

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

August 2012

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PICNIC! - Sun. Aug. 12

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
Sep 2012 issue is Aug 15**

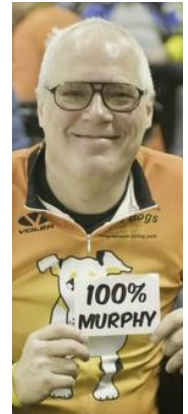
Please let us know what you think this newsletter needs. After all, it's your newsletter!



A VERY BUSY SUMMER!

by Andy Murphy, LBC President

We've had a very busy Summer and we're just getting started! By the time you read this, the 2012 LBC/Randonneurs Mondiaux Brevet Series will have been completed. Congratulations to all who completed the Brevet Series! The Tour de Mad Dog is at the half-way point with Ford Barr leading the Men's Division and Nita Bernat leading the Women's Division. Cathy Hill and "Captain" Kirk Roggenkamp hosted their 6 day, 380 mile Morgan's Raid Tour. The 160 mile RAIN Ride, Ride Across Indiana, will have been completed with a strong contingent of LBC riders. Charlie Drexler and Richard Heckler hosted "A Good First Century" and had 60+ participants! The Populaire Series continues to grow. The Best New Ride program has brought quite a few new rides onto the schedule. Plus;

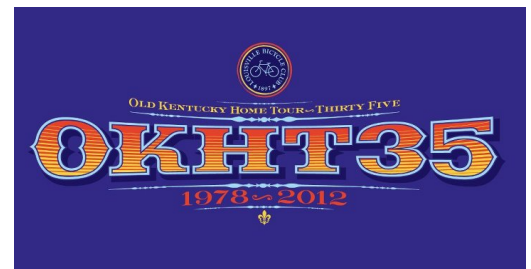


THE LBC SUMMER PICNIC IS SUNDAY, AUGUST 12, 2012!

See the Ride and Event Schedule for ride times and ride captains. Boss Hogg will provide the Bar-B-Que and the club will provide the Gatorade and water! Don't forget to bring a dish to share! **DON'T FORGET THE SWAP MEET!**

OKHT REGISTRATION IS NOW OPEN!

We're trying to get the registration for the 35 Annual Old Kentucky Home Tour done electronically. Ride registrants and volunteers should all register on the club webpage here; <http://www.louisvillebicycleclub.org/> Click on the OKHT tab on the menu bar for all the information. It is important for volunteers to register! A new OKHT Sponsor, Parkside Bikes, has donated a FUJI Roubaix road bike that will be given to one lucky volunteer after the OKHT! Only Volunteers who have registered will be eligible for the bicycle drawing.



Thank you to all our OKHT Sponsors! When you visit one of our Sponsors, tell them thanks for their support! You can reach these Sponsors' webpages by clicking on their advertisements in this newsletter!

THANK YOU!

OKHT Sponsors, Ride Captains who host rides, spouses or significant others who support our need to ride and especially all the members of the Louisville Bicycle Club who ride-- thank you! Thank you for making this one of the finest bicycle clubs in the country!

Life is good
Murphy

EMAIL NEWSLETTER DELIVERY

Don't Miss an Issue!

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)

Andrew Murphy

President

502 526-1040

president@louisvillebicycleclub.org

Dianna Palmer (Decker)

Secretary

502 415-0755

secretary@louisvillebicycleclub.org

Mark Rougeux

Treasurer

502 494-9056

treasurer@louisvillebicycleclub.org

John Cummings

VP Advocacy

502 239-0114

advocacy@louisvillebicycleclub.org

David Ryan (Packman)

