

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

March 2013

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**HAPPY NEW
RIDING SEASON!**

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
Apr 2013 issue is Mar 15**

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

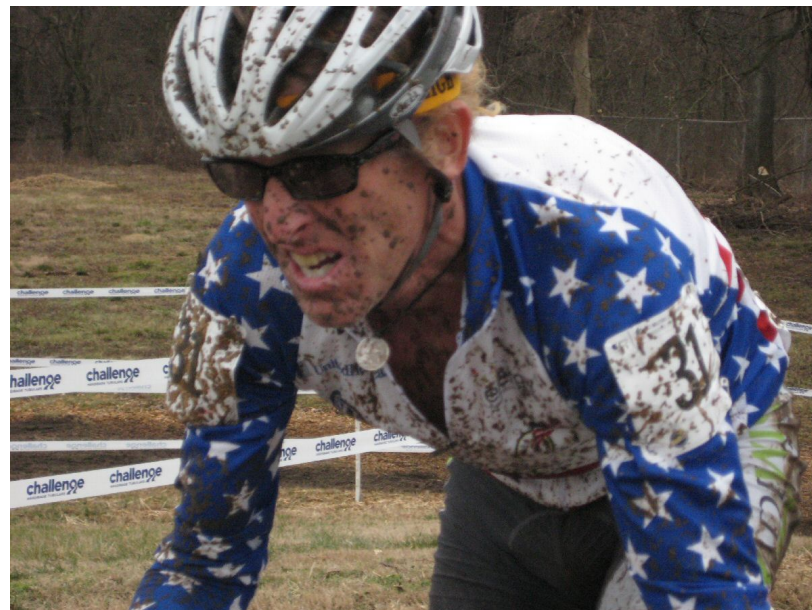
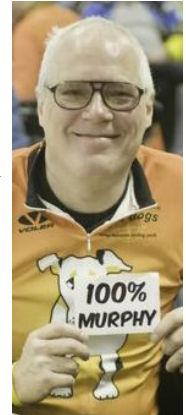


World Championships!

by Andy Murphy, LBC President

What a week! The UCI Masters and Elite Cyclo-Cross World Championships were held January 29th – February 2nd, at Champions Park and Eva Bandman Park in Louisville. The Masters races, are for riders over the age of 30, who are not affiliated with a professional team-- mostly folks who work regular jobs and race as a hobby. Don't let that fool you though, these are some serious racers. 5-time World Mountain Bike Champion Stephen Tilford is now a 2-time World Cyclo-Cross Champion, picking up his 2nd world title in the heavy mud at Champions Park!

All the results are cool, but I'd like to take a minute to thank all the LBC Volunteers who gave their time to help make the 2013 World Championships a success! I know I risk leaving someone out whom I shouldn't, but here goes. Steve Sarson and Scott Whitehair took vacation time from their jobs to volunteer at the races! Thank you both for all your efforts! Tom Armstrong spent countless hours pounding stakes at the Elite venue, then spent more countless hours keeping the pressure washers going at the Masters venue--thank you, Tom! Every time I turned around, Phil Samuel was helping with course repair or parking. Throughout the weeks leading up to the races the LBC was represented. We had volunteers working course set-up, rider registration, course crossings, course maintenance and course teardown. I know I've left someone out that I shouldn't and for that I apologize. To everyone who volunteered--THANK YOU!



*(cont.
on p.5)*

Stephen Tilford en route to his 2nd Masters Men 50-54 World Cyclo-Cross Championship. (photo courtesy Andy 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 2013
(Executive Committee)**

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

NEW MEMBERS

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Colon, Paul	1013 Runell Rd	Louisville, KY	40214
Fritzingler, Micah & family	5228 State Rd 62	Georgetown, IN	47122 (812) 989-7272
Gilbert, Charles	1110 Frontier Trail	Greenville, IN	47124 (502) 472-3075
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VP ADVOCACY RESIGNATION

John Cummings

Cycling friends and Martin,

Most of the club members that know me are aware of the health issues of my daughter, Adriane and my son, Richard. As I'm typing this, Adriane is entering her fourth week in the University of Kentucky hospital but the good news is that she is expected to be discharged soon. As time passes hospital admissions will probably become more frequent. Since care for my children requires so much of my time I have decided that in the best interests of the bicycle club that I should resign my position as VP of Advocacy.

