

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

December 2012

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Awards Banquet Jan.19

**Cyclocross World Ch.
Jan. 29 - Feb. 3
Volunteers Needed!**

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

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

**Deadline for the
Jan 2013 issue is Dec 15**

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



Bits & Pieces

by Andy Murphy, LBC President

The 2012 **Old Kentucky Home Tour** was a huge success, with \$11,646.00 being donated to the following organizations; the American Red Cross, the League of American Bicyclists, the Olmsted Parks Conservancy, the Mt. Washington VFD, the Fern Creek VFD, the Bike To Beat Cancer, the MS Society and Mt. Zion United Methodist Church. Once again, I would like to thank our most generous sponsors for helping make the OKHT the continued success it is! The support of our Volunteers has been and continues to be the backbone of the club! **THANK YOU ALL!** A little known **OKHT** factoid, we did no physical mailing for the ride this year. Nearly all of our ride registrations and volunteer registrations were done online--some people chose to print the registration form and mail it in. We are trying to use the suite of online programs we have to their full potential. I can't say enough about what a good job the Executive Committee along with Steve Rice has done in streamlining our processes. **THANK YOU ALL FOR YOUR EFFORTS!**



The **Louisville Bicycle Club Store** is open for business! If you want a club jersey or any of the items available, it's as easy as going to the LBC Homepage and with a few mouse clicks, and a few days, you'll have your stuff!

The **LBC New Rider Clinics** were a rousing success again this year, with a total of 119 students taking at least 1 class--we had 62 graduate! *There were 49 people at the Flat Tire Repair Class!* Education VP David Wittry and a small army of dedicated club volunteers did an outstanding job! **THANK YOU!**

The **Louisville Bicycle Club Annual Awards Banquet** will be on Saturday, January 19th, 2013 at Big Spring Country Club. **Get registered early, as we are limited to 200 guests! Only guests who register online will be eligible for the door prizes given away throughout the evening.** These prizes include bike shop gift certificates and lots of cool bike related tools and accessories!

Merry Christmas! Happy Hanukkah! Whatever greeting fits you and your family this holiday season, I wish you safe and happy travels!

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/>

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

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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

Allen, Roy	1874 Two Lick Rd	Cynthiana, KY 41031 (859) 588-3371
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Marko, Larry & family	1709 Harvard Dr	Louisville, KY 40205 (502) 751-3320
Pietrowski, Phil	3624 Burning Tree Ln	Lexington, KY 40509 (859) 444-4252
Stig-Nielsen, Soren & family	6907 Timberwood Cir	Crestwood, KY 40014

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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Polar Bear Ride

by The Party Planning Committee

The Party Planning Committee of the Louisville Bicycle Club is pleased to announce the January 1, 2013 Polar Bear Ride will once again take place at Highland Post 201 of The American Legion at 2919 Bardstown Road. The format for this year's ride and pot luck lunch will be the same as last year with a Chili Cook-Off. There will again be 2 divisions; Vegetarian and Traditional, with the winner of each category receiving a \$100 Gift Certificate to a local bike shop. Six judges will be selected randomly the morning of the Polar Bear Ride. There isn't a kitchen available in the room we've rented, so you'll need to prepare your chili in advance and bring a crock-pot or slow cooker to keep it warm. If you choose to enter your chili for judging and the chance at the \$100 gift certificates, please contact Party Planning Committee Chair Bobbie Leslie at 502.548.4167 or email at bandbl@insightbb.com by December 23rd.



If you don't bring chili, please bring a dessert or side dish like we've always done. The club will provide bowls, utensils and drinks.

In addition to the Chili Cook-Off at noon, there will of course be the traditional Polar Bear Ride itself at 11 AM, a SWAP

MEET and General Membership Meeting. We will also have At-The-Door Bike Parking. What a great way to start the New Year--ride to the first ride of the year!

We look forward to seeing everyone on New Year's Day!
The Party Planning Committee

LBC Annual Awards Banquet — January 19, 2013

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

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

ONLY THOSE WHO REGISTER ONLINE ARE ELIGIBLE FOR DOOR PRIZES!

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

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

To RSVP online, please visit:

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

US Gran Prix of Cyclocross

by Andy Murphy, LBC President



The TREK US Gran Prix of Cyclocross, Derby City Cup, presented by Papa John's Pizza, made its annual stop in Louisville on the weekend of November 10th & 11th. This weekend was the last test of on-site preparations for the upcoming 2013 UCI Elite Cyclocross World

Championships. If this weekend was any indication, The World's will be great in February! Metro Parks has done an incredible job turning Eva Bandman Park into a world class cyclocross park! A big thank you to J.C. Conroy, Marty Storch and the rest of the staff at Parks for all their hard work-- THANK YOU! The Green Monster has been expanded to allow riders to mount their bikes once they climb the steps and get a couple pedal strokes in before they descend the ramp. Two permanent bike washing stations have also been added. The station down by the bike pits is an elevated box containing

gravel and underground drainage.

The racing was fantastic, as usual! Riders from Belgium, Germany, Canada, the Czech Republic, Great Britain, France, Canada and of course the United States, were on hand to check out the course for the 2013 World's. One of the coolest parts of the weekend was watching reigning U.S. National Champion Jeremy Powers ride up the TREK Limestone Step-Up to pass Ryan Trebon for the lead in the Elite Men's Race! These riders are so agile and powerful, you have to see it to believe it.

Thanks to all the LBC Members who volunteered to help make the USGP of Cyclocross the success it was--THANK YOU!

