

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

January 2013

IN THIS ISSUE

President's Message	1
LBC Officers	2
New Members	2
NOTICES	2
Why I Enjoy Club Rides - Drexler	5
AWARDS BANQUET Coming!	5
Best New Rides Finalist	6
X-mas Under X-way - Murphy	8
Commuting - Murphy	8
VOLUNTEERS! CX Worlds	10
Bardstown Road Aglow - Murphy	11
Louisville Cycle Club - Torpey	12-13
1894 Bike & Swim - Torpey	16-17
2013 Officer Candidates	18-19
Proposed By-Law Amendment	19
PaCkMaN's Corner	20

Awards Banquet Jan.19
Cyclocross World Ch.
Jan. 29 - Feb. 3
Volunteers Needed!

The Louisville Cyclist is a 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
 Feb 2013 issue is Jan 15**

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



2012, Another Very Good Year!

by Andy Murphy, LBC President

As I look back, the Louisville Bicycle Club had a very busy year. In addition to the +/- 600,000 miles we rode collectively, our club members were actively volunteering as Bike Marshals on the Mayor's Healthy Hometown Hike, Bike & Paddle or lending a hand at the New Rider Clinics. We continued our clean-up efforts at Wayside Park. The Louisville Bicycle Club was well represented at the MS 150 and The Bike To Beat Cancer rides. The LBC Brevet Series had 6 Super Randonneur's this year. A Super Randonneur completes a series of 4 brevets, 200km, 300km, 400km and 600km.

In addition to a busy touring year, racing was front and center in the Louisville area. The LBC sponsored the Long Run Circuit Race as well as the Tuesday Night World's The Criterium Series at Iroquois Park. There were many club members who volunteered at the UCI Masters World Cyclocross Championships last January, as well as volunteering at the various racing events in the area throughout the year.

2013 will start with the traditional Polar Bear Ride, followed closely by the LBC Awards Banquet on January 19th - if you haven't registered, do so quickly as tickets are going fast! In late January and early February, Louisville will be hosting the UCI Elite Cyclocross



A jubilant rider celebrates as he crests Lily Pike!
 (photo courtesy Craig Dooley)

World Championships. Lots of Volunteer Help will be needed to make these races a success, so any and all help is appreciated! Check out the volunteer ad in this newsletter.

Whether you Captained rides, volunteered at the OKHT or rode with the club, thank you all for a great 2012 and we look forward to another great year of bicycling in 2013! If you are a spouse or significant other that tolerates our need to ride--THANK YOU!

This photo has been published before, but it is really cool and I wanted to share it with you again. This dude cresting the hill on Lily Pike really captures the spirit of why we ride--it's fun!

Happy New Year!

Life is good
 Murphy



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**YOUR CLUB OFFICERS 2012
(Executive Committee)****Andrew Murphy**

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president@louisvillebicycleclub.org

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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

Bush, Keith	2815 Sandalwood Dr	New Albany, IN	47150	(317) 341-2465
Eifler, Tom Jr.	122 Fairfax Av	Louisville, KY	40207	(502) 558-2323
Iglehart, David & family	4807 Clipping Ct	Louisville, KY	40241	(502) 681-4748
Picotte, David	4600 Beaver Rd	Louisville, KY	40207	(518) 522-9355
Rosenthal, John	1406 Isabella View Ct	Louisville, KY	40023	(206) 778-3149

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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Why I Enjoy Club Rides

by Charlie Drexler, VP Touring

I hope that everyone in the Club has had a Very Happy Holiday Season and a HAPPY start to the NEW YEAR!!!

I received an email recently via the club's website from an old friend. The email went something like this:

Are you the same Charlie Drexler who rode with James in the early 1990's?
If so, we rode our first century together and the century to Bardstown in 1992.
I just turned 75 but I think you and James were considerably younger.

I hope that this coming year will enable me to see this old friend again.

This email has caused me to ask myself, a question. Why do I enjoy the club's group rides?