Doug Brent has graciously volunteered to serve the remainder of my advocacy position term. Those of you who know Doug are aware of his intelligence and his dedication and he will serve the executive committee and bicycle club well.

Lastly, I have never worked with better people than those in the executive committee. Each member is totally dedicated to bicycling, the club membership and I'll miss working with the group. Issues are amiably settled by discussion and if necessary, a vote. I've never witnessed hard feelings exhibited by any of the members.

Don't get your hopes up because I'm not going anywhere. I'll still be volunteering in the club events such as the OKHT, the Mayor's Hike, Bike and Paddle events, the New Cyclers Clinics and anywhere I'm needed. You'll still see me performing SAG duties during some of these events with the usual heavy metal music blasting from the speakers of my mini-van.

Thanks to everyone for your support and keep my children in your thoughts and prayers. John Cummings



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

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World Championships! (cont.)

by Andy Murphy, LBC President

Metro Parks, the Metropolitan Sewer District and the Louisville Sports Commission deserve special thanks as well. Metro Parks and MSD built a temporary dam along Beargrass Creek, which allowed the races to be held. This was an unbelievable effort and a heartfelt thanks go to Marty Storch, J.T. Conroy and their staff for a job well done! THANK YOU!



MSD and Metro Parks workers fighting back the waters of Beargrass Creek/the Ohio River. (photo courtesy Andy Murphy)



In this shot, you can see the flood water creeping closer in the top left portion of the photo. (photo courtesy Andy Murphy)

The Elite races at Eva Bandman Park were nothing short of incredible! The crowd estimates have been in the 10-12,000 range--it felt like 20,000! To be in the middle of the crowd as they chanted U-S-A! U-S-A! was so cool!

We've posted photos from the week on the LBC facebook page, <http://www.facebook.com/LouisvilleBicycleClub>

Again, to all the LBC Volunteers--THANK YOU! You made this week truly special!

Life is good
Murphy



The crowd was like this the whole day, all around the course!
(photo courtesy Andy Murphy)



The start of the Masters Men 50-54 race was a wild affair, as a field of 60 heads out. (photo courtesy Andy Murphy)



This photo was taken Sunday at app. 2:30. What was originally supposed to be a 2-day event, was condensed into a 1-day event. Good call UCI! (photo courtesy Andy Murphy)

World Championships! (cont.)

by Andy Murphy, LBC President



LBC member Scott Whitehair making the climb up the hill to the soccer fields at Champions Park. *(photo courtesy Andy Murphy)*



Quite a scrum as the Elite Women are called to the podium. *(photo courtesy Andy Murphy)*



The WD-40 downhill from the soccer fields was a muddy mess. Some of the mud was a foot deep! *(photo courtesy Andy Murphy)*



The Sponsor Expo was really cool--and crowded! *(photo courtesy Andy Murphy)*



You can try to hide, Drew Dillman, but I know it's you! *(photo courtesy Andy Murphy)*



It's kind of hard to see him, but that's Mark "Snake" Atwell working the Green Monster course crossing. The crowds at this crossing were enormous! *(photo courtesy Andy Murphy)*

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2013 Touring Season Announcements, Best New Ride Contest *by Charlie Drexler, VP Touring*

The 2013 Touring Season begins March 1st and goes thru October 31st. There are certain club touring awards that are based on the touring season: The Yellow Jersey (Female and Male Mileage Champions), the Masters Jersey (Over 55 Female and Male Mileage Champions, who are not the Yellow Jersey Champions), and the 100 Ride Award (based on riding 100 or more rides during the Touring Season). The other Touring Awards are based on Lifetime Achievement or the Touring Year which goes from last November 1 thru October 31. For more information on all of the Touring Awards see the Touring Guidelines (there is a link on the club's home page).