Murphy
Life is good



Joe "C" Czerwonka's, Bob's Red Mill "Short Bus" offered almost a complete view of the course at EBP. (photo courtesy Andy Murphy)



Day 1 Elite Men's Podium, US National Champion and winner Jeremy Powers, center, 2nd place finisher Ryan Trebon, left and 3rd place finisher Danny Summerhill, right. (photo courtesy Andy Murphy)



Riders tackle the TREK Limestone Step-Up at Eva Bandman Park. (photo courtesy Andy Murphy)



Canadian Ben Berdan leads the Elite Men's field off River Road and onto the grass in Day 2 action at the USGP of Cyclocross. Berdan held on for second place in this race as Jeremy Powers won for the second day in a row. Tim Johnson finished 3rd. (photo courtesy Andy Murphy)

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Storm Eva Bandman!

by Andy Murphy, LBC President



On Sunday, October 28th, the Papa John's Pizza Storm Eva Bandman Cyclocross Races/Costume Party was held at Bandman CX Park. These races have turned into quite a tradition, with 460 riders from around the region joining in on the fun.

Eva Bandman Park isn't exclusively for racing. If you have a mountain bike or a cyclocross bike and you just want to go down there and ride around, the park is open from dawn to dusk. There are already some good paths beat in. Have fun--and wear a helmet!

Life is good
Murphy



Wonder Woman is making a move for 3rd place. Snow White better get moving! (photo courtesy Tom Moran)



The Sunday morning Vic's Classic Bikes ride stopped by the park to check out the racing action. (photo courtesy Larry Preble)



Pony Shop Cyclocross rider Ryan Knapp discussing the course with Bob's Red Mill riders after the Elite Men 1-2 race. (photo courtesy Andy Murphy)

LBC Commuters Group, November 15

by Andy Murphy, LBC President



As of November 15, 2012, 68 members of the Louisville Bicycle Club Commuters Group have registered 34,681.64 miles. We would like to thank everyone who takes the time to commute, then logs 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 to log their rides.



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**UCI Masters World Cyclocross World Championships
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**UCI Elite Cyclocross World Championships
February 2 – 3, 2013**

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Best New Ride of 2012, Finalists

by Charlie Drexler, LBC VP Touring

On Tuesday, October 30th, the Touring Committee met. During this meeting, the committee voted and narrowed down the candidates for the 2012 LBC Best New Ride Contest. The finalists for the three categories are the following:

35 Mile and Under Category:

Childplace Ride - Cathy Hill & Kirk Roggenkamp
Valley View Hill Jam Ride - Gloria & Randy Davis
Derby Clock Ride - Dirk Gowen

36-65 Mile Category:

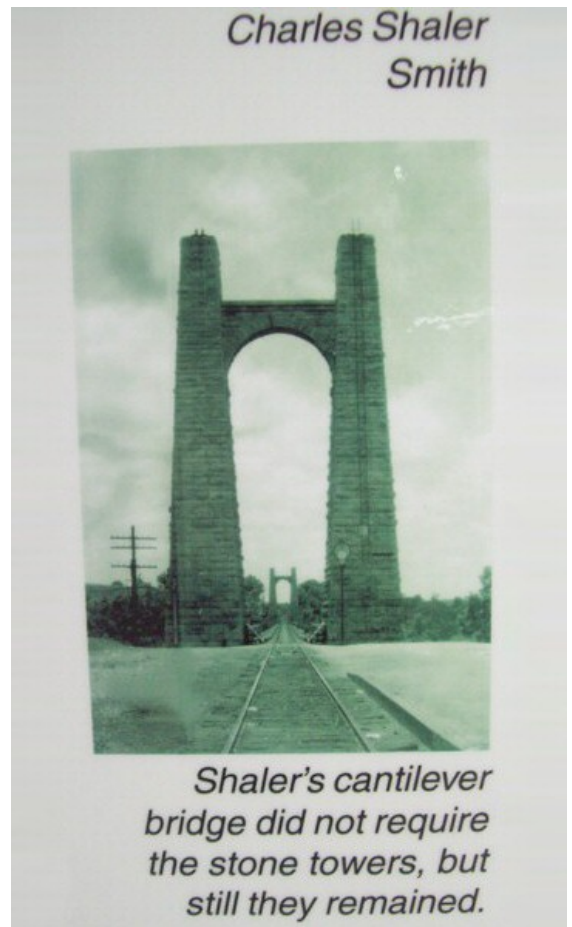
Battle of Corydon Loop Ride - Cathy Hill & Kirk Roggenkamp
Cedar Lake Metric Century - Mary Ann & Richard Heckler
Scrabble Road Safari Ride - Michael Crawford

Over 65 Mile Category:

High Bridge Century - Mike Kamenish

You will see in the December and January Newsletters brief descriptions (written by the Ride Captains) of the rides. Bring this information with you to the Annual Banquet and help decide the winner in each category. Voting will take place during the annual meeting. So be sure to make your plans to attend this years annual banquet. Registration for the Banquet is open on the LBC Website.

The Touring Committee also reviewed the current Touring Program Guidelines for the 2013 touring year. More about that later.



High Bridge Century - Stone towers original design.
(photo courtesy Mike Kamenish)

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Best New Ride Finalist 65+ miles: The High Bridge Century

by Mike Kamenish

The High Bridge century was held first on April 28th, 2012 with 11 riders, then again as a TMD stage on Sept. 1st, 2012 with 30 riders. The century started at the Flying J Travel Plaza in Waddy, KY @ I-64. The first city passed through is Lawrenceburg, which is also the first crossing of the Kentucky River on US 62. At this crossing is the first of two historic railroad bridges seen. This bridge was named Young's High Bridge when completed in 1889 after the president of the Louisville Southern Railroad. It spans 1659 feet and is 283 feet above the river. It stands today just as it did when it was built 123 years ago. There haven't ever been any modifications to it. Young's High Bridge has been out of service since November, 1985.

