

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

July 2012

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Please Click on Our OKHT
Sponsor's Ads!

*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,
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502-447-7814.*

**Deadline for the
Aug 2012 issue is July 15**

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



OKHT Registration is open!

by Andy Murphy, LBC President

Registration for the 35th Annual Old Kentucky Home Tour is now open! We'll be doing the entire advance registration process electronically this year. You can access registration by going to the LBC homepage here; <http://www.louisvillebicycleclub.org/> Hold your mouse over the OKHT tab on the menu bar and select Registration and Information in the dropdown box to access the registration page. When you are registering, make sure to select your commemorative OKHT jersey, T-shirt and Saturday evening Bar-B-Que or Vegetarian dinner.

Around The Town Carriage Rides will be providing complimentary horse drawn carriage rides for our guests in Bardstown on Saturday. Entertainment will again be provided by Another Colour. As usual, we'll have the Beer Garden and ice cream vendor on the lawn at Spalding Hall. The Bourbon Ice Cream Sundae that the ice cream dude makes is nothing short of incredible!

Keep an eye on the LBC facebook page here; <http://www.facebook.com/LouisvilleBicycleClub> I'll be posting OKHT updates there.

If you would like to volunteer, this will also be done on the club homepage. At the bottom of the dropdown box under OKHT on the menu bar, you'll see Volunteers as one of the selections. Click on Volunteers and you'll find the list of jobs we'll need to get covered to make the OKHT a success. It is important that our volunteers register for their duties.

A new OKHT Sponsor, Parkside Bikes, has donated a FUJI Roubaix Road Bicycle to be given to a lucky volunteer! That lucky volunteer will be drawn from the registered volunteers, so, if you want a chance at a new bike, make sure you register to volunteer! T-shirts are complimentary for our volunteers, but if you want to order a jersey or Bar-B-Que or Vegetarian dinner, while you are registering would be the time to do it. If you want to volunteer for more than one job, you'll have to register for each job individually.

If you have any questions or need more information, feel free to give me a call or send me an email.

Thank you all for your past support of the OKHT and we look forward to another successful ride!

Life is good
Murphy



EMAIL NEWSLETTER DELIVERY

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Keep your membership and email information up-to-date by editing your member profile at:

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

Thanks for your cooperation!

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**YOUR CLUB OFFICERS 2012
(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

Beams, Wes & family	4404 Twillingate Ln	Louisville, KY	40241 (502) 475-2121
Cooper, David	3726 Hillsdale Rd	Louisville, KY	40222 (502) 423-1969
Gray, Ronnie	120 Redwood Dr	Richmond, KY	40475 (859) 582-6148
House, Shari	4109 Brownsboro Glen Rd	Louisville, KY	40241 (502) 648-6431
Keyzer, Pieter & family	1171 Gateworth Way	Louisville, KY	40299 (502) 689-5498
McMonigal, Timothy	10030 Chenoweth Vista Way	Louisville, KY	40299 (502) 445-5286
Minor, Steve	623 Sunnygate Pl	Louisville, KY	40223 (502) 345-8001
Murphy, Patrick	2232 Sunrise Cir	Shelbyville, KY	40065 (502) 321-0226
Omary, Donald	3514 Ridgetop Ct	Louisville, KY	40241 (502) 298-4136
Peterson, Joanne	605 Quails Run #C3	Louisville, KY	40207 (405) 250-2330
Potempa, Julie	507 Foxwick Ct	Louisville, KY	40223 (502) 640-8922
Reome, Jim	847 Minoma Av	Louisville, KY	40217
Schultz, Gregory & Kathleen	10622 Irvin Pines Dr	Louisville, KY	40229 (502)457-0170
Sims, Ted & Patricia	3209 Springcrest Dr	Louisville, KY	40241 (502) 240-9374
Swilley, Marty	2774 Kings Church Rd	Taylorsville, KY	40071 (502) 693-0620
Utterback, Tom & Amy	510 Oxford Place	Louisville, KY	40207 (502) 807-8667

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PARKSIDE

BIKES

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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Spring Hike, Bike & Paddle

by Andy Murphy, LBC President



The Mayor's Healthy Hometown Spring Hike, Bike & Paddle was held on Memorial Day, May 28th and was a smashing success! The crowd was estimated at 8000+ and for the most part, everything went smoothly. The Paddle portion of the event is really expanding and is a wonderful addition to the day's activities.