The Louisville Bicycle Club is always in need of Ride Captains. So if you think that you would like to help the club by becoming a Ride Captain. Now is the time to make that plunge. On March 17th, after the general membership meeting (Baptist East/Milestone Fitness Center (750 Cypress Station Dr.), I will once again offer a Ride Captain Training Program. This program will give you all of the basic information that you will need to become a ride captain. So come on out. Look for more information on the March Touring Schedule. If you Ride Captain 10 or more rides in a Touring Year, you are eligible to receive a Ride Captain's Jersey.

In December of 2012, the Executive Committee approved some changes to the Touring Guidelines for 2013. The first change asks that the mileage posted for rides on the Touring Schedule be within +/- 10 %. Also the ride mileage turned into the Statistician should accurately reflect the actual mileage of the ride. The main goal here is that the schedule and the mileage turned in for rides should accurately reflect the actual mileage.

The second change concerns Mileage Credit for Out of Town Rides. Beginning with the 2013 Touring Year, mileage will be awarded based on the actual mileage of the ride (provided that

there was a LBC member as a ride captain, and that there were at least 6 LBC members riding the ride). The remaining conditions for out of town rides remain the same.

Again, Touring Guidelines can be reviewed by following the link on the LBC Home Page.

As announced at the Annual Banquet, The LBC Best "New Ride" Competition will continue for 2013. This competition begins on March 1st. If you have a great new ride that you have been thinking about but just have not decided to do it, now is the time to dust it off and enter it in this year's "Best New Ride" competition. If you notify me that you would like to enter a ride in the competition before the schedule is published, I will highlight it on the schedule and help promote the ride in the newsletter and on Facebook. As riders, if during the year you participate in a ride that you think is awesome and new to the club, YOU can nominate the ride to the competition even if the ride captain did not enter the ride. Just drop me a note via the LBC website and tell me about the ride and that you would like to nominate the ride. The Club had some outstanding entries last year in the competition and I am looking forward to seeing what the Ride Captains come up with for this year.

Ride participants can also get in on the fun! If you write a ride summary and/or submit photos for inclusion in the Monthly Newsletter then your name will be entered in a prize drawing at next years Annual Banquet. I hope that we get a little more participation in this aspect of the competition this coming year.

The FUN starts on March 1 through October 31, 2013.

A link to the New Ride Competition Description for 2013 is posted on the LBC website under the "Touring" Tab.

[Click to enter!](#)

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2013 Kentucky Century Challenge

Register for The Kentucky Century Challenge, complete The Challenge and get a free jersey! Click here to see the jersey: <http://www.kentuckytourism.com/userfiles/Adventure/KCC%20Jersey.pdf> - The Challenge features Kentucky's four premier cycling events featuring Century--100 mile ride options:



1. Redbud Ride – April 13, 2013, London, KY - <http://www.redbudride.com/>
2. Horsey Hundred – May 25, 2013, Georgetown, KY - http://bcc.clubexpress.com/content.aspx?page_id=22&club_id=740127&module_id=110194
3. Preservation Pedal – June 15, 2013, Frankfort & Franklin Co. KY - <http://www.preservationkentucky.org/pages.php?id=6>
4. Old Kentucky Home Tour – September 7 – 8, 2013, Louisville, KY - <http://www.louisvillebicycleclub.org/OKHT>

All of the featured rides also offer distances that are less than a century. To qualify for the challenge and receive the Century Challenge jersey, riders registered for the Challenge must complete the century distance on at least 3 of the 4 rides. The Kentucky Century Challenge jersey is available only to riders who successfully complete the challenge. The jersey will not be sold, or made available to the general public, so to get the jersey, you have to ride at least 300 miles.

Keep in mind that these rides are all **PAID RIDES THAT YOU MUST REGISTER FOR INDIVIDUALLY** and to be eligible for the challenge you can register here: <http://www.kentuckytourism.com/outdoor-adventure/centurychallenge.aspx>

Take the Kentucky Century Challenge and get a FREE jersey!