Entering Woodford County, the route climbs out of the river valley, and twists through the backroads of the Central Kentucky bluegrass region. There are nice downhills and climbs. Some of it runs next to quiet creeks and streams. Little or no vehicular traffic makes this part very scenic and peaceful. The next county is Jessamine, and it's here the small college town of Wilmore is visited. There's a choice made here; eat lunch now, or after visiting High Bridge. There are two choices for lunch - a Subway, or for something not so chain store, Solomon's Porch which is a made-to-order sandwich shop emphasizing more healthful choices. From Wilmore, High Bridge is only 5 miles away. Once into High Bridge, the route follows into the park and on to the pavilion. At the pavilion, there is a lookout built off the side of a cliff. This gives a great view of the bridge.

The bridge seen today was the one that was built back in 1911 to strengthen the original one built in 1877. The 1911 rebuild was actually built 31 feet over the existing bridge. The reason

being so the railroad service was never interrupted during the rebuild. Even before the original bridge was built in 1877, a cable suspension bridge was to be built by John Roebling in 1851. Roebling was the designer of the Brooklyn bridge in New York, and the Roebling Suspension Bridge between Covington and Cincinnati, however neither of these bridges were built yet. The suspension bridge that was originally designed had two stone anchorage towers built, cable wire and material for the superstructure delivered, then the railway company funding the bridge project went bankrupt. The project sat idle for nearly 20 years until the Cincinnati Southern railroad funded the construction of the 1st cantilever bridge in North America. It spanned 1,125 feet and was 275 feet over the river below. The railroad track from this bridge ran right between the two stone towers that were built previously. These stone towers stood until 1929. It was then the railroad went from a single track to a double track. The towers weren't wide enough to accommodate the new width of the tracks, so down they came. They still can be seen today, but only what's left under the double tracks.

Once the route leaves High Bridge, it's back to Wilmore, then down US 68 to make the 2nd crossing of the Kentucky River. Entering Mercer county, a long, long climb awaits. The climb is not real steep, but is several miles long with the summit near Shakertown. Turning off US 68, the direction is now West towards US 127 and the last store stop. This stop is a homemade candy, ice cream, and sandwich shop called the Kountry Kupboard. After the store stop the course turns West again, then North back to Waddy. Overall mileage is 108 miles. Most agree it was a challenging ride with lots of climbing, but a very nice, picturesque ride with beautiful scenery. Most roads had a low volume of traffic, but some were busy and could not be avoided.



High Bridge Park. (photo courtesy Mike Kamenish)



The pavillion. (photo courtesy Mike Kamenish)

Best New Ride Finalist 36-65 miles: Scrabble Road Safari Ride

by Michael Crawford

After thinking about a possible Shelby County route, Charlie's email reminder about the "Best New Ride" contest prompted me to enter the contest. My "roots" with Shelby County go back to the late 1950's. I grew up in Shelbyville and spend a lot of time on my grandparent's farm just out of Bagdad.

The 50 miler "Safari" route started in Shelbyville & included old favorite roads with a few new twisting, turning, & scenic climbs. After heading out of Shelbyville on Bellview Rd. and Washburn Rd. our group of nine riders headed to Cropper. We went to Elmburg and then went up and down scenic "Bunk" Road. We turned off of Bunk Rd. on to Cedarmore Rd. After a long downhill and a 3/4-mile climb we turned left onto

"Scrabble" Road. This road is little known and very isolated. The immediate downhill to Scrabble Rd.'s valley is approximately a 27% to 30% grade. Fortunately I had the route going down this grade rather than coming up! The 2.4 mile ride at the bottom of Scrabble Rd. is a serene, car free, and scenic little valley (hence the Safari name for the ride). After a store stop in Bagdad we headed back to Shelbyville via Bellview, Clear Creek, Fox Run, and Burks Branch Roads.

The ride ended where we started in Shelbyville (@ the Shelbyville Community Center & Fitness Park) which offers free post ride showers). It was an enjoyable Safari Ride for all riders.

High Bridge Century (cont.)

by Mike Kamenish



High Bridge. (photo courtesy Mike Kamenish)



High Bridge. (photo courtesy Mike Kamenish)



Stone tower remnant. (photo courtesy Mike Kamenish)



Stone tower base. (photo courtesy Mike Kamenish)

Best New Ride Finalist <35 miles: Derby Clock Ride

by Dirk Gowin

I had been kicking around the concept of an urban route for all riders, regardless of experience. The thought was a relatively short, flat route, easy enough for new riders to experience the fun of cycling and yet still be an enjoyable ride for the more experienced riders.

Sitting at the Bluegrass Brewing Company for lunch with Andy Murphy, at noon a bugle announced the beginning of a Derby Clock race between five hand-carved statues of figures with local significance: George Rogers Clark, Daniel Boone, Thomas Jefferson, King Louis XVI of France and the Belle of Louisville. We both thought what a great starting location for a bike ride.



(photo courtesy Dirk Gowin)

So, the Derby Clock ride was born. The first week of the ride, 15 cyclists were lined up looking upward at the clock, impatiently waiting for the bugle to sound and the race to begin. At 6:05, a waiter from the BBC came out to tell us the clock was broken and there would be no race. What a letdown! Anyhow, we completed the ride, the weather was awesome, and some of us celebrated with a cold beer at BBC.

Two weeks in and no Derby Clock race. I was beginning to think the Derby Clock race would never run during the scheduled ride, but on the third week, the race began (Daniel and the Belle never did race), and the Derby Clock ride came to full fruition.