VP Communications

502 447-7814

communications@louisvillebicycleclub.org

David Wittry

VP Education

502 645-0992

education@louisvillebicycleclub.org

Travis Kerns

VP Racing

502 290-4326

racing@louisvillebicycleclub.org

Charlie Drexler

VP Touring

502 499-9854

touring@louisvillebicycleclub.org

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

NEW MEMBERS

| | | | |
|------------------------------------|------------------------|--------------------|----------------------|
| Aines, Michael | 10811 Little Pond Rd | Goshen, KY | 40026 |
| Amann, Jeffrey | 13404 Creekview Rd | Prospect, KY | 40059 (502) 797-1426 |
| Barber, Colligan | 2514 Frankfort Av #11 | Louisville, KY | 40206 |
| Blankenship, Robin & family | 5109 Tauten Sq | Louisville, KY | 40241 |
| Bruggers, James | 186 N. Bellaire Av | Louisville, KY | 40206 (502) 693-0357 |
| Callaway, Ingrid & Nathan | 1641 Cedar Creek Rd | Louisville, KY | 40229 (502) 957-3721 |
| Christensen, Walt | 4013 Leland Road | Louisville, KY | 40207 (502) 396-2170 |
| Cooper, Scott | 5404 Pearce Way | Crestwood, KY | 40014 (502) 241-0108 |
| Darwin, Robert & Carol Pollock | 3200 Springcrest Dr | Louisville, KY | 40241 (502) 314-8680 |
| Ellis, Shea | 1811 Claremoor Dr | Louisville, KY | 40223 (502)-407-0357 |
| Engle, Kirk & Chantelle | 7808 Hall Farm Dr | Louisville, KY | 40291 |
| Exline, Ken | 1144 Brookshire | Evansville, IN | 47715 (812) 305-2726 |
| Finley, Will | 911 Southview Rd | Louisville, KY | 40214 (502) 856-3168 |
| Foss, David | | Louisville, KY | 40207 (479) 221-0263 |
| Fournier, Rochelle & family | 570 Garden Dr | Louisville, KY | 40206 (502) 558-9106 |
| Frank, Charles | 2235 Millvale Road | Louisville, KY | 40205 (502) 458-0450 |
| Goff, Cliff | 1330 S. 2nd St | Louisville, KY | 40208 (502) 475-9569 |
| Haglund, Teresa | 9010 Shepherdsville Rd | Louisville, KY | 40219 |
| Harden, Bruce | 9810 Tamarisk Pwy | Louisville, KY | 40223 (502) 426-8746 |
| Halladay, Jessie | 1304 Everett Av #5 | Louisville, KY | 40204 (502) 552-0130 |
| James, Rhonda & family | 2114 Gary Dr | New Albany, IN | 47150 (502) 609-7319 |
| Jenkins, Kregg | 4812 Oak Pointe Dr | Louisville, KY | 40245 (317) 965-6035 |
| Johnson, Kevin | 3005 S Preston Hwy | Shepherdsville, KY | 40165 (502) 249-2066 |
| Klamer, Tom & Rochelle Fournier | 570 Garden Dr | Louisville, KY | 40206 (502) 552-6239 |
| Knaster, Bob | 703 Brendon Hills Pl | Louisville, KY | 40245 (502) 314-7108 |
| Knowles, Rick & Virginia | 6002 Mercury Dr | Louisville, KY | 40291 (502) 727-7733 |
| Long, Brad | 4310 Alton Rd | Louisville, KY | 40207 (502) 643-1327 |
| Orr, Brandon & family | 9010 Shepherdsville Rd | Louisville, KY | 40219 |
| Peay, Craig | 8922 Banet Road | Floyds Knobs, IN | 47119 (502) 645-4167 |
| Peterson, Jim & Deb | 2903 Dotson Dr | Louisville, KY | 40223 (502) 244-1888 |
| Spalding, John | 1818 Arlington Av | Louisville, KY | 40206 (502) 599-5199 |
| Spanyer, David | 229 Dorchester Rd | Louisville, KY | 40223 |
| Tibbs, Dara & family | 6006 Green Manor Dr | Louisville, KY | 40219 (502) 767-4424 |
| Wagner, Daniel & family | 9905 Glen Vista Dr | Prospect, KY | 40059 |
| Walker, Linda & Wilson | 4002 Sunny Crossing Dr | Louisville, KY | 40299 (502) 876-9333 |
| Watkins, Langston & family | 9719 Collier Ln | Louisville, KY | 40291 |
| Weber, Stephen | 12000 Timberfield Ct | Sellersburg, IN | 47172 (502) 550-6263 |

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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Tuesday Night "World's"

by staff

For a 6 week period in May/June, the Tuesday Night "World's", The Criterium Series, were contested on a closed course at the top of Iroquois Park. These races were sponsored in part by Papa John's Pizza. Not only does Papa John deliver some great pizza, he delivered some great racing! Thanks to Mike Hewitt and Barbara Saive of Two-Wheel Sports for making these races happen!



The Category 1,2 & 3 Race heads into turn 1 at Iroquois Park. Papa John's rider Erik Fagerberg, riding third wheel in this photo, was the eventual Category 123 winner of the series.



Andy Murphy with recently crowned U23 National Champion Rob Bush at the Tuesday Night "World's". Rob rides for the Chipotle-First Solar Development Team, the developmental squad for the Garmin-Sharp-Barracuda Pro Cycling Team. Rob is a very talented rider. In addition to his National Championship, Rob finished 4th in the U23 Tour of Flanders this past Spring in Belgium.



Noted racing photographer Tom Moran, with fractured pelvis, was the winner of the Wheelchair Division at the Tuesday Night "World's". Tom said he owed it all to McDonald's rider Tommy Nance for the pull up the hill at Iroquois Park!