Team Louisville was on hand to help with bell and light installation--thank you guys! As usual, a large number of LBC members served as ride marshals. I've been asked by the mayor's office and Metro Parks to extend a sincere thank you for all your efforts--THANK YOU! Gil Crenshaw filled in for me, serving as roving SAG support with John Cummings. I

really needed to ride my bike and Gil was kind enough to cover for me so I could get in a much needed ride. Thank you, Gil and John!

Seeing so many bicycles on the road makes me think how cool it would be if we could see that many bikes out on a daily basis. Louisville is making strides toward becoming more bike friendly. The best way to help make that happen would be to use your bicycle in your daily travels whenever you can. That might mean riding to work once a week or riding to the grocery store once a week. We have the power to change our world, one pedal-stroke at a time.

Life is good
Murphy



The start of the ride is pretty wild! (photo courtesy Andy Murphy)



Team Louisville after all the bells and lights are distributed. It's time to ride, dudes! (photo courtesy Andy Murphy)



The Mayor and The Murph' riding past the Big 4 Bridge. The Big 4 Bridge Bicycle/Pedestrian Bridge is scheduled to open in December 2012. Maybe this will be on the route next Spring!
(photo courtesy Mary Beth Brown)



It gets a little crowded on The Great Lawn.
(photo courtesy Andy Murphy)

A Good First Century

by Charlie Drexler, LBC VP Touring

On Sunday, June 3rd, Richard Heckler and myself captained a Good First Century. A total of 61 riders started.

The weather gods were definitely with us on this day. We just could not have asked for a better day. We had a cool morning start from Thurman Hutchins Park on river road and the afternoon was not miserably hot. Out of the 61 riders who participated, we had 14 first time century riders. Six of the first time century riders were not LBC club members. While I know of a couple of individuals who did not finish their first century, I believe the other twelve did finish and I believe that the ones that did not finish, will be out again to try another century.

The route was a little bit different from the previous Good First Century rides that have been offered by Andy Murphy and John Cummings. It was based on their great route, but took a longer loop thru Southern Indiana so that when the riders arrived back in downtown Louisville, there was only 50 miles left to the ride. To finish up, the riders went out and back to Farnsley-Moremen on the Louisville Loop and then made a side trip around the St James Court Fountain.

A big CONGRATULATIONS to those that completed their FIRST CENTURY! And I hope that all who came out had a good time. Richard and I are already talking about perhaps doing this ride again in the fall. So if you did not get to do this first one, watch for it again then.

As a side note, if you enjoyed the southern Indiana leg of the Good First Century route, you may want to check out the Childplace Rides that are offered on Tuesday evenings.



(photo courtesy Ann DePrez)



(photo courtesy Ellen Mackin)



(photo courtesy Ellen Mackin)



(photo courtesy Ann DePrez)



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American Lung Association - BIKE TREK TO SHAKERTOWN - September 15-17, 2012

 AMERICAN LUNG ASSOCIATION.



The Lung Ride

The American Lung Association's Bike Trek to Shakertown has it all! The Trek is a 2- or 3-day, fully supported bicycle tour through gorgeous Kentucky countryside, featuring beautiful routes, great food, live entertainment and a visit to historic Shaker Village of Pleasant Hill.

The round-trip route begins in Harrodsburg on Saturday, with an overnight for all participants at Danville's Pioneer Playhouse. Three-day riders will spend Sunday night at Shaker Village, where they will be treated to a fabulous "Shaker" dinner and evening entertainment. The 2-day option includes the Saturday night stay in Danville and a visit to Shakertown, where riders will catch a shuttle back to the start point in Harrodsburg.

Among the event's amenities are a gear truck for luggage, on-road repair service, free massages, rest stops with refreshments and experienced tour leaders who "bring up the rear" to encourage and support the slowest riders.



The Bike Trek attracts cyclists of all ability levels. Choices include a basic route of 30-35 miles per day or a more challenging 69-mile, moderately hilly ride on Saturday and a similar option on Sunday. Monday's routes will both be shorter.

Proceeds from the Bike Trek help fund cutting-edge medical research, patient services, education and advocacy for public policy in support of the American Lung 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: \$350 for the 3-day ride; \$250 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: 877-893-5864 or www.biketrekto Shakertown.org.

[Click to enter!](#)

University

A proud member

LBC Commuters Group*by Andy Murphy, LBC President*

As of June 19, 2012, 67 members of the Louisville Bicycle Club Commuters Group have registered 18,724.83 miles. We would like to thank everyone who takes the time to commute, then log 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 log their rides.

