride to work being on order of a mile and a half, I started really pushing myself to ride to work a few years ago.

I remember doing job interviews in 1996 and 1997, mentioning that I wanted to be able to ride my bike to work often with any new job. It probably cost me a couple of offers—"who is THIS nut, wanting to not use a car?" Still, it was and is who I am.

I am fully aware that there are things about working where I do that make for a better bike commute—I have a secure place to keep my bike during the day, a place to keep several changes of clothing at work, a laundromat next door so that I don't have to schlep clothing home to wash it, and a work environment that considers commuting by bike to be more-or-less normal. I don't have to haul piles of papers to do office work while at home. I don't have to haul boxes of tools to far-flung job sites. My ride to work takes less than an hour—about twice as long as it takes me to drive.

Last year, I started logging my miles on mycyclinglog.com. I tracked my utility miles as a subset of my overall miles, and found that I had ridden a bit more than forty-three hundred miles instead of driving (logged as "CO2" miles). I decided to do even better for 2011, and began an aggressive program of riding any time I could, including in weather I normally would shun. I bought better rain gear, which helped a LOT in April and May. I bought a bike that will accept studded snow tires. (I could put studded tires on my recumbent, but the front end is so lightly loaded that I doubt it would work well.) And I found that it works very well in inclement weather and for trips where locking the long wheelbase recumbent would be problematic.

I just passed the six-thousand-mile marker for riding instead of driving for 2011 the other night. It's October. I have another two months to amass utility miles. I'm a happy cyclist.

The IRS figure for vehicle expenses is fifty-one cents per mile. My 1994 truck is probably not that expensive to operate (no car payment for the last ten years, cheaper insurance and lower tax bills), so I'll use forty cents per mile for my illustration. By not using the truck, I've been able to reallocate over \$2400 this year. At the very least, I've been able to buy my new bike, Jenn's new bike (which has encouraged her to not drive the car some number of days), and an assortment of bicycle-focused if not bicycle-specific clothing (and better-tasting, more nutritious food, etc). Those bikes and clothes will last a good bit longer than one year, so future miles not driven will allow me to save that money or use it to work on my house or otherwise enjoy life far more than by buying gasoline. In two or three years of limiting my car use like this, I would be able to afford to buy a velomobile that would allow me to further limit automobile use.

I could go on about the money saved, the exercise benefits, the not-going-to-the-gym stuff, the social benefits, ecological benefits—you get the idea. At the core, though, my main benefit is that I like riding better than I like driving, and with a little change of planning focus I can enjoy getting to and from work a lot more than folks who grumble about their commutes with traffic jams on the Interstates.

Sure, there are folks who have many more bicycle miles. Good for them. I'm happy that they are able to organize their lives so that they can ride that much. For me, though, right now, it's good that I'm riding as much as I am instead of driving.

Tom, aka bikeolounger

New Rider Clinic Recap 2011 and announcement

by Tom Armstrong, LBC VP Education

By the time you read this, our fourth New Rider Clinic for 2011 will be complete. With this class, we now have roughly fifty new members of the Louisville Bicycle Club who have earned their memberships by successfully completing our classes. When you see these folks sporting their LBC jerseys, welcome them to our club. Ride with them a bit. Enjoy their love of adventure through cycling. Share some of your own enjoyment with them.

Folks who came to the New Rider Classes did so with a variety of backgrounds and goals, but they all wanted to become better cyclists in order to get more pleasure out of cycling. They WANTED to know where they are supposed to ride, how to use their shifting systems, what to do about a flat tire and much more. I am fond of saying that there is far more to riding a bicycle than balancing the bike, and this class gives folks a shortcut to some good foundational knowledge they can use to be safer and more self-reliant cyclists.

There will be some advanced offerings in the spring for those interested, too. Your Louisville Bicycle Club's Team Louisville bike racing squad will be offering pace-line training and more next year—watch the schedule for details.

This brings me to a point of some concern: On October ninth, a group of cyclists had a crash on River Road. I don't have all the details, but it seems one rider was having a hard time keeping a steady line while riding in that group. Whether this was due to

inexperience or some other issue, the point remains: If you cannot hold a steady line, stay out of tight groups. If you are in a tight group, and there is another rider in that group that is becoming a threat to the safety of the group, speak up. It doesn't have to be a nasty bark—it can be a, "Hey, dude, you're weaving around a lot, and that's dangerous!" instead of a, "Get the heck away from us!" scream.

If you don't know the other folks in that tight pace line, it's probably best to not be there unless you have a LOT of experience in pace lines. How does one get experience? I mentioned that the race team plans to do some classes on pace lines in the spring, and that's a great way to start.