New Rider Clinic 2012

by staff

The 2012 New Rider Clinics have begun and as usual, the response has been fantastic. The first series of classes at Waterfront Park was hampered by rain. But, we've recently gained access to The Boathouse at the Yellow Lot, so, when it rained, we could still do the classroom work in The Boathouse. The access to The Boathouse is a big help--no more rainouts! Thanks to the Waterfront Development Corporation and Mayor Fischer's office for including the Louisville Bicycle Club in the continuing development of Waterfront Park! Also, thanks to all the volunteers who help make the New Rider Clinic such a success!



As the rain falls outside, Gil Crenshaw oversees a student changing a flat tire in the dry comfort of The Boathouse.



"Volunteer Extraordinaire" John Samways oversees The Quick Stop Drill at the New Rider Clinic.



LBC Education VP David Wittry addresses the class at the Iroquois Park New Rider Clinic.

Crossing into the Big Time

by Travis S. Kerns, Ph.D., LBC VP Racing

It is really hard to believe the summer is so quickly coming to an end. It seems like schools let out for summer break just yesterday. Of course, many persons who enjoy outdoor sports are counting down the days of summer with enthusiasm as the end of summer will signal a change in weather to cooler, more manageable weather. Those who work / workout outdoors regularly know how difficult being outside is during the hot, dry, long summer days. The days with more sun are assuredly nice, however, they come with the price of heat and humidity. Although the summer is, as I write this, in full form, it's that time again. Seasonal changes are afoot.

With seasonal changes come cooler weather, shorter days, and probably the most spectator friendly, exciting type of racing to watch and in which to participate: cyclocross. This type of racing is a hybrid form of racing requiring off-road handling skills, road riding endurance, and running. Cyclocross is not only a type of racing unlike any other, it is also, as previously mentioned, probably the most spectator friendly. Races are run on a closed, somewhat short course and, like a criterium or circuit road race, participants pass by the same location multiple times giving spectators an opportunity to see the race as it unfolds. Spectators are also given the opportunity to see athletic ability on full display as participants are required to navigate difficult terrain and advance through large fields, all on very narrow lanes. Probably the best part of cyclocross for the spectator: the ability to get extremely close to the racing action. Unlike road racing where barricades are used to keep spectators at a safe distance from the racers for safety, spectators at a cyclocross race have the ability to get within arm's reach of the racers. Spectators can also move throughout the course to see different aspects of the race as it is underway. The atmosphere at a 'cross race is very relaxed and is filled with the smell of great food, the sound of laughter, and, of course, lots of cowbells. Yes, if you attend a 'cross race, make sure to bring a large cowbell with you (Will Ferrell and "Saturday Night Live" come to mind).

The best part of being in Louisville during 'cross season is that

we have the unique opportunity to watch and participate in the highest levels of cyclocross racing in the United States and the world. On November 10 and 11, the US Gran Prix of Cyclocross will be in Louisville at Eva Bandman Cyclocross Park on River Road in Louisville. On January 31 and February 1, the Masters World Championships of Cyclocross will be at River Road Country Club on River Road in Louisville and, in its first trip outside of Europe, the Elite World Championships of Cyclocross will be held in Louisville from February 2-3 at Eva Bandman Cyclocross Park on River Road in Louisville. These three races will bring the best 'cross racers in the world to our city. Not only do we have the opportunity to watch these races and participate in these races, we also have the opportunity to help show the racers from across the United States and the world what the Louisville community is like. All races need volunteers to make them happen, however, these races need more volunteers than a normal race. Both the USGP and the World Championship races need large numbers of volunteers which means one thing: you are needed! Information about volunteering will soon start appearing in local cycling forums (including the Club newsletter in subsequent months), so please watch for your opportunity to help make these races a huge success.

This time of the year also means your racing team, Team Louisville, is looking for new members. Our focus is fairly simple: we train local riders to race. We'll take you from doing regular club rides to doing local races in the time span of a few months. And, although some in our club think a few of our regular club rides are races, that thought could not be further from reality. Races are sanctioned by a national racing organization (USA Cycling), are in a controlled environment (closed roads), have officials to make sure the race is taking place according to standardized rules, include entry fees, and match racers of similar ability into groups. If you think you would like to try racing but are unsure about it, please find one of us on Team Louisville and ask about it. We're all happy to talk about racing and would love the opportunity to introduce anyone to the racing world who may be interested.

[Click to Enter!](#)



www.visitbardstown.com/tourism/ or www.sampleourspirit.com

“Morgan’s” Alpacas and Some Hot Rides

by Charlie Drexler, LBC VP Touring

WOW can you believe that the 2012 touring season has turned into the final stretch? While the end of June and the beginning of July were extremely HOT, many riders have still come out to participate in the club's rides.