- 1st, Club rides are Social, the camaraderie of riding as a group. We gather together as a group of like-minded individuals to do something that we all enjoy. I personally have met and become friends with a very diverse group of individuals from the club. Strong, Deep, Lasting Personal Relationships have developed over the years.
- Club rides are a great way to learn how to ride safely.
- Club rides provide a way to learn our bikes and learn how to do those on-the-road repairs that we all find ourselves needing from time to time.
- There is Safety in riding as a Group.
- Club rides provide an opportunity to see and experience parts of our surrounding area that I might not otherwise get to experience.
- Club rides help to provide me motivation to set aside time for exercise.
- I just plain enjoy riding my bicycle.

I would be happy to hear your reasons why you enjoy the club's group rides? Drop me a line or submit your own newsletter article. If you have suggestions on how the club/group rides can be improved, I would be happy to hear your suggestions as well.

Ride Safe and Have a Happy New Year!
Charlie

LBC Annual Awards Banquet — January 19, 2013

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.

This year's banquet will feature some nice door prizes, drawn at random, including two \$250 gift certificates and two \$100 gift certificates to local bike shops, and lots of other cool stuff.

ONLY THOSE WHO REGISTER ONLINE ARE ELIGIBLE FOR DOOR PRIZES!

The banquet will be held again at:	6:00 p.m. - Reception and Cash Bar
	7:15 p.m. - Buffet Dinner
Big Spring Country Club	8:00 p.m. - General Meeting, Awards, and
5901 Dutchmans Lane	Election of Officers for 2013
Saturday, January 19, 2013.	10:00 p.m. - Adjournment

Cost is \$10 per person for the buffet dinner until 9 p.m. Jan. 16th or \$15 at the door.

To RSVP online, please visit:

<http://louisvillebicycleclub.org/ViewEvent.ashx?eventId=570435>

Best New Ride Finalist 36-65 miles: The First Annual Cedar Lake Metric Century by Richard Heckler

Held on Saturday, May 19th, it was a great day for cycling, with a good turnout of nearly 40 cyclists for this NEW RIDE.

Included, in our group, were 6 riders from from West Virginia. While they had planned on participating in the now cancelled "Gran Fondo" event, they still chose to come to Louisville and visit. Group member Larry Storkey said, "We enjoy cycling and exploring cities that we have never been in before." And "We found your ride on the Club Website and thought we would give it a try."

While comments about the ride, the route and the destination seemed to be positive, it turned out that the 63 mile ride was tougher than some had expected. Surely, the higher than normal temperature influenced those comments. Or, maybe it was the climbs, including Sleepy Hollow and Highway 393. Nonetheless, "Thank You" to those who offered comments.

Prior to the ride start, brief comments were offered from Jim Richardson, retired CEO and President of Cedar Lake Foundation. Jim expressed his thanks for our interest in Cedar Lake and continued by explaining how Cedar Lake helps and supports persons with intellectual and developmental disabilities.

At the Lodge, Cookout Chef and Cedar Lake Lodge Facility Administrator, Nathaniel Meade, commented on how much food hungry cyclists can eat, stating "I had to put the grill into overdrive when you guys came in."

Chris Stevenson, current CEO and President of Cedar Lake Foundation, was also present at the Lodge during our visit and showed his gratitude for the presence of our group at the Art Fair as well as the interest we had shown towards the residents

of Cedar Lake Lodge.

All in all, the First Annual Ride to Cedar Lake was a "win/win" for everyone, a new route/ride for the cyclists, as well as an introduction to Cedar Lake and the services that they provide for our community. The residents were happy to see and interact with us. And the money that we spent there helped make the "6th Annual Cedar Lake Arts and Crafts Fair" a success.

Please plan on joining us next year for the "SECOND Annual Cedar Lake Metric Century: A ride to the Cedar Lake Lodge Arts and Crafts Fair and Sale".



From a previous Ride to Cedar Lake, clockwise from left: Mary Ann Heckler, Eric H. (Cedar Lake Resident and former student of Mary Ann), Richard Heckler, Brooks Hillenbrand, Ellen Mackin, Laura Trathenberg, Ron Deprez, and Ann Deprez.