On another topic: I have decided that it is time for me to step down as the VP Education. I've enjoyed helping folks learn about cycling, and will likely continue to do so in some way going forward. However, it has taken a lot of time, and I would like to feel like I'm really moved into the house Jenn and I bought in 2010 by the end of 2012. To get there, I will have to take time to do a fair bit of work around the house that I've already put off too long. I treasure the time and efforts of the volunteers who have made the Education program the envy of many clubs in the region. I want the Club to give full support to my successor. It's good gig, even if the pay isn't so hot.

Tom, aka bikeolounger

Touring Issues Roundup

by Charlie Drexler, LBC VP Touring

The Touring Committee met on September 27th, 2011. Nearly all of the Touring Committee was present. We also had a few invited guests. Stewart Prather and Donna Connell were present at the request of Andy Murphy. Mark Luking also attended to update the committee on advocacy issues.

Since the last meeting, the committee has been electronically reviewing the current Touring Program Guidelines. During this meeting, we reviewed a marked up version of the guidelines. Stewart Prather was present to provide his legal expertise. Particularly, we needed his guidance in helping the committee make revisions to the guidelines, which would help to limit the club's and ride captain's liability. Stewart's comments were very insightful and helpful. I think everyone on the committee came away from the evening learning something new. In the Touring Program Guidelines, most of the discussion centered on the following sections: Mileage Credit (trying to condense the guidelines), Inclement Weather (when rides should be cancelled and how cancellations should be announced), Emergencies, and Sign-up Sheet Requirements. The committee is nearly complete with its review. Our goal is to have the guidelines reviewed and approved by the Executive Committee in the coming months.

Next, the committee reviewed a list of Rider Responsibilities. This document will contain basic information for the new rider so that they will know how to best be prepared to come out and participate on club rides. We also hope to have this completed in the coming months.

We briefly discussed a preliminary Ride Captain Training powerpoint that has been started. I hope that the club will be able to offer some basic ride captain training to prospective ride

captains early next year.

October 31st marks the official end of the LBC Touring Season and Touring Year. So as the committee begins to think about next year, we discussed Touring Program Awards. You will have to attend the Annual Banquet in January to hear more about what the committee is considering for the 2012 Touring Season.

On September 25th, Mark Luking (LBC VP Advocacy), Tim Meyer (President of Southern Indiana Wheelmen), Gary Vanderhoff (LBC Member, Utica resident and concerned cyclist who helped organize meeting), Officer Scott Johns (Sheriff and head of Utica Police Department), Officer C.J. (member of the Utica Police Department) and I met in Utica to discuss concerns that the community of Utica has with regards to cyclists. We had a very good dialog. I think that we all came away feeling that the meeting was productive. For a complete recap of the meeting, I have posted Mark Luking's notes from the evening in the LBC website Members Forum.

I just took a peek at November's preliminary schedule. There seems to be a somewhat common theme to several of the rides. I believe I smell Bourbon! Yummm! Nice! In addition to the rides with a Bourbon Flavor, there is some camping, a candidate for the Mule Century, a Journey to Orleans, a Ramble in Bernheim and Wheeling into the Night! "Won't you come out and ride with us?"

As a final note, you will also see some local and regional races listed on the November Ride and Event Schedule. When I have the information, I will be adding race information to the schedule. I am sure all of the local racers will appreciate and welcome your encouragement.

PaCkMaN's Corner - "Crosstown Traffic"

There is a Jimi Hendrix song called "Crosstown Traffic" where he compares his object of desire and affection to a drive through a crowded city. The object of my desire for the years when I could ride was to ride with the Louisville Bicycle Club. And, face it, with the center of the club in eastern Jefferson County even moreso in the 1990s than now, my living west of Dixie Highway meant a lot of cross-town trips to most ride starts. For most people, that would have been a lot of gas and a lot of driving to get to the rides. But, as most club old-timers know, I did not drive. So many of those rides I did with the club in 1993-1998, involved first riding across town. I thought I would describe that a little bit.

I had been riding my mountain bike seriously on the road for several years before I ever heard of the Louisville Bicycle Club through a schedule left at Dixie Schwinn in November, 1992. It must have been the first time anyone from the club had crossed town to leave schedules west of Dixie because I stopped there weekly since 1989 for service or conversation and often checked out flyers on the counter. So I was experienced at planning rides and getting where I needed to be and allowing just enough time to get there. I did not act on that first flyer. There was another for January-February 1993. As I recall, there was no flyer there for March, so I decided to join the club and get one mailed to me and just show up.