Life is good
Murphy

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Last month, we talked about the front end of a tandem team, the Captain. Now it is time to turn our attention to the second rider on that tandem, the Stoker. Before we begin, I should point out that I have spent most of my tandem cycling time on the front of the bike and have very little direct experience as a stoker. I have known a bunch of stokers over the years, however, and they provided the information that follows.

The Stoker toils under the hot summer sun or in the cold rain as Stokers have always toiled; feeding the fires on Riverboats, shoveling coal into the firebox of steam engines or cranking for hours on the back of a tandem. Stokers work hard and yet their efforts get little or no regard from other cyclists who assume that the Captain is the real cyclist and the Stoker a mere passenger. People who ride tandems know better, although nobody has stated the case better than the tandem Captain I met last summer stated it. "I like to think of my tandem as a fine Italian racing car," he said. "The engine is in the back."

True. The Stoker on a tandem bicycle may only have one major function, but it is important. The Stoker provides power, mile after mile, hour after hour. Because the stoker has no major distractions, he can concentrate on driving the bicycle forward, often with amazing results.

And yet, the poor Stoker often toils in obscurity, getting no love from other cyclists for the work that she does. It got so bad a couple of years ago on RAGBRAI that my Stoker was having to endure a daily diet of people yelling things like "Hey, the girl on the back isn't pedaling!" or "Must be nice to sit on the back and let him do all the work!" We knew that these folks thought that they were being funny, but the same jokes day after day, often from the same people, don't age well. In the words of Gus McCrae, "It just gets boresome." My Stoker learned to deal with it by putting her finger to her lips and saying in her best stage whisper, "Shhhh. Don't blow my cover."

Any Captain worth his salt knows and appreciates what he is getting from his Stoker and a good Stoker expects that her best efforts will be appreciated. A good tandem team is built on mutual respect and admiration and the pleasure of a job well done.

A good Stoker has her Captain's back always, either by putting in some extra effort when she feels that her Captain is tiring or by jumping out of the saddle to keep her Captain from looking bad when he has made a bad gear choice on a hill.

A good Stoker knows that he does his best work when he completely submerges himself in the team, taking his cues from the Captain, adding effort when she needs effort, soft pedaling when she needs him to do that.

A good Stoker handles the navigation duties, pinning a map or cue sheet to the Captain's back or slipping it into his jersey pocket for quick reference and calling out the course changes when necessary. The Stoker has time to study the map and quietly tell her Captain the things that the single cyclist rarely gets to know. "We stay on this road for two miles and then turn left on highway 524."

The Stoker provides a second set of eyes to perhaps see what the Captain might have missed. At highway crossings, both Captain and Stoker scan for coming cars, but the stoker calls out to the Captain "Car left!" or "Car right!" if there is a car or "Clear!" if no car is seen. The Stoker also calls out dogs, deer and hostile ferrets that might be a threat. While the Captain is maneuvering to keep a dog at bay, the Stoker can pull a water bottle and squirt the dog in the face; a potentially dangerous move for a single rider, but perfectly safe for a Stoker.

Sometimes, the Captain will ask for information. When making a left turn off of a busy highway, the Captain should glance over his shoulder but then concentrate to the front and let his stoker tell him if there is traffic behind them and what it is doing. The Stoker also handles the signaling duties, relieving her Captain of the need to take a hand off of the bars for that purpose.

In the last article, I said that the Captain should ask the Stoker whether she is hungry, thirsty or needs a potty break. But the Stoker needs to keep her Captain informed as well and make sure that she answers honestly and directly when asked. Four years ago, I was halfway through an 80 mile leg on RAGBRAI with a friend's adult daughter stoking. We were having one of those simply great days when everything goes right, speeding along and happily towing a string of single bikes in our slipstream. I was telling my Stoker what I needed and getting everything I asked for, but when I asked Sarah how she was doing ten miles from the lunch town, she said "I'm beginning to get a bit tired," Good Answer. Then Sarah said, "My heart rate has been at 140 for the past hour or so." Great answer. She was telling me exactly what I needed to know.

"Are you drinking plenty of water?" I asked.

"Yes I am, but my bottles are nearly empty."