“Doesn't get any better than this for a bike ride/beer in late October,” said Steve Montgomery.



(photo courtesy Dirk Gowin)

The Derby Clock races three times a day: noon, 3:00 PM and 6:00 PM. So the Derby Clock ride was created, coupling the concept of a ride for all skills with the running of the Derby Clock. The ride was scheduled to depart after the Derby Clock race at 6:00 and was routed as an out and back ride to Iroquois Park. Modeled after the Mayor's Hike, Bike and Paddle, an out and back route allows riders to turn around at any point, fitting for any speed or skill set.



(photo courtesy Dirk Gowin)

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Best New Ride Finalist <35 miles: Childplace Ride

by Cathy Hill & Kirk Roggenkamp

The Childplace Ride was a regular staple on the LBC every Tuesday evening from April through September, offering a Southern Indiana alternative and somewhat earlier start time from the long-standing St. Matthews ride. The current route morphed out of the old “Planes, Trains, Boats & Bicycles” ride which started out of the same location the previous three years, but was a shorter and flatter route.

The new 27.3 mile route takes advantage of a newly opened Waterline Rd out the backside of Utica, allowing riders to climb the long, gentle hill through the once off-limits park-like federal property leading to a re-engineered intersection crossing Hwy 62. From there the route takes steeper and faster rollers north on Bethany Ln and High Jackson Rd to enter Speed/Sellersburg from the northeast and pick up the Utica-Sellersburg RD southbound, passing the backsides of the Clark Co. airport and a golf course. More rollers heading south, and eventually east

on Cooper Lane bring riders back to an optional, but often utilized, ice cream stop at the Golden Twist on Hamburg Pike during the long evenings of summer before soft-pedaling the final 3 miles back to Childplace through the residential neighborhoods of Jeffersonville.

Overall, traffic is limited once leaving the commercial section of Jeffersonville, and allows riders to enjoy the cool breezes and pleasant views of the Ohio River on a summer evening. The ride remained relatively small most Tuesdays, usually with fewer than a dozen riders, but sometimes swelled to double that number. The ride will return on Tuesdays early this Spring, and with the anticipated opening of the Big Four bridge in 2013, should be much easier for Louisville cyclists to access the “sunny side” for some different roads. New ride captains to share duties with some of the “old hands” will be much appreciated and welcomed!

Best New Ride Finalist 36-65 miles: Battle of Corydon Loop Ride

by Cathy Hill & Kirk Roggenkamp

The Battle of Corydon Loop is a 51-mile route that debuted this touring season as day one of a week-long tour that follows General John Hunt Morgan’s “Great Raid” route across southeast Indiana all the way to Ohio in the summer of 1863. This loop allows riders the opportunity to take back roads from historic Corydon south to the Laconia General Store for a rest on the “liars bench” that best suits your political leanings before following a “scenic drive” high along the ridges of the Ohio down to the landing where Morgan commandeered a couple of steam boats to ferry his 2000 man raiding party from Kentucky into Indiana during the Civil War.

Several of the 50 plus riders enjoyed a dip in the Ohio River at this spot before following his exact path north to Corydon,

where the only Civil War battle fought in Indiana was waged the next day. The ride was perhaps most memorable in that temps reached a 114 heat index that day, and combined with the hills of Harrison County, caused more than a few of us to cry, “Surrender!” before making it to our lunch stop on the Corydon Square.

While the Morgan’s Raid tour will take a year off (but may return in 2014), look for the Battle of Corydon Loop to show up again on the LBC schedule in conjunction with the 150th anniversary events both Brandenburg and Corydon have planned in July 2013.

(see the August 2012 newsletter for Charlie Drexler's photos.)



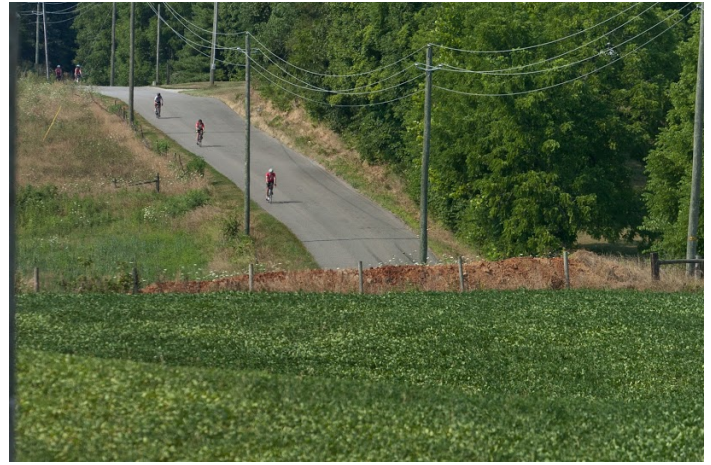
(photo courtesy John Stone)



(photo courtesy John Stone)

Battle of Corydon Loop Ride (cont.)

by Cathy Hill & Kirk Roggenkamp



(all photos courtesy John Stone)

Club Officer Candidate Statements

From the Nominating Committee

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

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

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

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

Sincerely yours,

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

Candidate for Secretary

Dianna Palmer

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

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

Respectfully submitted,
 Dianna Palmer

Candidate for Treasurer

Mark Rougeux

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

Thank you,
 Mark Rougeux

Club Officer Candidate Statements *(cont.)*

Candidate for VP Advocacy

John Cummings

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

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

Candidate for VP Communications

PaCkMaN

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

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

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

Candidate for VP Racing

Travis S. Kerns, Ph.D.

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

Candidate for VP Touring

Charlie Drexler

Dear Louisville Bicycle Club Candidate Search Committee:

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

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

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

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

Respectfully,
Charlie Drexler

(See the January, 2013 newsletter for additional candidate statements.)