The first ride I decided on was later in the year and actually a bit out of the way, being a joint ride with the Bluegrass Wheelmen starting in Frankfort. It was a 60-mile pre-picnic ride

and I almost missed it. I left home allowing almost four hours and took the route I had taken several times to Frankfort and beyond - the direct one on US-60, which was, coincidentally, about 60 miles. As I approached Frankfort, I realized that I would just miss the ride start by a few minutes, even with Wheelmen time. So, knowing the location of the picnic, I made a guess about the likely route, and I just intercepted the back of the ride in flight. I met the ride captain, Rory Whitaker, and rode in with him and another rider. With a four-hour ride home, I couldn't stay to eat. But Rory did have the sign in sheet with him for me to belatedly get mileage credit. I got home around 9 p.m. or so right at full dark, with a total of 176 miles.

More normally over the next four years were the ride starts in eastern Jefferson county the club routinely uses, clockwise on the map, Prospect Point, Crestwood Shopping Center, E.P. "Tom" Sawyer Park, Long Run Park, Floyd's Fork Park and Vettiner Park. Each of these were on an arc at least about 20 miles from my home by the most direct route. And always running short of time, I always took the most direct routes. It was, in fact, a fetish of mine (remember the theme I began with) to refine each route's directness to the absolute minimum by any path or alley I could find, shaving a tenth of a mile here and there. This was in the days of paper maps way before Google.

There was a difference between the first few years on the mountain bike and later on the road bike in terms of the time I

(continued p.20)

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Goals and Opportunities

by Melissa "Puddle" Hall

Sometimes I wonder why it is often so very difficult for many of us to do things that are good for us. You know, those things like not eating sugar and not gossiping and exercising regularly even when the weather conditions outside are less than ideal. Those things like practicing the Golden Rule in our interactions with others even when we feel cranky and want to be left alone. It seems there is always an excuse. For me the partial remedy, at least for the failure to exercise regularly, can be setting a goal, and I am lucky enough to belong to a club that offers so many goal setting opportunities to members.

The first thing that comes to mind when I think of bicycling opportunities are the bicycling classes the club offers for beginners. These classes are where I not only learned some basics that would help me be safer on the road, but were where I first became familiar with the faces and names of some of the club rocks: A. B., Steve Sarson, Tom Armstrong. It was my introduction to the cycling world and the LBC, other than my time with Eddie at his OKHT Time Trial training sessions. Two opportunities here: both as a mentor and the person being mentored. While I have never experienced it in the mentoring context, I think there must be a great sense of satisfaction for those that lead the classes knowing they have passed their knowledge and love of cycling on to others. Looking back, one of my first bicycling goals was to complete these classes. Each session, another woman from Scottsburg and I would take turns driving over to Louisville to attend. This was without a GPS and at night, so those who know me and my trouble in finding my way will appreciate how serious I was about attending. We were never made to feel silly or stupid or unskilled, and we met up with other new riders who were just dipping their toes into the cycling waters. I can still see Steve Sarson dressed in layer

upon layer of clothes up on the stage and hear the laughter as he talked about how to layer for rides to be more comfortable. But that is just one of the many, many opportunities that exist within the club umbrella. The LBC offers lots of other volunteer and goal setting activities besides education: ride captaining, volunteering for OKHT, serving as a Club Officer, and more. All of these are essential to the club, though I wonder if any are as important as that first contact with education.

Then there are the riding goals. You can set your hat on mileage and winning the yellow jersey or completing a certain number of club rides and getting club riding gloves or joining our President, Murphy, in using the new commuting log and seeing just how much you are impacting gasoline usage. You can decide to ride your first century or The Tour de Mad Dog, a series of centuries and time trials with specific rules and conditions. There is a group that goes to Texas Hell Week and a group that goes to complete RAIN, a 160-mile trek across Indiana. Other riders lead rides out of the state or away from the general Louisville area. There is the brevet series, a series of longer distance rides that help you qualify to do events around the world. There is the racing team where you can test your speed against others. There is the Challenge Series, a test of five century rides in a row. There are those who use the LBC to improve their riding skills for triathlons. So many opportunities and so little time. But as the weather causes me to find excuses not to go out and exercise and I sit inside watching the wind bend the tree branches and eat chocolate and read, I will begin to dream of spring and long hours on the bike and setting my bicycling goal for next year. What will it be? Who knows? There are so many opportunities.