(photo courtesy Richard Heckler)



(photos courtesy Charlie Drexler)

(Reprinted from July 2012)

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Christmastime Under The City!

by Andy Murphy, LBC President



On Saturday, December 15th, a group of 25 riders took a tour of the Christmas Light display at the MegaCavern under the city. Normally, this tour is open to motor vehicles only. Kelly McGill made arrangements with the MegaCavern owners to allow us to take the tour by bicycle before it was opened to cars. To

say this was cool, doesn't do it justice. From the seat of a bicycle, you really get a feel for the enormous size of this place.



Our group prepared to head down into The MegaCavern.
(photo courtesy Andy Murphy)

Although there were a few rough spots, the road was a lot smoother than I expected it to be. Hopefully, we can make this an LBC Christmas Tradition!

A big thank you to Kelly McGill for her efforts to put this outing together--THANK YOU KELLY! Also, thank you to everyone who made it out to join us on this little adventure!

It really is a wonderful life
Murphy



Heading into The MegaCavern.
(photo courtesy Steve Montgomery)



Riding along in the Fairytaleland that is The MegaCavern.
(photo courtesy Andy Murphy)



Although we weren't technically driving, this sign gives you an idea where we were. (photo courtesy Steve Montgomery)

LBC Commuters Group, December 16

by Andy Murphy, LBC President

As of December 16, 2012, 68 members of the Louisville Bicycle Club Commuters Group have registered 36,355.42 miles. We would like to thank everyone who takes the time to commute, then logs their mileage.

If you'd like to join, go to My Cycling Log here; <http://www.mycyclinglog.com/> Register -IT'S FREE-and click on the Louisville Bicycle Club group, then click on JOIN. Remember, WE'RE ONLY TRACKING COMMUTER MILEAGE. If you decide to join the group, you should only log rides that are

legitimate commutes--trips that you could've taken by automobile but chose to ride your bicycle. Please don't log training rides or mileage accrued on LBC rides. Riding to and from club rides would count as a commute, but not the mileage on the ride itself.

There will be no LBC Awards associated with the Commuter Program. There will be no "Winner" for most Commuting Mileage. We appreciate folks commuting and taking the time to log their rides.



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UCI Masters World Cyclocross World Championships
January 29 – February 1, 2013

UCI Elite Cyclocross World Championships
February 2 – 3, 2013

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A proud member

Bardstown Road Aglow

by Andy Murphy, LBC President



Ms. L and I attended Bardstown Road Aglow on December 1st. This is an evening of celebration to kick off the holiday season at the businesses on Bardstown Road. It was really cool to see so many people out and about enjoying the 60 degree weather in December! The

two bicycle shops on Bardstown Road, Parkside Bikes and Bardstown Road Bicycle Co., stayed busy. While we were hanging out with Carson and Alison at BRBC, we met Kathy

Lee Jarvis. Kathy Lee was the President of the club in 1988. Of course, in 1988 we were known as The Louisville Wheelmen. We chatted about how bicycling has changed over the years and I invited her to join us for some rides.

Later, at Papalino's Pizza, we enjoyed a slice of pizza and a cool beverage as we basked in the glow of Bardstown Road Aglow.

Life is good, Murphy



Checking out the bikes at Bardstown Road Bicycle Co.
(photo courtesy Andy Murphy)



Holiday revelers check out the bikes at Parkside Bikes.
(photo courtesy Andy Murphy)

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The Louisville Cycle Club

by Carson Torpey



There have been many bicycling clubs in Louisville but three of them stand out; first was the Louisville Bicycle Club, which became the Kentucky Bicycle Club and existed between 1880 and 1884. This club was nationally known, had national class racing men and drill squads, and built the first bicycle racing track in the country.

The second club was the Louisville Cycle Club, 1888 – 1897. This club was probably the most successful of all the clubs prior to 1900 and still is a model for the perfect “dream” club. Its existence corresponded with the transition from the high wheel bicycles to the safety bicycle but by the time of the introduction of the pneumatic tired bicycle in 1892, the club was losing its clout.

The third club is of course is our own Louisville Bicycle Club (formally the Louisville Wheelmen). It is difficult to put an exact date on the beginning of this club but it can be traced to the riders of the 1940’s and 1950’s who may or may not have had an organized club but surely kept the club spirit alive.

