

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

September 2012

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Mayor's Ride - Sep. 3
OKHT - Sep. 8-9
Shakertown - Sep. 15-17

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

*Please submit articles and photos to:
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**Deadline for the
Oct 2012 issue is Sep 15**

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



A Busy September!

by Andy Murphy, LBC President

The 35th Annual Old Kentucky Home Tour is almost here!

If you've volunteered--**THANK YOU!** If you've registered for the ride--**THANK YOU!** If you frequent a business that sponsors the OKHT--**THANK THEM!** The American Red Cross is the charity the OKHT will be supporting again this year. A Cannondale bicycle donated by **Clarksville Schwinn** will be raffled off for \$1 per chance. You can get your chances at the Red Cross booth at Ride Registration. In addition to the raffle bike, **Parkside Bikes** has donated a FUJI Roubaix bicycle that will be given to a lucky volunteer! A special thanks to Clarksville Schwinn, Parkside Bikes, University Hospital Trauma Center and all our other sponsors for their continued support--**THANK YOU!**



The Mayor's Healthy Hometown Subway Fresh Fit Hike, Bike & Paddle will

leave from Waterfront Park at 10 AM, on Monday, September 3rd. Even though the 15-mile ride starts at 10 AM, it's a good idea to get there early. This is a good opportunity to ride to the ride--parking will be at a premium! The Memorial Day Hike, Bike & Paddle drew a crowd in excess of 8000! As usual, the crowd will gather on Witherspoon Way adjacent to The Great Lawn. I hope those of you who have helped as a Bike Marshal in the past, will do so again. Somehow, the World Festival is scheduled the same weekend as The Hike, Bike & Paddle and Monica Scheckles and her staff at Metro Parks are stretched to the max! Monica asked me to express her gratitude to the Louisville Bicycle Club for the continued support!

The 35th Annual OKHT, The Mayor's Healthy Hometown Subway Fresh Fit Hike, Bike & Paddle--it's already a busy September and we're just getting started!

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:

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**YOUR CLUB OFFICERS 2012
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The Louisville Bicycle Club is affiliated with the **League of American Bicyclists (LAB)** and the **United States Cycling Federation (USCF)**.

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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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Riverwalk Expanding

by Andy Murphy, LBC President



Life is good.

The Riverwalk along Waterfront Park recently expanded. A ½ mile section connecting The Yellow Lot at the park to Eva Bandman Park is now open and regularly gets bikers and joggers. It's pretty cool! The path goes between the new floating boat docks and the condominium development being built.

Speaking of expanding, the GREEN MONSTER at The Cyclocross Venue at Eva Bandman Park is being made bigger! In anticipation of the 2013 UCI Elite Cyclocross World Championships, improvements continue to be made at the park! It has been confirmed that The General, Sven Nys will be in Louisville to compete for the World Title! Nys is an 8-time Belgian National Cyclocross Champion and former World Champion and is only one of many from across the globe who will descend on Louisville for The World's early next year!



The Riverwalk along the new boat harbor.
(photo courtesy Andy Murphy)

Bike Polo Anyone?

by Andy Murphy, LBC President



Life is good.

There is a niche sport in this area that is really beginning to take hold--Bike Polo. My wife Laurie, aka Ms. L, and I recently attended an evening of matches at The Thunderdome at the Barrett Bar & Grill. Bike Polo looks like it takes a good deal of patience and agility.

The court at The Thunderdome is very small, with only enough room for 2-person teams--really tight quarters. But, there is a unique opportunity to give this growing sport a new expanded home!

At the top of Iroquois Park, the old tennis courts have been abandoned as tennis courts and the area is used to store leaves. It is really bizarre to see a good piece of park property used as a leaf dumping ground, when it could be put to good use as a Bike Polo/Roller Hockey Court. The City of Lexington, KY recently converted an old tennis court into a bike polo court that has been very successful.

With a little work and some elbow grease, maybe we can get The New Thunderdome at Iroquois Park opened!