Louisville Cycling Highlights, 1882

by Carson Torpey

Bicycle riding was still relatively new to Louisville in 1882 but it was well established. There was one bicycle dealer in town, Beddo's, which was mainly a jewelers shop owned by Horace Beddo on 4th Street. There were two clubs, the Louisville Bicycle Club and the Falls City Club. And for six months the Courier-Journal covered the weekly antics of the local wheelmen, which numbered about forty. Most wheelmen were young, the oldest I've found so far was 28 years old in 1882 and many were still teenagers. It is a wonder they got anything done as far as organization but they did. In chronological order here is what took place in 1882.

Jan. 1st

No runs of any importance last Sunday. Many of the wheelmen are named by their nicknames, Peanuts Adolphus and Beauty, Towhead and Jenks. As one reads in the weeks to follow, it is possible to find their real names. A Pros. Rawlingson of Chicago wants to get up a bicycle entertainment in Louisville and Miss Von Blumen the lady champion will accompany him. Finally there is a poem of sorts titled "Wants" listing many individual riders and what they each want. Cornwall wants a beaver.

Jan. 8th

The column is titled "Bicycle Notes By A Bicycle Boy" and again is full of nicknames and inside jokes. Growlers growl is well growled down, Peanuts has only one grindstone (bicycle) to sell, John Adams made a mash ... on the ice (fell off his bike) the Captain's mustache is growing are some of the lines. Messrs. Thompson, Pope, and Anderson with Beddo in the lead had quite a pleasant little ride down Chestnut Street last Sunday.

Jan. 22nd

During the bike tournament Miss Armaindo, a champion women rider of the high wheel will give an exhibition and Miss Von Blumen will not ride but her medals will be on display at Beddo's store.

The Falls City Club and the Louisville Bicycle Club held a joint meeting Wednesday Jan. 18 to discuss consolidating the two clubs. The name chosen was the Kentucky Bicycle Club and the officers elected were: Aaron Cornwall, pres.; Henry Schimpler, Captain; Charles H Jenkins, first Lieutenant; Clarence Jenkins, Second Lieutenant; and Arthur L Pope, Secretary and Treasurer.

The last paragraph lists the riders and their machines which at first seems somewhat boring but shows great insight into who the members were and what type of bicycles were popular and how tall the riders were. A L Pope a 52-inch Special;

Clarence H Jenkins, a 50-inch Standard; Henry Schimpler, a 58-inch Harvard; Charles Schimpler. A 56-inch Harvard; Orville Anderson, a 56-inch S H F Premier; Bird Sale, 54-inch S H F Premier; Henry Haupt, 50-inch Standard; Horace Beddo, 50-inch Standard; Henry Bennik, 52-inch Standard; A Cornwall, 54-inch Challenge; Tom Moran, 58-inch Harvard; Will Franke, 48-inch Harvard, George Franke, 52-inch Harvard, G M Crawford 48-inch Special; Tappan, 52-inch Special; Gus Rosen, 52-inch Harvard; J Carter, 48-inch Harvard; John Adams, 52-inch Harvard.

Of these riders, Orville Anderson and Henry Schimpler rode the first recorded Century Run in the United States; Charles H Jenkins will break the world's ¼ mile record; Horace Beddo opened the first bike store in Louisville.

Jan 29th

The boys are fascinated by the ratched bell that Prof Rollings has on his bike. The Kentucky Bicycle Club drill team has been practicing at the Armory every night. Last Sunday some of the boys made some fast times at the Exposition. A meeting of the Kentucky Bicycle Club was held at their new clubroom at the Exposition. The club colors were chosen consisting of red of the old Louisville Bicycle Club and gold of the old Falls City Bicycle Club. More officers were elected, Bird Sale, Right Guide; John F Adams, Left Guide; Howard M Thompson, Bugler; Horace Beddo and Charles Schimpler, Club Committee.

The last paragraph gives some history: "Two years have passed since Owen Thomas rode the first bicycle in Louisville and started the Louisville Bicycle Club. It grew fast and another club formed and a good rivalry developed. Each club might have remained had riders not been members of both clubs."

Feb. 2nd

It was standing-room only at the Exposition building for the opening of the bicycle tournament.

The band struck-up a lively air and the races

began. In the first race for boys, Master Lewis Franke won the mile in 5:10. The second race was a dash of three miles between Miss Armaindo, showing great management of her bicycle but was beaten by Tom Eck of Canada. The final race of the evening was won by Mr. Franke, a five miles contest. The night was closed with club members giving an exhibition of their skills.

Feb. 4th

A crowd of over 2000 attended the second night of the Tournament. The main feature was a race of 25 miles between Prof. Rollinson, the world champion and Mlle. Louise Armaindo, champion lady bicycle rider of the world. But first was a mile dash with five contestants. The five came to the line in their jaunty uniforms and polished bikes and the word "go" was given. They rode together until the last lap when in the home stretch Willie Preston got the lead and won. Next was some fancy riding by W F Franke and Chas. Jenkins. Finally at 9:00 out rode Prof. Rollinson and Mlle. Armaindo a very young



Louise Armaindo
(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

and handsome woman, with brown hair, blue eyes, a remarkably well developed figure and great muscular power and endurance. She was to have a four mile head start but this was misunderstood by the starters. The word "go" was given and she started slowly while the Professor started off like a flash. Finally she picked up her pace. In the first thirteen miles Rollinson had gained a mile and six laps but then the strain began to tell. The lady increased her pace until at the finish she won by one and a half miles ahead. After dismounting her machine she seemed as fresh as ever and was applauded until she reached her dressing room.