You can read of the Louisville Cycle Club (LCC) in the LBC’s history by Joe Ward on our club’s website. Here I would like to share some more of their activities and what made them the “dream” club.

Articles about cycling were infrequent in the years just before 1888 but in this year they began to appear on a weekly bases again, perhaps because someone took on the job of writing the column. (I believe it was the LCC vice-president G.E. Johnson.) The first news is that the Louisville Wheel Club has suspended operations in 1887 and not because of bankruptcy but because too many of its officers have left, having taken positions in other cities.

There was a move afoot to organize a city league for all riders and all of those interested should leave their names with Orth Woodruff at Lewis’ Hat Store on Fourth Avenue. There were to be no fees for joining but each rider was requested to leave twenty-five self envelopes with Mr. Woodruff and he would mail them out with a notice of the week’s Sunday run included in each one. For week after



G. E. JOHNSON.
 (Has held all the offices of a Push-Bak.
 Claims to be better looking than his
 picture.)

G.E. Johnson Courier-Journal bicycle editor and club member
 (photo courtesy Carson Torpey)

week, many of the club rides were out to Shelbyville, Charlestown, Corydon, Shepherdsville, Beard’s Station, and Middletown, to name a few. For all purposes the city’s bicyclists were acting like they were members of a club. There were about fifty “members” of this new club. Membership would eventually reach one hundred.

Finally, in August, a meeting at the Alexander Hotel was called and thus began the Louisville Cycle Club. The By-Laws and Constitution were worked out. Dues were set at fifty cents per month with an initiation fee of \$2. The first officers were; H. B. Tleson, president; G.E. Johnson, vice-president; W.E. Castle, sec.-treas.; A.J. Lamb, captain; C.L. Crush, first-lieutenant; P. Allison, second-lieutenant; and C.Y. Lucas, buglar. There were twenty-one names on the membership roll.

Within a few weeks, the club was invited to take part in a parade and the club requested that all members wear

white helmets and light-colored knickerbockers, although long pants would be acceptable. While Sunday club runs were the main focus of the LCC, the members wanted a bicycle racing track and joined in with an athletic association to sell shares of stock, at \$50 each, to raise the money. Money was raised quickly despite the high cost. A track was eventually built at the Fair Grounds on Third St. (now the Wilder Park neighborhood)

The club was stable enough by 1889 to pick a club uniform, a club badge, and to offer a gold medal for the rider with the most club miles for the year. The uniform would be of a blue yacht jacket and knickerbockers, dark blue stockings, light colored shirt, and blue cap. Several years later, the uniform would be changed to all black. The club took a voice in keeping bicyclists from riding on the sidewalks. Even so, Police Chief Wood sent copies of the ordinance to the club requesting that the club’s members obey the law. Just like today, the LCC was taking the “heat” for all the wrongs committed by the city’s cyclists. They also supported the bell and lantern ordinance. They spoke out against the water-wagons leaving the streets mired in mud especially after President Tleson “wiped up the earth” after sinking into a slime hole at Second and Walnut left by the sprinkling cart.



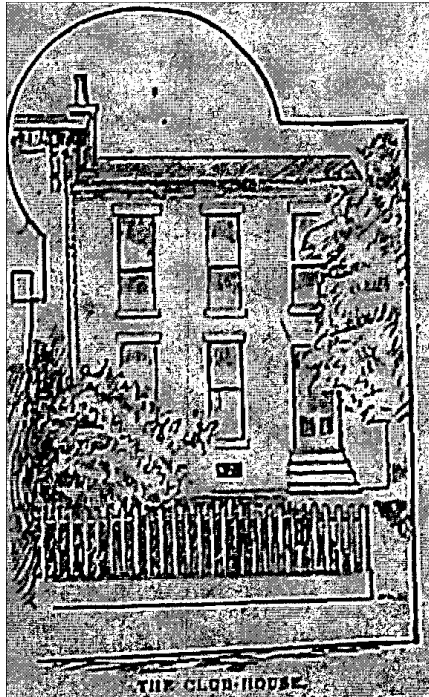
H. B. TLESTON.