Another great answer. She could have said something like "oh, I'm OK, I guess," but she gave me specific answers that added up to a statement that we had better slow things down if I wanted to get anything out of her after lunch. I quickly eased us off of the front and let our gaggle of singles speed on down the road while we slowed to a more comfortable pace to the lunch town. As a result, we were able to recover and ride strongly after lunch and finish well instead of limping miserably through the second half of the ride with a half dead stoker.

By the way, Sarah has gotten into hydration difficulties herself in the past and knows how devastating that is. When she rides as a Stoker, she quietly monitors how much her Captain is eating and drinking and urges her Captain to drink or eat when she feels that the Captain's output may be exceeding his input. When I am the target of this attention, I grumble quietly to myself, but I do as instructed and thank her for having my back.

Tandem Captains like consistency and are not fond of surprises and good stokers keep this in mind. Good Stokers warn their Captains before they do anything which might unbalance the bicycle such as sitting up to remove a jacket or put one on, swap water bottles in their holders, eat, or whatever. Any side to side motion on the part

Tandemonium #10: Toiling in the Captain's Shadow (cont.)

by Dave Spitler

of the Stoker is felt by the Captain; strong weight shifts from the rear produce oscillations up front that are more pronounced as the weight of the Stoker approaches the body weight of the Captain. Of course, this is a good argument for putting the heaviest and strongest rider up front, but the motion can be felt and the Captain has to fight it even when the Captain tips the scales at a brawny 200 pounds and the Stoker weighs in at 125.

Pedal motion is another place where good Stokers stand out. There are two pairs of feet on two sets of pedals but on most tandems, they must always turn together. A Stoker who does not keep up with her Captain drags on the pedals and risks not being asked to be Stoker again.

A Stoker should not try to think for her Captain. I used to tell my current Stoker to not think back there, just work. But that is inaccurate. The truth is that I DO want her thinking and telling me what she is seeing and thinking. What I really meant was "Please don't try to think FOR ME."

Even the most patient of Captains can get annoyed when her

Stoker stops pedaling suddenly or tries to start pedaling too soon. Why would a Stoker do this? Because the Stoker has just looked over the Captain's shoulder and seen a stop sign, brake lights or something else that tends to cause cyclists to stop pedaling, so she stops rather than stay loose on the pedals and wait for whatever the Captain is going to do. At such moments, Captains have been known to growl, "Gimme the \$&!!@#% pedals" when they are not able to do what they want to do because of a Stoker who has suddenly decided to lead from the rear.

When a fast tandem picks up a gaggle of single bikes, the Captain should let the Stoker handle any communications with the single riders. Due to the length of the bike, the Captain often can't hear what is being said back there anyway so he relies on his Stoker to pass along any information that he needs to hear.

The Stoker on a good tandem team is far from just being the "passenger on the back". A good Stoker has one very big job and many little ones, all of which help the team to function well.

A Review of the First Annual Cedar Lake Metric Century (cont.)

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 Trachtenberg, Ron Deprez, and Ann Deprez.

(photo courtesy Richard Heckler)

A Review of the First Annual Cedar Lake Metric Century (cont.)

by Richard Heckler



(photo courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)

Scottsburg-Hardinsburg Solo Century

by Melissa "Puddle" Hall

"There there is nothing like a wilderness journey for rekindling the fires of life. Simplicity is part of it. Cutting the cackle. Transportation reduced to leg – or arm – power, eating irons to one spoon. Such simplicity, together with sweat and silence, amplify the rhythms of any long journey, especially through unknown, untattered territory. And in the end such a journey can restore an understanding of how insignificant you are --- and thereby set you free." - Colin Fletcher, *The River*

One nice thing about solo century plans is that you don't need to plan around others. You can decide if you want to ride or not ride at the last minute, decide what time to start based on when you wake up and feel like riding, decide how fast to travel and whether to stop to take a photograph, and you can decide whether to stick with a planned route or go wherever fancy takes you. You can sing, fart, cry, or laugh and there is nobody to look askance at you or to whom you have to explain. Often I enjoy having company on rides, but sometimes it is nice to have the freedom a solo ride brings. And while it is not wilderness that I will be traveling through, it inevitably rekindles my "fires of life" and "cuts the cackle." Out here I can breath and think and sing. It is Memorial Day, and I decide to finally correct the original cue sheet for Hardinsburg using the GPS. It is due to be hot and I am not sure what stores will be open due to the holiday, so I plan ahead taking a few snacks and some extra water.