Who knows, we may be having try-outs for the Louisville Bicycle Club Bike Polo Team next Spring!



The Thunderdome at The Barrett Bar & Grill.



The tennis courts future Bike Polo Court at the top of Iroquois Park.
(photos courtesy Andy Murphy)

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2012 Summer Picnic

by Andy Murphy, LBC President



Life is good.

The 2012 LBC Summer Picnic was held at Riverside, Farnsley-Moremen Landing on Sunday, August 12th. After a Summer of oppressive heat, the weather finally broke and gave us a Sunny, 80 degree day. The great weather brought a crowd of over 150 out for the Picnic and SWAP Meet. Thanks to everyone who showed up to share a day of bike riding and other fun! And thanks to Joe Thomas for his efforts in making the picnic the success it was!



The Ohio River at Farnsley-Moremen Landing (photo courtesy Andrew Thai)

The Kentucky Wheelmen were also on hand with their display of Vintage High-Wheelers & Safeties! Thank you, Carson, Alison and Lucy Torpey!



Lining up to chow-down at The Picnic! (photo courtesy Andy Murphy)



Picnicing at The Picnic! (photo courtesy Andy Murphy)

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University

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2012 Summer Picnic (cont.)

by Andy Murphy, LBC President



Alison Torpey discussing the new fangled Safety Bicycles at The Picnic. (photo courtesy Andy Murphy)

August 18, 2012
Baltimore, Maryland

Alison was hit by another rider who went through a turn too fast and went wide hit Alison and then fell on top of her. Her head hit the curb. She was flown to the Shock Trauma center in Baltimore. She is recovering much faster than expected and may get to leave the hospital today, Monday. She is very sore all over.

The race, by the way, was AWESOME! two to three thousand people lined the course and Alison was one of their favorites because of her green "jockey silk" shirt she had made for the race. We have seen reports of the accident from newspapers across the country. Will report more later.

*To see the neutral lap of the race with Alison in her green jersey, go to the race website
www.cshighwheelrace.blogspot.com*

Carson Torpey

LBC Commuters Group

by Andy Murphy, LBC President



As of August 17, 2012, 67 members of the Louisville Bicycle Club Commuters Group have registered 25,770.78 miles. We would like to thank everyone who takes the time to commute, then log their mileage.

Life is good.

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.

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Drunken Pigs ;-)

by *Charlie Drexler*

By the time you are reading this article, there will be only one more Touring schedule left to the 2012 Touring Season. If you are a ride captain and would like to enter a new ride in the Best New Ride competition, then the October schedule will be your last opportunity.

Since 2011, there has been a new organized ride on the Ride Schedule called the Tour de Pork. The Tour de Pork, is a "Ride to Complete the Ohio River Greenway" and the Greenway is the beneficiary of the ride. I should also mention that some of the organizers/planners of this ride are LBC Members. If you missed this ride, you will want to keep an eye out for it next August. For more information on the Ohio River Greenway project and the ride, you can visit these two websites:

<http://www.ohiorivergreenway.org/> and <http://www.tourdeporkride.com/>

The 2012 version of the Tour de Pork had a new starting location and new routes. This year the ride started from Turtle Run

Winery (<http://www.turtlerunwinery.com/> near Corydon, IN.). They could not have asked for a more perfect August day to pedal around the scenic roads surrounding Corydon. I even recognized some of the roads from the first day of the Morgan's Raid Ride that Kirk Roggenkamp and Cathy Hill RC'd in July.

While the ride organizers want you to think that it is "Not About the Pig", the delicious pulled pork and their special Tour de Pork BBQ (homemade) sauce provided an outstanding ending to a beautiful day of cycling in Southern Indiana. The new starting location and new routes were well received for this new up and coming local ride.

Looking into the future, if you missed the Tour de Pork, you may want to make sure that you check the November Ride Schedule. Kirk Roggenkamp and Cathy Hill have a Populaire tentatively schedule in early November starting from the Turkey Run Winery.