I want to mention that if you did not come out for any of Cathy Hill and Kirk Roggenkamp's Morgan's Raid Rides, you sure missed some great rides! While I was not able to ride the entire tour, I did ride the first day's 50 mile loop and did a portion of the second day's ride (we rode out to Palymra and back). Both days offered nice scenic views, a bit of history, alpacas and just a very good time!

While I was taking a few pictures at the Alpaca farm stop on day two of the tour, I found the alpacas to be real camera hogs! I am sure that I saw a few of the alpacas stretch their neck and turn their head so that they would be in the photo.

The weekend rides around Corydon offered an opportunity to



Kirk giving pre-ride instructions and information prior to the Day One 50-mile Corydon Loop Ride.
(photo courtesy Charlie Drexler)

spend some quality time in and around Corydon (the first state capital of Indiana). I have ridden my bike through Corydon many times, but I have never had the opportunity to get to know the area.

I would like to both commend and thank Cathy and Kirk for all the personal time that they put in to plan and organize such a series of rides. From what I saw, they were very well organized and had a fantastic week planned out for the approximately 20 people who intended to do the entire series. I hope that we hear more details and see many photos from this tour in southern Indiana.

This also leads me to mention that LBC's fine touring schedule would not happen without the dedication and volunteer efforts of many club members. The club has over 70 ride captains. Make sure that you thank those Ride Captains when you sign in for a ride.



The Ride went down to the Ohio River at the point where John Hunt Morgan and his troops crossed from Brandenburg, Ky.
(photo courtesy Charlie Drexler)



Photo of an old school house on the Day 1 Route.
(photo courtesy Charlie Drexler)



The school house is the Tindall School House #3, built in 1857.
(photo courtesy Charlie Drexler)

“Morgan's” Alpacas and Some Hot Rides (cont.)

by Charlie Drexler, LBC VP Touring

Before a recent ride, I was talking to Ron Deprez (LBC Statistician), he mentioned to me that so far for the June Schedule, he had made over 1800 entries into the statistics programs. The club's statistics is also key to the club's touring program. A big THANKS also goes to Ron for all the time and effort that he spends to make sure that we know how many rides we do, how many miles we ride, how many centuries we

do, how many times we ride captain and on it goes.

I would also like to mention that so far we do not have any rides in the >65 mile category for the Best New Ride Competition. There is still plenty of time to get a ride entered this year. If you would like to find out more, send me an email and I will link you up with the guidelines. touring@louisvillebicycleclub.org



No trip to Corydon is complete without stopping in Butt Drugs. Yes, the old tyme soda fountain was open. :)
(photo courtesy Charlie Drexler)



Ellen Mackin and Mary Ann Heckler posing with the alpacas on Day 2. Notice how a few of the alpacas have turned their heads and stretched out their necks to also get in the photo. :)
(photo courtesy Charlie Drexler)



Photo of the road leading up to the alpaca farm, Day 2.
(photo courtesy Charlie Drexler)



The owner of the alpaca farm is telling Mary Ann Heckler, Ellen Mackin and Richard Heckler about his alpaca operations.
(photo courtesy Charlie Drexler)

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PARKSIDE BIKES

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!](#)

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LBC Picnic – Sunday, August 12th, 2012*by Joe Thomas*

The annual LBC Summer Picnic will be held on Sunday, August 12th at Riverside, Farnsley-Moremen Landing, 7410 Moorman Road, 40272. Prior to the picnic, there will be 3 rides of 17, 32 and 50 miles. See the ride schedule for starting times and ride captains. BOSS HOGG will bring the Bar-B-Que and the club will provide the Gatorade! All you need to bring is a side dish and a lawn chair--and the kids! The 10:00 AM, 17-mile ride is completely off-road on the paved Levee Trail and is perfect for kids or anyone not comfortable riding on open

roads! In addition to the bike rides and BOSS HOGG Bar-B-Que, there will be Corn-Hole games and a SWAP MEET! So if you have any bicycles or bicycle related stuff you'd like to see find a new home, bring it along to SELL or TRADE!

We hope to see everyone at the picnic!
 Joe Thomas, LBC Picnic Organizer
 Home-447-2318, Cell-298-8924

LBC Commuters Group*by Andy Murphy, LBC President*

As of July 15, 2012, 67 members of the Louisville Bicycle Club Commuters Group have registered 22,164.03 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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“So, you are driving all the way to St Louis to ride a 600K brevet?” my wife asked. “How many miles is that?”

This 600K comes in at about 375 miles which is just a bit over 600 Kilometers.

“Is it a race?”

“No, but I have to finish in less than 40 hours or it doesn’t count.”

“Do they give you a tee-shirt or some kind of prize for finishing?”

“No, but if I finish, I am allowed to buy a commemorative pin or medallion if I want to.”

“Do you get mileage credit with our Louisville club?”

“No.”

Margaret looked at me quizzically. The unspoken “Why are you doing this?” was written all over her expression. I smiled and shook my head.