H.B. Tleson, president for first 6 or 7 years
 (photo courtesy Carson Torpey) 1

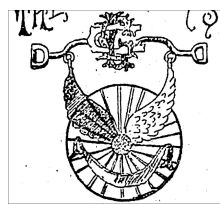
The Louisville Cycle Club (cont.)

by Carson Torpey

After “struggling along” for a year without a clubhouse of their own, Lieut. Chas. Lucas’ mother has offered a residence at 716 Second Street at a nominal rental. (This is now on Second St. just south of Chestnut St. behind the L&N Credit Union) Club dues and fees doubled at this time! The clubhouse had two parlors, carpeted and with comfortable chairs, and bright fires in the grates, a wheel room for storing the bikes and an attentive janitor to keep the place running. Eventually they would add a gymnasium, which includes a dance-floor,



The LCC club house on Second St
(photo courtesy Carson Torpey)



The Louisville Cycle Club badge

billiard room, bathroom and lockers on the two-story addition. The front door had a stained glass panel with the club’s badge in the design. The clubhouse was used as a place to begin the Sunday ride, a place to entertain visiting wheelmen, as a headquarters for special events, as well as a place for “hanging out” and hosting the club parties. One of the more successful off-season social gatherings was for a “smoker”, cigars, cigarettes, and pipe tobacco supplied for their various guests.

The LCC was responsible for most of the races early on. They got the sanctions and helped pay for the construction of the tracks so their members would have a place to race. It was also a way to raise money for the club. Called “tournaments”, the day’s events might include a parade through downtown streets and a dance late at night.

The LCC did not allow women to be members. Bicyclists of the high wheel were all men and the question of women members never came up until the use of the safety bicycle began to increase. Then question of women membership did come up but was put off and instead it was decided to invite women to the clubhouse on Thursday nights, ladies night, which became very successful. There were also many dances and parties during the winter months for which women could attend.

Parties were not confined to the clubhouse. The LCC would also attend plays or the orchestra as a group. The hall would be decorated with the club colors. Once at a dinner, the main dish, a meatloaf, revealed the letters LCC when sliced open.

Captain Lamb was transferred out of town by his job at the L&N Railroad and Tom Jefferis became the new Captain. While Lamb was captain, the club rides were usually long all day rides with stops for dinner, as lunch was called back then, and when he called for a ride, he was there leading the ride himself. Captain Jefferis, however, seems to have his racing taking priority. Most runs were now all in town, ten to twenty miles instead of the usual forty to fifty miles, although some riders did accompany him on an occasional long training ride. He was a busy man though, away or in town at many races. He won every local race of all distances. He was Champion of the South having won a one hundred mile road race at Memphis, Tn. He also held the record for riding one hundred miles in the least amount of time. Along with his brother, Howard, he was co-owner of Jefferis Bros. bike store.



A.J. Lamb, LCC Captain and state racing champion
(photo courtesy Carson Torpey)

In the July 11, 1892 Courier-Journal makes note that the “club run” has worn off. Things were beginning to change. The club was still organizing tournaments and social functions but the newspapers report little of the riders anymore other than the club officers. This was the time when many more clubs begin forming in the city. The LCC always prided itself on having a club of members of high standing in the Louisville community and with the numbers of riders of all economic classes growing, the club was losing its importance. In 1893, enough members did not renew their memberships that the LCC was forced to give up its clubhouse for lack of funds and thus began a move to rented spaces around the city. By the time of the 1896 National Meet, the club was in existence only to provide the club connection to the LAW as required for the event. The only members were the officers and even President Tileson had left his position two years earlier.

For its short years, the Louisville Cycle Club left a mark on the city. It kept alive the “romance” of the club ride out of the city limits and into the countryside. It helped in the construction of three bicycle tracks. It was the only club in Louisville to have its own clubhouse. It was a political force in its strive to have better roads and protect the rights of cyclist to use the roads. And finally, its work lead to the city of Louisville securing the LAW National Meet of 1896 at the height of the bicycle boom.