(photos courtesy *Charlie Drexler*)



(photos courtesy Charlie Drexler)



(photo courtesy Charlie Drexler)

2012 New Rider Clinic

by staff

The 2012 New Rider Clinic classes are drawing to a close. By the time you are reading this, the third 6 class session will have been completed at the Bowling Boulevard location. This class has been one of the most successful yet, with over 40 students attending regularly.

Thanks to all the volunteers who have given their time so generously! Working with a group this size is a real challenge and our volunteers have met that challenge! Also thanks to all the students who are so eager to learn safe bike handling skills!



LBC Education VP Dave Wittry addressing the crowd of 47 students at the Bowling Boulevard New Rider Clinic. (photo courtesy staff)

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Tandemonium #12: Meat & Potatoes

by Dave Spitler

It might be helpful to think of these “Tandemonium” pieces that I am submitting as a meal. We are through with the appetizer, bread and salad, so now it is time to dig into the meat and potatoes.

Or, perhaps, blood and guts, because this article is going to deal with the ways that tandems are not like single bikes and how those differences affect bike handling. We will also discuss the consequences that await the unlucky tandem teams who don't understand the differences or forget that they exist.

But let's begin on a lighter note and progress to the more serious stuff gradually. Let's start with the fun aspect of tandem riding: much of that fun is also derived from the special characteristics of tandems!

How's that? Well, a tandem is a bigger, longer, heavier version of a single bike and it keeps two riders in close proximity to each other for the entire ride. If you are fond of the other rider, that's great news because you can talk to each other (and even touch each other) for the entire ride without having to worry about causing problems for other road users.

Tandems are “cute”. Instead of rolling down their window and shouting “Get off the road” as they might with a single, some motorists might roll down their windows, grin real big as they pass and say, “That's so NEAT!” as a motorist did to us just recently.

The special characteristics of tandems make them big fun as well. A tandem is a big, heavy machine, but it combines the power of two riders, one behind the other (the best draft ever!) so two strong riders can cruise down the flat parts of the road at 20 mph towing a gaggle of single bikes in their wake. Climbs are harder (some might say “way harder”) but you get your reward when you chug over the top and start down the other side. Now gravity is working for you and you fly to the bottom.

If the tandem team members are not equally strong, then we have the perfect expression of the Marxist axiom “From each according to his ability, to each according to his need.” The weaker rider gets to ride fast while the stronger rider does not have to slow down and wait.

And then there is that Zen thing that came up in the first article. It is a special treat for two riders when they have been riding their tandem for several years to discover that they have somehow begun to merge, at least in the cycling sense. They start to get inside of each other's heads, they speed along, each seeming to know what the other needs. When it becomes difficult to tell where you end and your tandem partner begins,

you have entered the strange and wonderful world of multi rider cycling. You are beginning to discover the “Zen” of it.

But, all of this must be done in full knowledge of the “special characteristics of tandems” that I mentioned above. Otherwise, you might discover that your tandem bicycle has a dark side that awaits the unwary.

In the following paragraphs, let us look at some “Ugly Facts” that result from the attempt to treat a tandem like any other bicycle. These Ugly Facts” are so because this bicycle is bigger, heavier, and longer than a single bicycle, must carry twice the weight and endure twice the torque applied to it's breakable parts.

UGLY FACT #1: parts on a tandem wear out faster than they would on a single bike and the difference shows up at the end of the part's life. In tandems, maintenance of the machine is even more critical to finding the good ride than with a single bike. What does maintenance have to do with bike handling? Well, bike handling is the art of avoiding emergencies (and Emergency Rooms): neglected maintenance causes unavoidable emergencies. Therefore, good bike handling begins with good maintenance.

Tires are obvious, but the way they wear can catch the unwary; especially the rear tire. It sometimes seems that an aging rear tire is fine at the start of a ride but showing cord at the end. When those tires get worn, don't try to get an extra thousand miles out of them.