(photo courtesy Melissa "Puddle" Hall)

I have been reluctant to correct this route. Hardinsburg was put together during my side walk chalk days and it seems somehow wrong to redo it. The club did not have so many century options back then. I would head out on my own without a map using side walk chalk at turns so that I could find my way back. I had no map, no GPS, and was dependent on road signs, often missing, for road names. Normally I would head out 50 miles and turn around retracing my steps. Eventually, however, I began to get a feel for the roads and would delight in seeing

how they intersect and cross, forming a pattern. The cue sheets were designed using a mileage computer that was inevitably set by the bike store for 700C wheels, and at the time I designed this route I rode 650s. It was not unusual to be off a mile or more after a century ride, and Hardinsburg was no exception. Yes, I suppose it is time to make the changes so that when I put the ride on faster riders don't get lost. No, most of the riders have been kind enough not to chastise me, but it is time. And no, I won't lose the memories.

When I leave home, the air is already oppressive, heavy and thick. I know this will only worsen throughout the day. But the first part of this journey is fairly easy other than Leota Hill. I enjoy the feel of my muscles working and the sounds that lace the early morning air, bird cackles and songs, insects, rustling leaves from scampering squirrels and other unseen varmints. The greenness of the countryside and the indescribable beauty found along certain roads makes me ache inside with an odd longing...perhaps to be able to hold onto that beauty so I can take it out whenever it is cold and dreary or perhaps with thankfulness that I am here right now at this minute in this place? There are still patches of wild flowers and orange day lilies and daisies and I think how incredibly lucky I am to be alive and healthy and able to ride a bike through the midst of this countryside, unconcerned about anything but enjoying the holiday.



(photo courtesy Melissa "Puddle" Hall)

I think of the loved ones who have passed on and of the soldiers who died to give me this freedom, and I am thankful and respectful of their bravery and sacrifice. I think of my friend, Jason, who once told me on a ride that when he first read some of my articles, he wondered what in the world I was talking about. "Now I get it," he said. "Now I completely get it." And I am glad he sees the wonder and beauty of a ride through the countryside on a bicycle, and the camaraderie that results when friends are along for the journey.

Scottsburg-Hardinsburg Solo Century

by Melissa "Puddle" Hall

By lunch time, I am a mile off of the original cue sheet. Briefly I wonder how anyone had found their way with this sheet, but I know that somehow we did. I arrive at the Dutch Barn only to find it is closed, so I make my way up to the original store stop for this route: Little Twirl. Every time I come here I grin thinking of Jeff White assuming the stance of a ballerina, finger on top of head, spinning in circles. It is open and I treat myself to a chocolate milk shake and fries for lunch. For the first time I notice a copy of a magazine or newspaper article on the wall about a man, now deceased, named Davie Burns. Mr. Burns, a Lavonia native, evidently was quite the eccentric, and part of his eccentricity was riding his bicycle for long distances. I giggle to myself reading about him hauling a bale of hay on the front of his bike as it reminds me of something that Packman would have done had he ever needed a bale of hay. I think how strange it is that of all the times I have stopped at this shop and all the cyclists I have brought with me, nobody has noticed this article previously. Just one of life's little ironies, the ones I so treasure. How little we notice what becomes familiar to us.

Because the cue sheet has gotten so far off mileage wise, I have been diligently stopping and making corrections. It takes time to do this, but I am pushing myself hard when I ride, almost doing intervals, and it feels good to feel my lungs straining for air, my muscles aching as I ask them for just a bit more, reaching my maximum, easing off a bit, and then demanding more. There are times when I can force myself to ride this way and enjoy it, while there are other times that this type of riding is torture and I can't make myself go there. Never have I been able to find what makes the difference. Soon I reach Campbellsburg. Everywhere there are American flags lining the roads and I am reminded of Mayberry and small town America as it used to be or as I romanticized it to be. I descend the gigantic hill on Cox Ferry and remember my first descent down that hill when a doe and her fawn appeared, running effortlessly, gliding, immediately next to me for what seemed



(photo courtesy Melissa "Puddle" Hall)

like forever before veering right and melting into the forest.