It’s a good question. Why does anyone get the urge to do something difficult, and to see it to completion even though there is no obvious reward, and there may be risks involved? For me, long distance riding has been about discovering that what I thought were limits, actually were not. It began with riding my first 100-miler in 2001. It was such a great feeling of accomplishment that it wasn’t long before I was riding several century routes a year. Randonneuring just goes a step or two further. A big part of the experience is developing self-reliance. There are no supported SAG stops and no repair crews to follow the riders en route. Participants are expected to take care of themselves. Riders unable to complete the course must arrange for their own transportation home.

I began my first official brevet series early in 2012. Most of the courses began close to home, starting from Shelbyville, Kentucky. Steve Rice organized a beautiful, but challenging set of brevets consisting of 200K, 300K, 400K and 600K rides. The course and the store stops were well-planned. I completed the 200K and 300K routes without much difficulty but found the 400K more challenging. Of course, the challenge is what it is all about.

When May rolled around, it was time for Steve’s 600K, the last in his series. I started out in good spirits and rode strongly—perhaps a bit too strongly. The first 251 miles followed the same course as Steve’s previous 400K brevet. But I became overheated during the afternoon portion of the ride which ended up taking a toll. Despite that, I finished the 400K segment earlier than I had on the previous ride. Then it was time to get some rest, a few hours of sleep before finishing up the last 200K the next day. Ugh. No dice.

I called Steve that morning to let him know I would not be finishing the 600K. I was feeling exhausted and my head was spinning. I recovered in a couple of days, but it was quite a letdown.

I had one more chance to complete the series. John Jost was offering a 600K brevet near St Louis, in Edwardsville, Illinois. With just a moment’s hesitation, I signed up. I only hoped it would not be quite as hot as it had been on my last attempt. I saved the date on my calendar—June 30th. Over the next few weeks I spent some quality time conversing with more

experienced brevet riders, learning what I could from them. As the day of the event drew near, the Midwest entered a heat wave. Not good, but I had learned a few new strategies; the ride was on!

There were only three of us planning to ride the 600K course, but two more joined us for the first segment. Their goal was for a 200K route. The 4:00 AM departure from Edwardsville felt almost serene. We very quickly entered a protected bike path under a heavy canopy of trees. But the serenity was short-lived.

After three miles, the rear wheel on my bike started to feel odd, a bit unstable. I pulled over and told the group I would catch up later. The tube had a slow leak. When I pulled it out, I saw that the rubber portion of the valve stem had cracked; there was no puncture.

No problem, I had three spares with me. I pulled one out and installed it fairly quickly. I grabbed a CO2 cartridge and inflated the tire.

Bam! The tube burst. In the darkness I had failed to notice that the tube had become pinched between the tire and the rim. No chance of catching them now, I sighed and restarted the process.

This time, I used my hand pump, hoping that I could partially inflate the tire and then check to make sure the tube was seated properly. It was. But I had 372 miles to go; I wanted to get as much air in there as possible. What I would have given for a floor pump! As I struggled to get the maximum inflation, I gave one more mighty push—big mistake. I snapped the metal threaded valve stem in half!

Have you ever had one of the moments where you feel you could kick yourself? That was one of those moments. I had one tube left. You would think I had never fixed a flat before. I took a deep breath, calmed myself, and set to work again. I checked and rechecked my work before reinflating. This time, it held—and it had better, I thought, because there were no spares left.

The next 50 miles went by quickly. At the next control point, I caught up with the two shorter distance riders. One of them was very kind to offer me one of his spare tubes in case I needed it later in the ride. I accepted it with gratitude and set off again down the course.

I had been cruising along at 18 to 20 mph with a moderate heart rate of about 140, but as the heat of the afternoon wore on, I began to feel its effects. As a precaution, I backed off and monitored my heart rate in the 120s. By the time I left the third control point, the official temperature had soared to over 100° in the shade. Unfortunately, there wasn’t much shade. My bike thermometer read 108° degrees in direct sunlight.



The author at the start under lights.
(photo courtesy Dr. Larry Preble)

Randonneur (cont.)

by Dr. Larry Preble

Do they give prizes in physics for discovering a new property of matter? Apparently Markham road has a melting point of 107.9°. The fresh asphalt had softened as it baked in the sun. Pungent blisters in the pavement bubbled up as I rode on. The odor of creosote wafted into my nostrils and stung my throat.



Accumulated melted asphalt and gravel.
(photo courtesy Dr. Larry Preble)

For three miles, I slogged through patches of molten mush which coated my tires like a chocolate glazed doughnut. To make matters worse, there were patches of fine gravel that promptly became attached to all the sticky parts. By the time I arrived in Belle Rive, my tires looked like sesame seed bagels, and my derailleurs and brakes were coated with thick sticky gravelly goo. I spent the next 45 minutes scraping asphalt off my bike parts and tires with a pocket knife.