Feb. 5th

The final evening of the tournament was to be a fifty mile race between Chicago and Louisville. The Chicago boys, Messrs. Conklin and Miller, who had arrived the day before were in excellent trim and not much fatigued. Mr. Conklin rode onto the track dressed in a red suit and wearing a turban on his head. He was soon joined by Miller wearing a blue suit with yellow sleeves and a striped cap. They rode several laps when the two Louisville boys appeared, Messrs. Schimpler and Jenkins, wearing neat blue uniforms. Each man had a large number pasted on his back for the convenience of the scorers.

At 7:30 o'clock they came to the line and Prof. Rollinson gave to word go and all of them started off like flashes. Jenkins led the first lap, Conklin second, Schimpler third and Miller last.. After a mile, Conklin spurred ahead and kept the lead until mile twenty when Jenkins took the lead again. Schimpler moved into second. At mile 24 a spectator ran across the track and Schimpler hit him and was pitched clear over his bicycle. He remounted and chased back up to second place again. At mile 48 Conklin, seeing that he would not be able to overtake second place, withdrew and Jenkins took the win and Schimpler second only a lap behind.

Feb. 6th

The Courier-Journal reporter met Prof. Rollinson at his Fifth Ave. hotel for an interview. The Professor explained how he had been riding a French velocipede and was quite good at it. When the bicycle came out (the high wheel) he just had to have one and so he did. Wanting to show off, he decided to ride to the village market where everyone could see. Well, he did not know how to get on the bicycle so he got a man to hold it while he climbed on. Since he knew how to balance it wasn't a problem riding it and he was soon at the market place where everyone was staring at him as most had never seen him before. He started to dismount, but discovered that he didn't know how. In desperation he kicked off one pedal and jumped backwards and now this method is practiced everywhere. He practiced over and over until he became an expert at riding the bicycle and won many races. He came to America to race where he continued his winning ways and displayed a wonderful medal which he won at Albany, N.Y. It exhibited a gold bicycle with a diamond set in the hub and a ruby in the lamp, the whole thing spokes, wheel and all being solid gold!

Feb. 19th

The Kentucky Bicycle Club will meet to decide on bylaws and the suit question. It is estimated that there are nearly 100 bicycles in the city and Mr. Beddo has orders for 10 more. Mr. Ben Caye, showing how young the club members are, amused himself by tying the members coat tails to the back of their chairs during the meeting. The club decided on the suit question: seal-brown corduroy knee pants, with polo cap to match, navy blue shirt with light blue trimmings, laced front,

blue stockings and belt. A bicycle will be "worked" on the front pocket. Orville Anderson is going to St. Louis for a 25-mile race. Mr. Verhoff, a member of the H. A. W. K.'s is elected a member of the club. I'm not sure who the HAWKS are but there was some resistance to giving up on the Falls City Club. Mr. Verhoff is a young man, 14, in high school, Male, who would write a couple of pages for the book Ten Thousand Miles on a Bicycle by Karl Kron. His writing gives detailed information about the routes the city's wheelmen use as well as the road conditions, mileage, etc. He would later join Captain Perry's team exploring Greenland!

Feb. 26th

"Wheelmen who attend meetings with a mouth full of taffy and expectorate on the carpet need never expect to rate themselves among the leading members." Those young boys are at it again! Last Sunday Messrs. Hautp and Franke rode to Middletown for church and returned in a pelting rain causing several involuntary dismounts. Seems they forgot what they learned in church that day. There was more discussion about the suits. Finally settled on seal-brown knee pants and polo cap, blue stockings and shirt, with red trimmings and the club initials on the cap and pocket.

Newton Crawford was elected a new member. Mr. Crawford would go on to stay with the cycling community for many years, serving on many committees and holding many mileage records. Two members went to Cincinnati to race in Prof. Rollinson's event in that city. Clarence H Jenkins won the slow race and Charles Jenkins was second in the mile race. Note: Charles Jenkins breaks a world record at a track in Louisville but I have not found any mention of it in the papers. Yet.

Mar. 5th

Mr. Verhoff was chosen as the model to display the new club outfit. Instead of one club run, different members have chosen to ride to Greenville, Mt. Washington, and Simpsonville. It was noted that a grand project to build a building to house 500 skaters and a bicycle track is under way.

Mar. 12th

There are talks with the Louisville Athletic Association. Henry Schimpler is out of town on business, Bird Sale is sick, Mr. Greata has ordered a Columbia Expert and Clarence Jenkins got hit in the mouth playing polo.

Charley Jenkins' medal from winning the race against the Chicago boys is ready at Mr. Beddo's, who happens to be a jeweler. It is in the shape of a bicycle being cut from a piece of solid gold, the spokes being perfect. There are two gold wings. Below is a scroll with the name of the winner and the date and time of the race also of gold! The Kentucky Athletic Association is proposing a baseball diamond and lacrosse field circled by a bicycle track to be located in the area where St. James Ct. is today.

Mar. 19th

Bird Sale is improving. Our "Jack" is in love. A party of wheelmen were riding at Fourteenth and Broadway when a group of small boys began throwing rocks at the bikes in an attempt to see if any of the rocks would pass through the spokes. One rock hit Mr. Beddo in the face. The little ruffian jumped over a fence and thus eluded the police. Next time the wheelmen vow to run the culprit down themselves and take him to the police. A thirty-two line poem about a overturned bicycle finished off the column.

Louisville Cycling Highlights, 1882 (cont.)

by Carson Torpey

Mar. 26th

The "immortal six" will don their new uniform next month. The color will be dark green and the pants will be made of velveteen. There is already dissention in the club.

Mar. 27th

A new bicycle club has been organized.