LBC Commuters Group

by Andy Murphy, LBC President

As of February 15, 2013, 69 members of the Louisville Bicycle Club Commuters Group have registered 2,655.03 miles. We would like to thank everyone who takes the time to commute, then logs their mileage.

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

If you decide to join the group, you should only log rides that

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

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

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Big Four Bridge Opens--softly.

by Andy Murphy, LBC President



On Thursday, February 7, 2013, there was a soft opening of the Big Four Bicycle/ Pedestrian Bridge at Waterfront Park in downtown Louisville. 25 years after it was first proposed and 18 months after construction began, the bridge is open. But, you can only travel to the Indiana side, then turn around and come back.

Life is good.

Jeffersonville, IN Mayor Mike Moore told me that the Jeffersonville ramp should be done in time for the National High Wheel Meet, June 21st – 25th!

Once the bridge and connecting ramps are complete, there is no doubt that they will get extensive use. Opening day, there were thousands of folks checking it out!



Enormous crowds opening day on the Big Four Bridge!
(photo courtesy Andy Murphy)



The support structure for the ramp in Jeffersonville, IN is in place.
(photo courtesy Andy Murphy)



Larry and Margaret Preble on the first tandem on the Big Four Bridge!
(photo courtesy Andy Murphy)



Carson Torpey on the first "Ordinary" to cross the Big Four Bridge!
(photo courtesy Andy Murphy)

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.

It's Not Always About the Bike - Roscoe's Rescue

by Cathy Hill

On February 9, 2013, a group of 22 left our residence in Crandall, IN to venture out on a 4.7 mile loop through the woods connected to our subdivision. We had a near equal mix of bikers and hikers/runners for the event this year. The loop consisted of rough trails, a corn field, a cow pasture, and two stream crossings. The trails chose not to be frozen that day since the temp was a balmy 40 degrees. The bikes started rolling, the runners started running, and the hikers began sweeping the course. We hiked and enjoyed being outdoors, while chatting about what had been going on in our lives.

After hiking approximately 2 miles, we noticed a beautiful German Shepherd lying in our path. He appeared to be taking a breather from his frolic in the woods. We smiled and spoke to him as we passed. He didn't appear to be in any type of distress. The group hiked on, but in a few minutes we realized we were short a few people. Upon backtracking we saw Vicky Dobbs and Rita Sarson huddled around the dog. Eventually, all of us joined them. They had taken a closer look and realized the dog could not move. It appeared he had no use of his back legs. He whimpered in an attempt to move closer to us, but was only able to creep a few inches at a time through the use of his front legs. At that point we began to discuss what needed to be done. The dog was wearing a collar, but had no tags. Vicky Dobbs shared with the group that she would take him to her vet if we could somehow get him out of the woods. We were also trying to determine where the animal came from. If someone had dropped the animal, why would he be so deep in the woods if he could not walk? We decided to hike over to the closest farmhouse to inquire about the dog. Since we did not want to alarm the homeowner with an onslaught of hikers, Kirk and I hiked over to the nearest farmhouse where we approached a farmer who was on his tractor. He was not familiar with the dog and offered "to bring his gun and put the dog out of his misery." That being said, we decided to go back, join the group, and come up with an evacuation plan. If only you could have seen Vicky Dobbs' face when we told her how the farmer offered to help.

Kirk and Jeff White left the group behind to backtrack to the house, pick up a comforter, and drive Kirk's small pickup to the closest location they could find in conjunction with the dog's location. While waiting, John Paul fed the dog two organic



(photo courtesy Cathy Hill)

energy snacks, and others shared their water with the dog. When Kirk and Jeff returned with the comforter, everyone joined together to carry "Scooter" (as the dog had been named due to his condition) from the woods, across a corn field, down a railroad track, and across a rickety bridge to Kirk's pickup. Scooter and all the LBC hikers piled into Kirk's truck for the journey back to the house. Vicky and Ron socialized a few minutes at the party, and then took "Scooter" to their home in Crestwood.