Things that I've learned this riding season including the Tour de Mad Dog

by Nita Bernat

1. If you carry every possible tool and equipment you might need for something to go wrong on a century ride, nothing will ever go wrong.
2. If you eat at a Subway you can always sneak a little Powerade® into your bottle along with ice and water. Usually under the same dispenser.
3. If you think there is no way you can get strong and build muscle from riding after age 60...you are so wrong.
4. Getting a green sign with 4 other riders spitting their guts chasing you is everything. Getting a green sign when no one is around....hollow...really hollow.
5. Knowing that kindness and patience can endear you to your fellow cyclist more so than criticism and insolence.
6. Mr. Tuffy. A tire liner that will get you through a whole cycling season, and longer, without a single flat.
7. My new sella-anatomica leather saddle. Expensive but worth it. Brooks, Terry and other saddles are in storage.
8. I've learned that it is the same folks every ride who don't understand that if they would only move into a single file line it would allow cars to pass safely.
9. I've learned how to scare the bejeebz out of an oncoming dog before he scares the crud out of me.
10. Having a whole peloton of riders follow you into the finish of your last Mad Dog Ride showing respect for finishing in first place just like in to Tour de France.... it doesn't get better than that.

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

PaCkMaN's Corner (cont. from p.17)

had to allow. I could figure on averaging 16 mph on the former, being fresh in the morning, and 20 mph on the road bike, including traffic stops.

Louisville's road system is radially oriented. It is not friendly to short, straight routes across the city and county, either in the cardinal or intercardinal directions between points not directly through downtown. Cars generally wind up getting anywhere in large arcs on the ring highways, the Henry Watterson or the Gene Snyder ("Vote for Gene Snyder. He's your working congressman. He's our man in Washington. He's the man who get things done..."), which are barred to cyclists. The connections between the west and east are also restricted by having to get around the airport and rail yard located in the middle of the county.

In general, I rode the following routes.

To Prospect: Dixie Highway, 7th St. (which has changed a bit since then), Market St., Brook St., River Road. Being directly through downtown, this was one of the simplest and fastest commutes. At 19.7 miles, it was right at an hour more or less (road bike).

To Crestwood: This route bypassed the downtown area south of Germantown. I took Dixie, 7th, Hill St., Merriwether Ave., Shelby St., (an alley shortcut), Oak/Winter/Grinstead, Lexington Ave., Westport Rd., Rollington Rd., Ballardsville Rd. (22), LaGrange Rd. (146). The risk on this route was to be delayed by a train, which happened a few times. 24 miles or an hour and a quarter.

To Sawyer: The "Crestwood Route" to Westport and Freys Hill Rd. 19.7 miles.

To Long Run: The "Crestwood Route" to Lexington and Shelbyville Rd., then out Shelbyville to Flat Rock Rd. 24.5 miles.

To Floyd's Fork: The crow would fly over the middle of the 4-mile-long obstruction represented by the airport and rail yard in the road net. My route went through a tangle of small roads from Dixie Hwy., turning off at Gagel. (On the way home, I bypassed the narrow and heavily travelled Gagel for even smaller subdivision roads just to the north.) Hazelwood Ave., Bluegrass Ave., 6th St., Woodlawn Ave., Crittenden Dr., Phillips Ln. (between the airport and the fairgrounds), Larue and Franklin Aves., Belmar Dr., Trevillian Way, Taylorsville Rd., Old Taylorsville Rd., S. Pope Lick. 23 miles.

To Vettiner (and the old Tour de Gil): From Dixie Hwy., Blanton Ln, St. Andrews Church Rd., Palatka, Southside Dr., National Turnpike, The Outer Limits, uh, I mean the Outer Loop, Beulah Church and Seatonville Rds. (1065), Lovers Ln., Billtown Rd., Mary Dell Ln. 18.5 miles.

I want to note that while I did everything to minimize distance, the time that it took was (almost) always the minimum consistent with traffic laws. I don't recall ever running a red light. I admit however to once racing, and beating, a train to the Westport Road crossing for a Sawyer Park ride I was barely going to make. I met it on my road bike at Frankfort and Lexington mid-train and, gradually gaining on the engines car-by-car, caught them and flew through the closed crossing gates at nearly 30 mph with 100 feet to spare. (Of course I recommend strongly against this!)

There was also a shortcut to Shelbyville Road that, eastbound, involved taking the sidewalk on a short, unnamed, one-way street/alley the wrong way that connected Shelby Street and Goss Avenue. (It looks like this has been redone sometime in the last 13 years to connect Goss directly to Shelby but one-way in the other direction.) I have a souvenir from that area. Once, on the way home from a ride, I came upon a crew working on the Shelby St. railroad crossing. They were cutting through the rails to replace some sections. I stopped to watch and then I noted and asked for a 6-inch section of rail lying to one side, which they gave to me. It weighed about 10 pounds in my backpack.

The ride home was my cool-down, no stress of having to be there at a set time. Twenty extra miles was generally of no consequence. In tallying my personal centuries, which also elicited my lust, the 40 miles or so added to a 60-mile club ride was often instrumental. The only thing I didn't do was light up a cigarette.