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1894 Bike & Swim

by Carson Torpey



The 1894 Kentucky Division of the League of American Wheelmen met in Owensboro, Ky. Many attending the meet took a steamer down the Ohio from Covington with stops along the way. They stopped at New Albany, Ind. to watch the bicycle races, then at Louisville to pick up the Louisville people, then at Evansville to watch more races, and finally at Owensboro for the meet. On the way back, the boat hit some low ground at Madison, Ind. and sank, sending the sleeping passengers out in their night clothes into the cold water. Luckily, the water was not too deep, the boiler did not explode, and everyone was saved.

Can you pick out A. D. "Pap" Ruff out of the crowd? He rode his bike to the meet from Richmond!



AT THE KENTUCKY DIVIS

andems was splendidly carried out. From the beginning the pace was men will be heard, and their influence make itself felt in legislation. It is a



AT THE KENTUCKY DIVISION MEET AT OWENSBORO.

andems was splendidly carried out. From the beginning the pace was men will be heard, and their influence make itself felt in legislation. It is a



SWIM MEET AT OWENSBORO.

Toft rode a Humber tricycle, and was splendidly paced by a tricycle, and

DIDN'T KNOW THE RECORD WAS BROKEN.



AT THE KENTUCKY DIVISION MEET AT OWENSBORO.

Madona was splendidly carried out. From the beginning the pace was even will be heard, and their influence make itself felt in revolution. It is a Toft rode a Humber tricycle, and was splendidly paced by a tricycle, and DIDN'T KNOW THE RECORD WAS BROKEN.

Club Officer Candidate Statements

From the Nominating Committee

With one election already under our belts this year, we now need to focus our attention on another decision for 2013. The search begins for qualified nominees for the elected leadership of the Louisville Bicycle Club. The members of the Executive Committee have a tremendous influence on the future of the LBC and should be selected carefully.

Donna Connell, Kirk Roggenkamp and I make up the Candidate Search and Nominating Committee, so if you're interested in serving on the Executive Committee or if you'd like to nominate someone you believe should be considered as a candidate, please contact one of us. We will answer any questions you might have about the process, and will gladly include you or your nominee on next year's ballot. The duties of each office are described in detail in Article V of the club by-laws, which is available on the home page of the LBC website. In order to be considered for nomination, interested parties should send me a candidate statement no later than December 15th so that it can be published in the club newsletter for January. Election day, as always, is at our annual banquet which will be held on Saturday, January 19, 2013 at Big Spring Country Club.

The current officers are listed below. All of these positions are available for nominations by any and all interested individuals who are members of the Louisville Bicycle Club.

President: Andy Murphy
 Secretary: Dianna Palmer (Decker)
 Treasurer: Mark Rougeux
 V.P. Advocacy: John Cummings
 V.P. Communications: David "Packman" Ryan
 V.P. Education: David Wittry
 V.P. Racing: Travis Kerns
 V.P. Touring: Charlie Drexler

Sincerely yours,

Susan Howell, Nominating Committee Chair
 susanhowell@insightbb.com
 Donna Connell, Nominating Committee Member
 dcgpaint@bellsouth.net
 Kirk Roggenkamp, Nominating Committee Member
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Candidate for President

Andy Murphy

My fellow cyclists,

I write this statement to ask for your continued support for me as President of the Louisville Bicycle Club. Having served as your President for 3 years, I hope you know me as a hard working individual who is trying to be the best representative I can be, for all of the bicyclists in our community. Whether you are a racer, commuter, recreational or touring rider, I will strive to represent you.

If the membership of the club sees fit, I would like to continue as your President in 2013 and I humbly ask for your support.

Thank you for your consideration.

Life is good
 Murphy

Candidate for Secretary

Dianna Palmer

I can't believe it's been a year that I have served as your Secretary! It has truly been an honor to be an officer of this club. As your secretary and a member of the Executive Committee, the past year has included enhancing the electronic membership and renewal notifications to be more friendly and informational messages, converting previous LBC documents to digital format, and maintaining the club minutes and the membership roster. If you should choose to honor me with re-election, I pledge to continue to do all tasks that are required of the office of Secretary, and I promise to further the purpose of the Louisville Bicycle Club. Since its founding in 1897, the purpose of the Club has been to promote recreation, health and mobility through cycling and cycling-related activities.