Vicky took "Scooter" to her vet the following day to have him checked for a microchip. Fortunately, "Scooter" did have a microchip, but the owner had not updated the contact information when she moved to Georgetown IN. However, later in the day the owner called in trying to locate her dog, and Rosco (the dog's real name) was delivered to the owner by Ron and Vicky. Vicky said tears were shed, hugs were shared, and Rosco was wiggling for joy at the sight of his owner. The owner was very appreciative of the group effort given on her dog's behalf because she knew he would have probably died in the woods due to his condition. The owner shared that Rosco had run away Friday while chasing a deer with her other dog and that Rosco had hip issues in the past. Her other dog returned Friday, but Rosco did not.

We spoke to the dog's owner on Valentine's Day and she said Rosco received steroids from the vet several days ago and is resting comfortably. However, she said Rosco is not making much progress and they were thinking of taking him to an acupuncturist. We'll continue to check on him in hopes that he makes a full recovery.

Everyone in our group had smiles in their heart on Saturday when we were able to help Rosco. We were not able to finish the 4.7 mile loop, but no one complained. Our efforts were needed elsewhere. We can only hope that if we need a helping hand one day, a trail angel will come along to take us to a safe place. We love you Rosco!

Rescue Team Members: Vicky Dobbs, Jeff and Chris White, Rick Croslin, Katie McBride, John Paul, Rita Sarson, Kirk Roggenkamp, and Cathy Hill.



(photo courtesy Cathy Hill)

The Jake Bauer Memorial Century

by Carson Torpey



In 1891, Jacob Bauer left Louisville for a around the world bicycle tour. He headed toward the west coast and was never heard from again.

In the early 1980's, Dave Runge and Mike Schneider of the Louisville Wheelmen,

heard about this young man's attempt to ride around the world and thought it would be a good idea to memorialize it with a century ride and thus began the Jake Bauer Memorial Century. It had also been one hundred years since Jake began his trip, does that make it a "double century"? Not much was known about Jake Bauer or about his travels except that he went west, so the route of the century ride was to go west from Louisville, a distance of fifty miles and return. The first year, 1982 the ride started at Cox Park and rode to Corydon, Indiana but some riders did not like crossing the Clark memorial Bridge. The following year the ride left from the west side of new Albany Indiana and turned around at the overlook in Leavenworth. After complaints about the distance not being quite 100 miles, Dave Runge, the ride captain, took the third's year route down to the tiny town of Alton.

Dave knew of a way to the little town on the river and it was decided that a ride to the little river town of Alton, Indiana and that would give the extra miles needed. Now this section of Indiana was not very heavily populated so there was not a big incentive to maintain the condition of the roads. There are a lot of gravel roads and the roads paved with asphalt can be smooth in one place or they can be riddled with potholes in another. There are also some very steep hills thrown in to make riding very interesting, just the kind of road that Runge would like. On the way to Alton, where the group would stop at the general store for snacks before returning, the course led them down one of those steep hills. The pavement must have been in good condition for Ed Beanblossom let loose and went flying down hoping to get enough momentum to get up the other side. Now you can guess where the potholes were. At the bottom of the hill Ed hit them and put some nice flat spots in his two newly built wheels. I'm sure the cursing could be heard all the way back in Louisville.

The group did make it to the general store in Alton and out of the store comes a sort of "hippy looking" young woman all excited to see so many bicycles in this far away place. After exchanging greetings and so forth, she asked, "Do you all know Carson Torpey?" Yes, my fame had spread even to this small hamlet! All the riders were astonished at the question until she explained that she used to be my girlfriend a year earlier. She had moved from the big city to experience the inconveniences of country living, no running water, wood stove heat, and being in the middle of nowhere.