Before you know it I am climbing the hill on Highland to get to the Red Barn Bait Store. That hill is one of those hills that you think about before you ever make the final decision to ride a route, and you think about it as you approach it hoping it doesn't hurt too much, or worse yet, defeat you entirely. While I often laugh and say that I have never met a hill I can't walk, I prefer it to be a decision I make and not one that is made for me by inability. Despite the heat, the climb goes well and I am pleased that I don't wimp out and give into using the triple when I know I don't have to do so. During the climb I think about the year I used this route for my Christmas Breakfast Century with Minner on his hybrid on a cold, rainy ride that ended a tad after dark. I think how odd it is that we find each other, we distance cyclists that somehow have an appreciation for and a need for long miles in often inclement weather, united only by the bicycle, not even by our hometowns: strange bedfellows in many ways. The road is sticky with sap from trees. I don't remember the roads ever having sap to where my tires were obviously sticking to the road making a sucking type of noise for long distances after rolling over the syrupy residue. I actually feel it pulling on the bicycle. And it can't be avoided. The sap crosses the entire road in places. Like a nightmare, the trees are bleeding sap. At times it hints of the smell of the Maple Syrup Festival when the sap is being boiled, and I wonder at what weather condition caused the trees to weep so this year and whether it is a good, bad, or neutral thing.

At the Red Barn I exchange a few pleasantries with Amos and down a cold drink before heading onto Delaney and Mt. Eden, two of my favorite roads. The climbing is light, the traffic little, and the scenery lovely. Next week I will share this ride with whoever shows for a scheduled club century, and I hope they will find the beauty here that I have found on a solitary journey on a special day of remembrance.



(photo courtesy Melissa "Puddle" Hall)

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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.

Bike Classes Reminder**David Wittry, LBC VP Education**

2nd Session Underway, 3rd Session Begins July 23. VOLUNTEERS NEEDED!

There are three 6-week programs in all. The second series is at Iroquois Park on Wednesdays beginning June 13. And the last class will be at Baptist-Milestone, again on Mondays, beginning July 23. The remaining schedule is below and on the website under Programs/Education.

As usual, we depend on volunteers to help us with this program. Even if you can only help for a few of the classes, please don't hesitate to attend. Your participation is very important!

See you there!
David Wittry, VP Education

**2012 LOUISVILLE BICYCLE CLUB
NEW RIDER / BIKE HANDLING CLASSES**

**SESSION 2: WEDNESDAYS, 6:15 PM - 9:00 PM, JUNE 13 THROUGH JULY 25
AMPHITHEATER PARKING LOT, IROQUOIS PARK**

**SESSION 3: MONDAYS, 6:15 PM - 9:00 PM, JULY 23 THROUGH AUGUST 27
4900 BOWLING BOULEVARD (NEXT TO BAPTIST EAST/MILESTONE)**

TOPICS TO BE COVERED INCLUDE:

Ses2 -- Ses3
----- or 7/23
A-BIKE BASICS- BIKE/HELMET FIT, TRAFFIC LAW, ABC QUICK CHECK.
----- or 7/30
B-GEARING/SHIFTING-LANE POSITIONING-PARKING LOT DRILLS.
----- or 8/06
C- FIVE LAYERS OF SAFETY- RIDING IN GROUPS-PARKING LOT DRILLS.
7/11 or 8/13
D- NUTRITION/HYDRATION/CLOTHING PARKING LOT DRILLS.
7/18 or 8/20
E- TOOLS AND BASIC REPAIRS - TIRE CHANGING.
7/25 or 8/27
F- WRITTEN AND ROAD TEST AND EVALUATION.

PLEASE PLAN TO ATTEND ALL CLASSES OF ONE SESSION.
MAKING UP CLASSES IN ALTERNATE SESSIONS IS DIFFICULT.

EVERY CLASS INCLUDES THE FOLLOWING:

- One hour of instruction by seasoned riders followed by practice on your bike.
- An easy, 5 or 12 mile "practice" ride with traffic, signals, stop signs, lights, busy roads, park roads, and subdivision streets.
- Class participants are split into smaller groups of similar ability with instructors in the front and rear of each group. Individual instruction / assistance is provided if needed.
- Rest stops if and when needed – nobody gets dropped or left behind.
- Follow-up discussion and evaluation after the rides.

Certificates of Completion will be awarded to participants who attend five of the six sessions AND pass the written and road tests.
Take-Home educational material is provided to all participants.
THESE FREE CLASSES ARE SPONSORED BY THE LOUISVILLE BICYCLE CLUB IN SUPPORT OF THE MAYOR'S HEALTHY HOMETOWN MOVEMENT AND THE LEAGUE OF AMERICAN BICYCLISTS' "BIKE FRIENDLY COMMUNITY" PROGRAM

For more details, contact David Wittry at 502-645-0992 or
education@louisvillebicycleclub.org