By the time I finished cleaning, the hot, humid air made me think of the steam room back home at the health club. It was time to start using my ice sock. I bought a small bag of ice and went to work. Three pounds of ice stuffed into a long tube sock tied off at the end can be wrapped around the neck with the



Filling an ice sock. (photo courtesy Dr. Larry Preble)

ends stuffed under the jersey collar. The ice cools the blood flow to the brain, and as it melts, the drip water on the jersey further cools the torso—heaven! All traces of overheating disappeared. Reinvigorated, I rode on with enthusiasm. Every now and then, I would stop to buy more ice; this slowed me down, but was well worth the effort. I continued on working my way towards Vienna, the evening rest stop. By the way, I understand the locals pronounce this like, “Vy Anna.”

It was after sunset that I travelled the last 15 miles to the hotel on a packed gravel bike path. The surface was mostly hard and easily rideable, but every now and then I would encounter a deep loose patch which was more like beach sand than gravel. This would have been fine if I had ridden during the daylight hours, but after nearly wiping out on one such patch, I slowed the pace to allow for extra vigilance. Around one curve, I crossed the path of a startled family of raccoons. The mama and her five cubs scurried off into the darkness. I arrived at the hotel in Vienna all bleary-eyed and fatigued, but happy. Sleep came quickly.

Beep beep beep! Ugh. Alarms clocks can jangle the nerves, but this one took a moment to pierce my mental fog. A moment later, I remembered where I was and dragged myself out of bed. It was 2:30 AM and time to get going. I had 163 more miles to ride before the finish.

A light fog made the climb out of Vienna seem surreal. There were no street lights, but the waxing gibbous moon lit my way. Near Shawnee National Forest, a family of deer crossed my path. Except for the deer, the only traffic I saw was a police car which greeted me with a momentary bleep on its siren. The officer waved and continued on.

I made hay while the sun wasn't shining and kept the pace up until mid-morning. The heat was beginning to build again. The stops became more frequent, and I found myself using the ice sock more often. By the time I got to Pinkneyville, I had just 92 miles to go. I began stopping every 25 miles to fill up on ice, then 20, then 15. So long as I had ice in my sock, I felt great. Towards the end, I began carrying an extra bag of ice on my bike rack behind me. This served as a backup, in case I couldn't find an ice vendor before the sock melted.

It worked. I felt no sense of overheating and felt strong while the ice held out. In direct sunlight, my GPS reported a temperature over 110°. At the second to last control point, I walked into the store and was startled as I saw the EMS waiting. They were attending a motorcyclist who had overheated while riding. The store clerk looked at my bike jersey and shook his head, “I don't know how you are doing this sir. That other fella is suffering and he doesn't even have to pedal his bike.”

“Lots of ice, patience, and a slow pace,” I replied. With the brevet card time-stamped and in hand, I smiled and wished the others well as I continued towards the finish.

At lilac road, I made a turn to the left. A woman in her Lexus passed me, stopped, backed up and rolled down her window. The vanity tag on her license plate said JEANNIE. I thought she was going to wave and pass on a word of encouragement, or perhaps a word of caution. I had been hearing comments like that all day long. Instead, she yelled at the top of her lungs, “Are you some kind of lunatic?!” Then she screeched her tires and sped off. I shook my head and smiled to myself. Maybe ... I had 23 miles to go.

The bike path back into Edwardsville offered a bit of shade as I rode on. About a mile from the end I missed a turn and had to backtrack to find Hillsboro Rd. At last, I pulled up to the Edwardsville Police Station, the final control point on the route. I looked at my watch. It had been a long day. My 600K was complete with just under two hours before the cutoff.

I rode the last few blocks back to my parked car and smiled as I thought of Jeannie's comment. No Jeannie, not quite a lunatic—I'm a randonneur.

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A New World's Record

by Carson Torpey

Back in the olden days, cyclists liked having their picture taken with their bicycles, sometimes alone but many times as a group. Some of these group photos were taken with the cyclists posing in a "stack". In a stack, each cyclist balances on his or her bicycle but holds the handlebars of the riders on each side. In this way all the bikes are locked together and quite stable although if you are in the middle and began to feel your bike leaning you wouldn't think so.

The first photo is of some Louisville Cycle Club members posing in a stack sometime in the early 1890's. This is still popular today with riders of the high wheel or Penny-farthing bicycles and it seems that a rivalry has developed between Great Britain and the United States. At the beginning of the year, Great Britain held the world's record of 131 penny-farthings in a stack, unsupported for three minutes, a requirement of the Guinness Book of World Records.