Cables are longer, so they stretch more. This means that cables should be changed more often and brakes and shifters need adjustment more often. Brake pads wear out more quickly. Bearings must be replaced more often.

All of this needs to be worried about and checked on a regular basis because the way things wear and ultimately fail, is to seem to be wearing just like your single bike parts only the wear accelerates more quickly at the end and things suddenly go Snap! Crackle! Pop! If “Snap, Crackle, or Pop” happens in your driveway, it will be inconvenient. But if it happens on a ride, it can cause a crash. (Or maybe just some pain: to see a chain snap at exactly the wrong time, google “David Millar biffing his bike”.)

This leads to Ugly Fact #2: Crashes on tandems are always spectacular, often resulting in destroyed equipment and/or blood loss and can also result in limbs wrapped in plaster. We avoid tandem crashes whenever we can, which is why it is a great idea to pursue an aggressive maintenance schedule

Tandemonium #12: Meat & Potatoes (cont.)

by Dave Spittler

designed to remove worn parts from the bike BEFORE they break rather than after.

Avoidance of wrecks also leads smart tandem Captains to avoid some other Ugly Facts through a combination of caution and good bike handling technique.

Ugly Fact #3: Maneuvering a Tandem is way different. Different how? It's a bike, right? Yes, it is a bike, but you remember the longer and heavier part, right?

A longer bike means that everything works a bit differently. Every time I go out on my single bike, I am amazed at how quick and precise shifting and breaking is. That's because I spend most of my time on a tandem these days where shifting is less precise because of those longer cables and braking is troublesome both because of those longer cables and because you are trying to stop almost twice the mass.

How does a school bus maneuver in heavy traffic? Very carefully. The slot in a line of moving vehicles that you can get a VW into won't accept a school bus without a lot of slamming on brakes, blaring of horns and perhaps the breaking of glass and the crunching of metal. You can cause the same sort of havoc trying to ride a tandem like it was a single in a crowd of cyclists, and I wouldn't advise it.

And while we are on this subject, be aware that the rear wheel is way, way behind the front wheel on a tandem. That means that the whole process of avoiding road obstacles is different. Oh, you can get your front wheel around that rock or hole in the road just fine, but wait a bit for the rear wheel to get past it too. Dragging that rear wheel through road hazards causes tandem Captains to get very bad grades from their Stokers not to mention that it causes flats and broken wheels.

Ugly Fact#4: tandems are more difficult to stop than single bikes. Several things emerge from discussions of tandems and braking, none of them pleasant.

One of the first things I was told about tandems is that they should NEVER draft behind a single bike. A year later, I got to see what happens when a tandem drafts behind a single and the rider on the single brakes. It was a spectacular crash, but they were lucky; nobody had to be transported. I have ignored this particular Ugly Fact on occasion and come away unscathed, but I have 35 years of cycling experience which includes 10 years of racing. Even with all that, I have to admit that the few times I have drafted behind singles on a tandem were pretty scary.

Let's take a moment and discuss the brakes. The front brake

actually stops you, right? The rear brake just stops you from going over the handlebars or having your rear wheel try to pass you when you are on gravel, wet leaves or ice. But have you ever had a sudden and unexpected front tire flat? That flat tire acts like a brake and the rear end of the bike can start to slide around on the road. In that case, the rider can lessen the emergency by jamming on the rear brake or make it infinitely worse by hitting the front brake. On a tandem, you are dealing with twice the mass and perhaps higher speeds. An instant front flat immediately causes the bike to slide, oscillate and shake in scary ways. Using the rear brake helps turn this carnival fun ride back into something that works more like a bicycle. Hitting the front brake will normally guarantee a crash. I had some experience with this phenomenon last spring as we suffered through five front wheel flats. Through this run of really bad luck, we survived because I have begun tapping the right brake lever every so often to remind myself what brake to use first in an emergency.

We talked about how much fun it is to fly down long, steep hills on a tandem, and it big fun indeed. But it is always best to remember that all that mass is really difficult to stop in the event of unexpected curves, stop signs or other emergencies. (What other emergencies, you ask? Well, how about an instant front tire flat in a curve on a high speed descent? Has THAT happened to me yet? No, but I think about it a lot.)