Apr. 3rd

The new bicycle club is the Falls City Bi. Club. Pres., Horace Beddo; Sec. Tres., F A Dunesake; Capt., H Schimpler and O Anderson. The club has fifteen members and they will decide on a style of uniform at the next meeting.

Apr. 9th

Dues for the Kentucky Bi. Club are \$18 (WOW!). The club also incorporated and is selling 50 shares at \$10 each which the members are expected to buy! The club raised \$250 to go to the new track. Second and Ormsby is a favorite location for new riders.

Apr. 16th

The H.A.K.V.'s are no more, Huber and Alison have joined the Kentucky Bi. Club. These two gentlemen would soon open a bike store. The club has challenged the Cincinnati boys to a race. The new track is now under construction.

Apr. 30th

The club had a race at their new track. Mr. Greata received his new Columbia "Expert" bicycle and Mr. Huber received his new "Star", a high wheel with the small wheel in front.

May 7th

Mr. Franke breaks the American record for twenty miles. There will be a strawberry and floral exhibition at Fern Creek, the area's young ladies will see to it that the boys will be well taken care of.

May 14th

The Falls City Club now has only one member. Riders are going to Greenville today. There will be a ten mile race tomorrow at the Exhibition Building and a race meet in mid June.

May 21st

The road from Louisville to Lexington is in fine condition. New riders are learning to ride on Jefferson St.

May 28th

Louisville wants the National Meet since they have the only bicycle track in the country. Several members went to the Chicago meet.

June 4th

The club race meet will be postponed until July 4; the Masonic Committee has offered to put up \$150 in prize money for bike races on St. John's Day.

June 11th

Two riders rode to Mt. Washington and back. Karl Kron, who wrote Ten Thousand Miles on a Bicycle, passed through Louisville last Wednesday. He was coming from a side trip to Mammoth Cave while on his tour through Kentucky.

June 18th

Several club members received new bikes, including a Star,

which has the small wheel in the front. The club is printing a four-page programme for the races. The club now has forty members. Clarence Jenkin's prize for winning a race in Chicago has arrived. It's a gold plated cyclometer engraved with his name, race won, wheel size, and "Chicago L.A.W. Meet 1882".

June 25th

At least a dozen members are taking the train to Frankfort, Ky. to ride in that city. Ben Johnson of Bardstown has entered all the races. The track is complete and many are there training.

June 26th

A program for the St. John's Day events is in the paper. The first athletic contest will be the bicycle races. Listed are the mileage, the prizes, and the contestants.

June 28th

The results of the field sports are in the paper and "none were more interesting than the bicycle races. The racers are young men of very thin shapes and they show up well in their gaudy suits." Charles Jenkins, Aaron Cornwell, and Newton Crawford won the three races. Each one won a gold medal. Later in the day, there will be a parade in which the wheelmen, in uniform, will take part.

July 4th

The 4th of July events are listed in the paper, one of which is the bicycle races at the Louisville grounds on Fourth Street.

July 5th

There were six races at the Athletic Park. The winners were Charlie Jenkins, Will Franke, Newton Crawford, Clark Thome, Sam Holloway, and Charley Jenkins. The meet was closed with an exhibition of fancy riding.

July 22nd

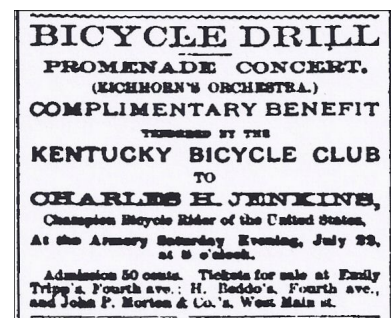
There appears an ad announcing a bicycle drill and concert to celebrate Charles Jenkins' win at the race in Chicago. He is the 1/4 mile United States Champion!

Sept. 3rd

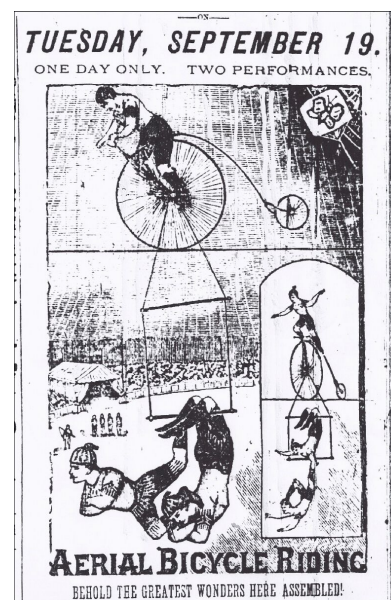
The word "bicycle" has been added to the property tax list for 1883. Chas. Jenkins won the mile in Franklin, Tenn. The club has decided to join a parade and to hold another racing meet at the "Bicycle Park."

Sept. 19th

A circus is in town and included is an act of "Ariel Bicycle Riding." From the looks of the ad, I'm sure it was exciting.