If you believe that my continuing to serve in the office of Secretary would benefit the LBC, I humbly ask for your support.

Respectfully submitted,
 Dianna Palmer

Candidate for Treasurer

Mark Rougeux

I would like return as your treasurer in this coming year. 2012 has seen the club move into the digital age with it's finances and I would like to continue our move in that direction. In addition, there are a few unfinished projects I'd like to complete on the club's behalf. I like the direction our ExComm is taking the club, encouraging ride captains in putting on all sorts of rides, and moving towards greater transparency. I welcome your comments and suggestions, and ask for your support.

Thank you,
 Mark Rougeux

Proposed By-Laws Amendment

The Executive Committee of the Louisville Bicycle Club wishes to offer the following amendment to the by-laws of the club at the annual meeting on January 19. In accordance with Article VIII of the by-laws of the club, notice is hereby given of the proposed amendment, which reads as follows:

"In consideration of election, or appointment, to a leadership position with/for the Louisville Wheelmen, Inc., d/b/a Louisville Bicycle Club ("LBC"), all such members of the Louisville Bicycle Club agree and consent to return to the LBC, within 15 days of their leaving their position, all files, records, data and documents (whether electronic or printed) including all backup files, (collectively referred to hereafter as "records") provided to them or created by them in the performance of their duties for the LBC. Such members agree that all such records were created for the sole benefit of the LBC and are considered "work for hire" and are the sole property of the LBC in which the member acknowledges they have no individual ownership or proprietary interest.

Records to be returned include contact data (names, titles, addresses, telephone numbers and email addresses) for individuals and/or institutions connected to the performance of duties by the member for the LBC."

Club Officer Candidate Statements (cont.)

Candidate for VP Advocacy John Cummings

I am a candidate for VP-Advocacy. If reelected to this position by the membership my intentions are to continue to promote bicycling much in the same manner that I have for the past several years. That is, by continuing mentoring new cyclists encountered during club and non-club rides along with continuing to provide assistance in the New Riders Clinics, SAG support during the Mayors Hike and Bike events, working with the Jefferson County Public Schools Bike Smart program and volunteering my time and efforts wherever I'm needed including the OKHT.

I intend to expand my efforts to further promote and protect the rights of bicyclist by attending, along with Murphy, bicycling related meetings with the local governments.

Candidate for VP Communications PaCkMaN

My opponents can't read, can't spell, can't talk. They put their bicycles on their car roofs like Romney's dog. I don't have an opponent so far but you surely must dislike them already.

If re-elected, I plan to continue redistributing the newsletter to all and asking those with many cycling stories and tips to contribute their fair share.

I cannot take credit for everything that has been done to enhance our communications outreach, especially on the web, but I appreciate and will continue to cooperate with anyone with good ideas.

Candidate for VP Racing Travis S. Kerns, Ph.D.

The Louisville Bicycle Club has been a great group of friends and has provided me with the opportunity to race and help in leading the racing team. I have thoroughly enjoyed being a part of the LBC and Team Louisville for the past 5 years and look forward to seeing what 2013 will bring. 2012 was my second year serving the LBC as VP of Racing and I am happy to serve again in 2013 if the club so desires. Thank you for the opportunity to serve the Club in this capacity. Travis Kerns

Candidate for VP Touring Charlie Drexler

Dear Louisville Bicycle Club Candidate Search Committee:

My name is Charlie Drexler and I would like to continue to serve the club as VP of Touring. I would also like to thank the Executive Committee and the Club for the support that they have shown to me during the last year and a half.

My vision for my role for the VP of Touring is the following:

- Louisville has a diverse population. The Touring Program should nurture and encourage rides across the entire metropolitan area.
- I will work with the other Executive Committee members and work to promote the goals of the club's leadership.
- In the Spring of this year, I held the club's first ride captain training program and plan on having this training again next year.
- This was also the first year for the Best New Ride Contest. My hope is that this contest will continue in 2013.
- Help ride captains promote new rides that they add to the schedule.
- Look for ways to use the touring program to promote commuting.
- If elected for 2013, I would continue to work thru the Touring Committee to try to increase the number of rides that our club offers in the 35-70 mile range. I feel the club's touring program should have something for everyone from short casual rides to the long distance rides.