Who was this Jake Bauer that he inspired such a memorable ride? Jacob Bauer was born about 1865. His name becomes

frequently mentioned around 1889 in the Louisville newspapers and he was a member of the Louisville Cycle Club. He was one of those scorcher or racers who made the news a lot. First though, he started doing the weekly club runs and continued doing so on a regular basis. Jake liked doing the long century rides on his high wheel bicycle. In June of 1890, he and Howard Jefferis, owner of Jefferis Bros. Agency, the store with a direct line to Highland Cycle on Bardstown Rd owned by Gil Morris, rode a century to New Haven and returned. The road to Bardstown was in fair condition but the next fifteen miles were poor. Bauer got tangled up in sand twice and fell from his 52 inch ordinary both times. Jefferis rode a Victor safety. It was the first century of the season.

He took part in the Louisville racing tournament on July 4th. It was a good tournament except for Jake. "The failure of Jacob Bauer to get a first was a keen disappointment to his many friends. Jake is a splendid and untiring rider, with lungs like a blacksmith's bellows but he is too good natured to take advantage of racing points. He would rather lose than see a friend defeated." In September, Jake took second in the Louisville Cycle Club championship race. In this best time for a mile, he finished first with a time of 3: 13 1-2 and received a medal.

In October, Jake received a new 56-inch racing wheel and hoped to scoop up all the medals at the Birmingham, Alabama tournament on the 25th. There was no news on this tournament but Tom Jefferis issued a "suggestion" not a challenge he said, to race Jacob Bauer on Thanksgiving Day. Jake took the 'suggestion' and the race is on. At 9 o'clock Thanksgiving morning the two men will race down the Middletown Pike from St. Matthews, out five miles, and return. Both clubs are having runs to St Matthews that day and those not wishing to ride may take the L&N train. The winner will receive a diamond ring.

About fifty wheelmen attended the event. The word "go" was given at 10:36 and off went Jefferis on his safety geared to 57 inches and weighing 37 pounds, and Bauer on his 54 inch ordinary weighing 41 and a half pounds. For the first mile they rode leisurely, side by side, then Jefferis began to slowly pull ahead. Jefferis reached the turn-a-round in 23 minutes, with Bauer one minute behind. Then Jefferis let himself out and put on a scorching pace winning by one and a half minutes and becoming the ten mile Kentucky champion."

For 1891, Jake was elected to the position of Captain of the Louisville Cycle Club, the biggest and most prestigious club in town. The captain was in charge of choosing the weekly ride and also led it. A March 22, 1891 Courier-Journal column says, "The Louisville Club was to go to Middletown today, but the bad weather will force a postponement of the run. Capt. Bauer is anxious to get out to a good country dinner, and the forced postponement of this run is a disappointment to him."

The Jake Bauer Memorial Century (cont.)

by Carson Torpey

By May 28th, Mr. Bauer has turned in his resignation. "The Louisville Cycle Club meets Tuesday night. A Captain is to be elected." Read the headlines. Jake had left on his trip for Dayton, Ohio. He returned to Louisville to take part in the "electric light" races at the Auditorium Track. He took part in race number 3, the one-mile handicap for ordinaries. There were eleven starters. He did not finish in the top four. He tried again in the consolation one mile for ordinaries but this time he had a little better luck as he placed second.

On June 24th, he raced in the St. John's day festival. He participated in a series of races for ordinaries of varying distances for points and he placed third scoring five points.

After the races, the Louisville Cycle Club gave him a farewell dinner on Tuesday night and he was off on Wednesday morning for Dayton. He then went to the L. A. W. meet in Detroit where he wrote that he had a glorious time and on Monday the day after the meet he would leave for Chicago and then Minneapolis. But while he was at the meet he entered a fifty-mile indoor race with three other riders and he took a header at the seventh mile but remounted. At mile twenty-seven he became dizzy and fell but after a short rest continued on. He made up most of the lost time and finished second.

From the Wheel, May 22, 1891: He leaves with a good set of clothes in my luggage carrier, a clear conscience and knowledge that I leave behind me many friends who will wish me success. He travelled to his old home in Dayton, then to Columbus, Cleveland, and Detroit for the national meet. Mr. Bauer is not a billionaire but a machinist and electrician and will stop and work to pay his way. He is twenty-four and a rider for the last 3 years and clings to the good old ordinary. He expects the trip to take 2 to 5 years.