Surviving the surprises that might be encountered on screaming downhills is a function of staying loose, reading the terrain and the situation and getting down in the hooks to get more leverage in the event that you need to use the brakes.

Ugly Fact #5: it is never a good thing when the Stoker tries to pass the captain. Is this even possible? Absolutely. It happens when the Captain leans too hard on the front brake without enough pressure on the rear brake. It happens when you try to corner too hard on sand or wet leaves. It happens when you are down and sliding across the pavement.

Here is a good rule for tandem Captains: if you don't understand what experienced cyclists are talking about when they say they overcooked a corner, it would be best to be very cautious until you do understand. Ugly Fact #5a: it is especially bad when you realize that your Stoker is overhead. If you EVER let that happen to you, please don't contact me. I don't wanna know.

Well, facts are facts and ugly is ugly, but don't let my collection of Ugly Facts deter you if you are thinking about getting a tandem. As is true with cycling in general, it is important to think deeply and often about the bad things that can happen so that you can avoid most of them and enjoy all of the good parts.

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LBC deal of the month: Fuji Roubaix
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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.

The Cabot Trail 4-Day Tour*by Nita Bernat*

This is one for the bucket list. The Cabot Trail is in Cape Breton, Nova Scotia, and it is on the list of one of the 10 must-do bike rides in the latest travel magazines.

The time had come. I had to go.

Ten years ago, I met a woman on an Elderhostel bike trip in Glen Sutton, Canada, who was from Nova Scotia. She was a lovely lady and we roomed together for this first-time trip. We had great fun cycling, great conversations and most importantly, she planted the seed in my mind that the Cabot Trail was a place I should someday plan to ride. Shortly thereafter, I became a member of Velo Cape Breton Bicycle Club to keep myself posted of any upcoming trips.

It was in May of this year that I saw this on their schedule and I figured now or never. I signed up with Jacque Cote, the bike guru of their club, to ride the Cabot Trail over 4 days. The trip included 3 nights in motels along the way with breakfast and dinner included. The trip was \$450...which I thought was very reasonable. It was the airfare and rental car that were the greatest expense. Didn't matter...I was on my way to NS.

Jacque Cote and his wife Micheline were the leaders of the 31 cyclists on this trip, three cyclists from the US, one from Switzerland and the remainder from different parts of Canada. We started our tour at the Gaelic College in St. Ann's and rode 53 miles to Margaree Harbour. Our second day was from Margaree to Pleasant Bay, 43 miles – Third day Pleasant Bay to Ingonish, 38 miles – Forth day Ingonish back to St. Ann's, 52 miles.

I truly had no idea what I was getting myself into. The weather was great, the countryside magnificent, the trail was grueling, majestic, challenging, and fun. Our motto provided by Jacque was "Attitude over altitude." There were 3 major mountains we climbed, French Mt., MacKenzie Mt. and North Mt., with many hills and rolling terrain in between. The descents were just as magnificent and scary as hell. Talk about straight down, try not to use your brakes or you'll blow a tire due to overheating your rims, cars on your immediate left with a drop off that will kill you instantly, kind of descents.

Did I mention the wind on the Trail? There were times you had to get in your lowest gear going down hill due to a 30 mile-an-hour wind pushing you back. It was a holiday weekend and lots of visitors were along the Cabot Trail, including a motorcycle rally that was going on in Cape Breton.

The folks I met and shared this adventure with were the highlight of my time in NS. We were 31 strangers when we started and 31 friends when we finished. This trip to Cape Breton and the Cabot Trail is one that I would highly recommend either by supported bike tour or on your own with friends. It is a very doable self supported trip as there are many folks from all over the world who ride this and camp or motel all along the trail. The people of NS are very warm and welcoming and it would be a trip you would not soon forget. I'd be happy to pass on any information so that you too can experience this great place to cycle.