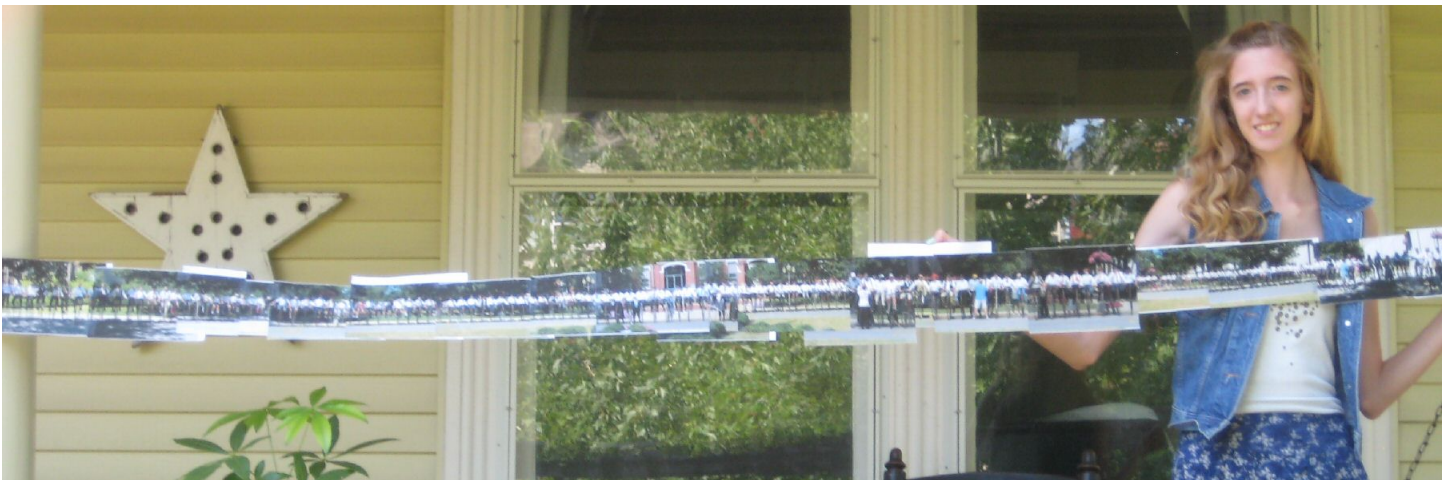
On Saturday, July 21, 2012, two Louisville Bicycle Club members, Alison and Carson Torpey, participated in helping set a new world's record at the Wheelmen Annual Meet held at Findlay, Ohio, on the grounds of the University of Findlay. The new world's record is now 156 penny-farthings. The stack took one hour and 31 minutes to construct, quite a long time for those in the middle. The construction began with mid-sized bikes in the middle, then smaller sizes to the left and larger sizes to the right so that the handlebar ends would be about the same height and no rider would have to reach too far.

The next images show Alison (sixth from left) and Carson (fourth from right) in the line-up and Lucy Torpey holding a collage of twenty photos she took showing every participant in the stack.



These cyclists from 1890 are posing with their bicycles at Fontaine Ferry Park. Notice the different designs and wheel sizes of the bicycles, and the white jacket and tie on most riders.

05



(photos courtesy Carson Torpey)

Tandemonium #11: Chasing Our Luggage Across Iowa

by Dave Spittler

We are just back from RAGBRAI, the 40th edition of the “Register’s Annual Great Bike Ride Across Iowa”. If you haven’t read “Younger Next Year” by Chris Crowley and Dr Harry Lodge, I recommend it. It is not enough for aging athletes like us to merely train. Every so often we should work in a “Kedge”; an adventure so demanding and difficult that it shakes us out of our routine and forces us to stretch ourselves to the breaking point.

For cyclists RAGBRAI can be a great Kedge. We got to spend a week chasing our luggage across the state of Iowa. It is a relentless pursuit that begins in the dark each day and ends when we arrive in the overnight town, set up tents, chase down showers and food, and spend the night trying to sleep in our sweaty sleeping bags.

More importantly, we get to compare our performance both to others and to former years as well. RAGBRAI presents an opportunity to measure our progress as a tandem team.

We measured the results and were pleased last year. 2012 was even better by any scale we applied. We were able to catch and stay with Tandem teams that seemed to drop us at will last year. There were hard days with long miles, 105 degree heat, and hills to be sure, but these did not seem to be nearly as difficult as last year even though we were able to ride them harder. Best of all, we came away feeling like a stronger, better prepared tandem team: a definite upgrade.

This has been a strange year. A light winter allowed us to get to Mother’s Day weekend and TOSRV with almost 1,000 more miles in our legs than last year or the year before and we got to RAGBRAI with 1500 more than last year. And then it got really hot and steamy during the prep week we ride around the 4th of July. The hot, sweaty miles we got that week were perfect training for the first three days of RAGBRAI 2012. You are either ready for the 105 degree heat and headwinds we faced, or you are courting disaster; fortunately, we were ready.