In closing, I have good organizational/computer/technology skills and feel that I could continue to help move the Touring Program forward.

Respectfully,
Charlie Drexler

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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 keep your address up-to-date online or advise the club secretary of changes.

PaCkMaN's Corner**Canadian Loop/Great Lakes 22-Day Tour, day 13,
Timmins to Chapleau, Ontario, September 2, 1993 (103 miles)**

It was a day of mixed emotions. It was really the first full day over the hump. Although I had turned my bicycle for home two days earlier, I could then still tell myself the previous two mornings that I was not yet at that point that one is inexorably withdrawing from an exultant adventure and returning toward hearth, home, work and routine. A train ride to Moosonee on the James Bay with my mountain bike and panniers chained to a pole at the train station 180 miles away had been the apex of my planned route, an express ride that went 4 hours into roadless Canadian subarctic wilderness of dwarf pine allowing a two-hour bus and boat tour of the mostly 1st Nations settlement and ride back to Cochrane the same evening. But the next day I still told myself that I was not yet on the return side of my three-week loop. A direct route to Timmins, the largest town in northeast Ontario, at 80 miles was too short for my taste and there were no good alternatives in the otherwise sparsely populated region. So I took a side trip on the northern road (11) toward Thunder Bay, passing Driftwood Truckstop for the first time, as far as Smooth Rock Falls to add about 35 miles and see one more place I might never otherwise see, or scout a little more of possible future longer ride one day. Only when I sadly turned around to backtrack to Driftwood was I truly on the way home. And this was the next morning, on the west side of Timmins.

(I once harbored the idea of doing an Atlantic-Arctic-Pacific transcontinental bicycle ride on the northernmost possible road route available, from Happy Valley/Goose Bay, Labrador, to Deadhorse and then Kenai, Alaska, which would have passed again through Cochrane and Smooth Rock Falls. The starting point is on "Lake" Melville, which is actually a 90-mile saltwater tidal fiord-estuary of the Labradoran Atlantic coast including Hamilton Inlet. Passing through a former turnaround point, even a minor one, would have been more satisfying than a mere turnoff point at Driftwood.)

So on that bright, sunny morning I set out on a 103-mile route that passed through just a few small hamlets. My wistful reverie however was disrupted within a few minutes by signs announcing that shortly there was no road for the next 8 miles. The surface had been entirely removed so that in some places several feet of gravel berm could be built to forestall the road sinking into the quagmire that is the state of the terrain in the three months between thaw and freezeup south of the permafrost line.

When I reached the construction zone, I was happy that I was on a mountain bike with all-terrain tires, 1.625" with center tread for the road and moderate knobs for dirt. I was thinking about the skinny-tire bikes ridden by LBC members on rides that had over the summer been my first with the club and the problem they might have been on the only road for 50 miles on either side. The gravel was thumb to fist-size on top. It was nevertheless a bone-shaker. About 3 miles in, I saw a large long dump truck coming fast. Sure enough, he threw a rock I'm pretty sure came from a tire rather than the load. I ducked my helmet forward and it struck me square in the hollow of my left shoulder, which I felt for the rest of the day. (Wrap-around sunshades many of you might remember covered most of my face.) Otherwise, the road (Highway 101) was smooth and idyllic.

I brought sandwiches from Timmins and at about the midway point, I spotted a roadside rock outcropping to stop for lunch. I wanted to take a half hour to just sit and savor the pine smell, the arctic watershed, just being so far from the big cities, traffic to and from and between them and the coincidence that I was riding about 101 miles on highway 101 until the next turnoff, as well as my sandwich.

For the last 90 miles, not much happened, which is what I wanted. I reached Chapleau at the intersection of 101 and 129 around dusk. From there, I could have cut miles from my planned loop had I been running behind by going straight south. But the extra effort I had made on the 10th day to reach Cochrane had kept me right on schedule. After food and a night's rest, I would continue west to the eastern shore of Lake Superior, the fourth Great Lake of my trip.