(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

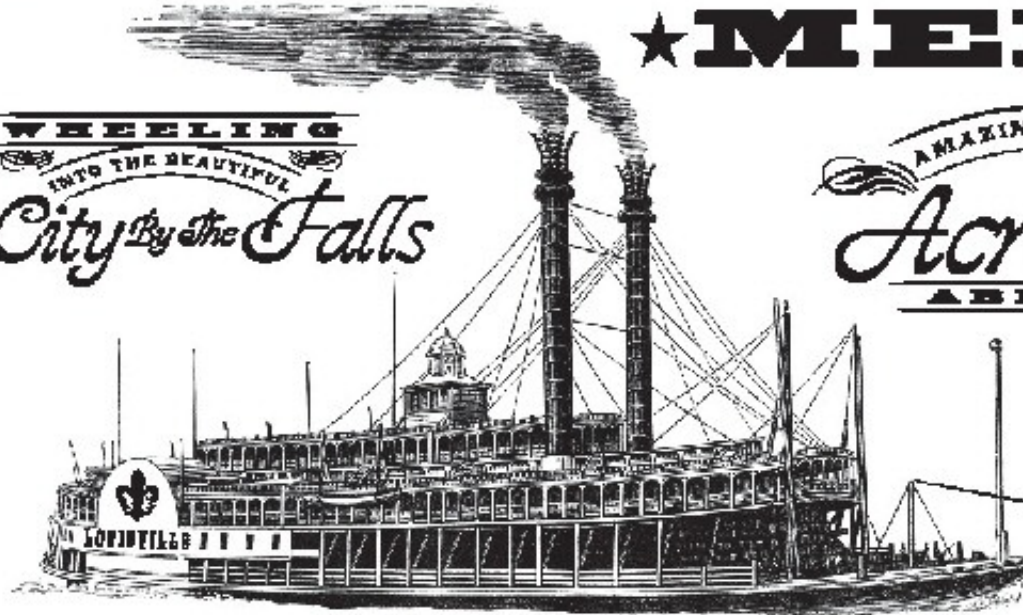
The Wheelmen

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Home of the Pioneer Century 1880

June 21st - 25th 2013



thewheelmen.org

Allison Torrey ★ 2013 National Mast Captain ★ greg@lexisville@yahoo.com

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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.

Tandemonium #15: Tiny Stokers*by Dave Spittler*

To this point, we have confined our discussion to tandem bikes with two adult cyclists but there is no rule that says no stokers under the age of 21 or you must be this tall to ride the bike. In fact, some parents have discovered that riding a tandem set up so that they can carry a child on the back is big, big fun for both parent (Captain) and child (stoker).

Tiny Stokers take a lot of flack because the uneducated think that they really are just passengers and the tandem's second seat is truly nothing but a glorified child seat. Nothing could be further from the truth. As it turns out, when they want to be there, children make great stokers. (It is another story if the child does not want to be there, but motivation is a parent's main job, right?.)

The only major hurdle is fitting the bike to the child. When we got our first tandem, I set it up as I had seen a tandem set up at a bike rally in Ohio. With a mixte rear bike, (top tube that slopes back to the rear axle, you can cut off a handlebar and fix it to the seat tube with pipe clamps. you can then use that cutoff handlebar to mount a seat down to where the child's legs can reach the pedals. This method has two distinct disadvantages: the child winds up trying to use adult size cranks (sub-optimal) and it isn't easy on a young family's budget.

The other method involves getting and a "kid back stoker kit" and fitting it to the bike. This stoker kit provides an extra set of cranks that is connected to the bottom bracket with it's own chain and an extra cog on the transmission (left) side of the tandem. The child is able to sit on the saddle as an adult would do. Normally, the cranks on such a rig are shorter to account for shorter legs. The advantage of this method should be obvious, but there is a major disadvantage that may not seem so obvious. With my method, the child sits down in the frame and farther forward, making it less likely that the child who dozes off (as tired youngsters sometimes do) is unlikely to fall off (out) of the bike. When you use a stoker kit, the child who dozes off might fall off the bike and would have much farther to fall. Stoker kits cost between \$200 and \$300 the last time I checked, so there will be an additional dent in the family finances.

When I started taking my oldest son on bike rides on the tandem, I discovered that those little short legged people are still able to generate a surprising amount of work. They might not have the power of a full sized adult stoker, but they don't weigh as much as a full sized stoker, either. In fact, the weight to power ratio of a six year old stoker is probably better than most 26 year olds. I took each of my three children to the Hilly Hundred many times over the years, first on the tandem and then on single bikes; I never had to push that tandem up any of those hills and I never had a Tiny Stoker quit on me.

I also discovered something else that became crucial to my own cycling career which can best be phrased this way: "Man who go riding with friends all weekend leaving children at home with wife is useless, low down so and so who uses wife as built in baby sitter, but man who takes one or more children on bike ride is loving father who is bonding with child." Of course, the bonding process works both ways if the Captain treats his Tiny Stoker like any good Captain treats a valued team member. As my children became teenagers, I realized that we were much closer than a lot of the dads of my acquaintance were with their children. We still sometimes reminisce about the good times that we had at bike rallies like the Hilly Hundred and TOSRV and now they are all getting tandems and planning to kit them out to take their kids out riding.

There are, of course, special considerations when you take a 5 or 6 year old stoker on a bike ride. They will work hard and they need to eat and drink. They get tired and might need a nap stop that an adult might not need. And cold weather can be a real challenge, so bundle the little stoker up when the mercury falls: they have a much bigger surface area to body mass ratio, so they can chill down and can develop hypothermia much more quickly than an adult will.

Each family must make their own decisions, of course, but tandem cycling with children worked for us and worked well.

This is the last of my contributions to "Tandemonium". (*I hope not. -Ed.*) I have said all that I have to say, so I can now sit back and read what others might offer. I have had a wonderful time writing these columns. I hope that you enjoyed reading my thoughts as much as I enjoyed writing them. I also learned a lot. Thinking hard about a process and then committing those thoughts to paper can be demanding and difficult work, but the author often learns a lot in by the very act of writing.

Two areas of tandem cycling that I have not addressed are off-road tandem cycling and recumbent tandems. I am not hostile to these subjects: I just have no experience in those areas. I know that there are folks out there who have experience riding tandems off road and riding recumbent tandems on the road. Perhaps one of you can pick up a pen and write a column or two for us to enjoy.