Being part of a tandem team is all about working together to overcome the obstacles and not letting the side down. The larger the obstacles, the more challenging they are to overcome and the more teamwork is required for the effort.

RAGBRAI is not just about proving yourself in the face of privation and suffering. It is also about fun and you can have fun in just about any form you like. Whether you enjoy hitting the bars or going to concerts at night or prefer sitting around in camp sharing war stories with your buds, riding hard or just kicking back and enjoying the carnival atmosphere of a normally sleepy little town of 3,000 souls swell to a moving population of 8,000 as the flash mob rolls through town guzzling the Gator Aid and scarfing Brats and pork sandwiches, or just meeting loads of new and interesting people, RAGBRAI has something to offer.

We have learned to love the pageantry and the wonderful people of Iowa, the state that we get to call home for one week every year. We have learned to love the members of our “other” bike club, the Riverbend Bike Club of Clinton, Iowa with whom we share the journey. And we have learned to love meeting fellow cyclists from all fifty states and several other countries as well and hearing their stories.

And to the startled cyclist in the LBC jersey who got hailed in passing by two cyclists in Riverbend jerseys on a red Cannondale tandem on the road to Clinton on The last day of RAGBRAI, we didn’t have time to stop and explain, but we are LBC too.

Yes, indeed, RAGBRAI was big fun for almost everyone there from babies in trailers to the members of team OGOB (Old Guys On Bikes) who hang little license plates from their saddles with their birth dates on them. Imagine, a team of guys in their late 80’s and 90’s riding across Iowa for the fun of it.

An entire week of big fun. And, when we got home, opened our duffel bags and pulled out wet tents and a week’s worth of damp socks and sweaty jerseys, we realized it was big stinky fun as well.

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Louisville Bicycle Club Contacts:**The Louisville Bicycle Club**

P.O. Box 35541
Louisville, KY 40232-5541

Statistician

Ron DePrez
statistician@louisvillebicycleclub.org
11526 W Highway 42
Goshen, KY 40026

Website

www.louisvillebicycleclub.org

Facebook

facebook.com/group.php?
gid=233519648724

Listserve (unofficial)

kycyclist@louisvillebicycleclub.org

Webmaster

David "PaCkMaN" Ryan
webmaster@louisvillebicycleclub.org

Newsletter Editor

David "PaCkMaN" Ryan
editor@louisvillebicycleclub.org

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.

Who Are We? A Look at LBC Membership Data

by Dianna Palmer, LBC Secretary

The LBC membership roster is housed and maintained by an online system called "Wild Apricot". Just to give you a picture of who we are, here some breakdowns of the LBC membership data that might be of interest to you:

As of today, July 16, 2012, there are 1172 members or "contacts" of the Louisville Bicycle Club being maintained by Wild Apricot.

- 860 of the 1172 (about 75%) are LBC members in good standing. (families and individuals whose club dues are paid to date)
- 94.5% have chosen to receive emails and electronic newsletters
- 304 of the 1172 (about 25%) are considered "other contacts" – their dues have lapsed
- 8 (not even 1%) of the 1172 have pending renewals (they have renewed online, but haven't paid their dues yet)

Of the 860 members who are members in good standing (with their dues paid to date),

- 254 (about 30%) have family memberships (family memberships are multiplied by 2.5 for individual equivalent, i.e. 635)
- 604 (about 70%) have individual memberships
- 2 (less than 1%) have lifetime memberships (both family)
- 1244 total individual equivalent members

Of the 1172 members/contacts:

- 5 joined the club over 30 years ago (before 1982)
- 13 joined the club 25-29 years ago (between 1983 and 1987)
- 22 joined the club 20-24 years ago (between 1988 and 1992)
- 43 joined the club 15-19 years ago (between 1993 and 1997)
- 89 joined the club 10-14 years ago (between 1998 and 2002)
- 183 joined the club 5-9 years ago (between 2003 and 2007)
- 416 joined the club 2-4 years ago (between 2008 and 2010)
- 401 joined LBC since January 1, 2011 (less than 2 years ago)

Here are some historical figures:

2011 - 1128 rides offered. Membership - 1173
2010 - 1314 rides offered. Membership - 1103
2009 - 1160 rides offered. Membership - 1059
2008 - 1093 rides offered. Membership - 1071
2007 - 932 rides offered. Membership - 1010
2006 - 881 rides offered. Membership - 922

It was reported at the Jan 2011 banquet, that 50-55% of new members do not renew. So we have pretty high turnover. You can draw your own conclusions about the LBC club membership, but for SURE, we are growing!!!!