Dayton to Detroit took two weeks to cover, as the Ohio roads are the meanest on the earth. He reached Chicago on July 25th and leaves next to visit relatives in Minnesota.

May 13, 1892, the Wheel: After spending the winter in Kansas City, he is on his way to Denver.

May 20, 1892: Our "tramp awheel" is plowing his way through Kansas. The trip of 67 miles from Kansas City to Topeka took five days, the mud being so heavy he had to push his machine through it and many times he was forced to carry his bike. Once standing the bike up, it sank in the mud to the hubs.

June 24 1892: Jacob Bauer has reached Denver and decided to sell his Champion ordinary for a new Sterling safety, weighing only twenty-one pounds including his change of clothes.

The best newspaper article, so far, about his trip is this one from the Courier-Journal August 23, 1892.

Wheeling His Way

A Louisville Bicyclist Leisurely Making a Trip Around the World

Young Jacob Bauer's Experiences In His 2,200 Mile Ride Since Starting

Young Jacob Bauer of this city, who started out fifteen months ago to make a trip around the world on his bicycle, has covered 2,200 miles of his journey. Last Tuesday's New York Recorder has the following in regard to him:

Jacob Bauer, a young machinist with (torn paper) and ambition, (torn paper) admission to a meeting Machinists' Union at Sheilds' Building, after having travelled 2,200 miles on his bicycle through the Eastern States and across the continent. He had his machine along with him – a trim little bicycle of the safety pattern, weighing about fifty pounds. Being a member of the International Association of Machinists, with which the local organization is affiliated, he was received with flattering welcome.

Bauer is a highly interesting young man. He is only twenty-seven years of age, of medium stature and rather slender build, yet the huge task that he has undertaken would frighten many a man better fitted to endure hardships and prolonged fatigue. He relies entirely on his own exertions to pay all expenses of the journey. He sometimes stops over a month or two in a city, and in that time saves enough from his wages as a mechanic to continue still farther. It is his intention to make a complete tour of the world on his machine whenever an opportunity offers. Already he has gathered a fund of entertaining reminiscences and stories of experience in crossing the continent.

I made my original start from Louisville, Ky., he said last night, with the intension of making a belt around the world with a kind of go-as-you-please programme ahead. That was on the 24th of May 1891. I rode to Cincinnati, thence through Ohio to Toledo and Detroit, and after wheeling through Ohio and Illinois, went to Chicago. From there I went to Milwaukee and La Crosse, Wis. And then to Glenwood and the summer resorts of Northern Minnesota, where I was mostly impressed by the people, who are largely Scandinavian and cannot speak English. I went down to Kansas City and stayed there six months during the winter. You know I am as free to go as I please and work anyplace, so I went down to Kansas City and worked all winter. On May 2, I started from Kansas City and got caught in the cyclones and storms. When I got to Wichita the rain and mud kept me a prisoner for three weeks, but at last I reached Denver, whence I rode to Colorado Springs and on through the mountains and health resorts to Leadville. My route then lay to Salt Lake City and down to Frisco. I intend going as soon as possible to Australia by steamer and then tour through the country. From the antipodes, I'll go to Asia, wheel it among the

(Continued, p.16)

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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 Jake Bauer Memorial Century (cont.) by Carson Torpey

Oriental to the eastern border of Europe, and at last through the continent, England, Ireland and Scotland, and then home to Kentucky. No sir; I don't miss the whiskey.

I hope to do a good deal of touring in Europe, to see what is worth seeing, and enjoy the Old World fully.

"My best day's work was 115 miles in Kentucky over the old stage roads, and 80 miles in nine hours from Denver to Colorado Springs over the mountains. I went over the Western Pass, eighteen miles from Leadville, Col., a height of 12,000 feet, but the climb exhausted me, and I felt fearfully discouraged at the time. Leaving Kansas City, my traps weighed twenty-four pounds, but I sold my revolver and ammunition at Salt Lake after finding that the cowboys and Indians treated me kindly, and it was only an extra load to carry.

Bauer travels in a flannel shirt, rough trousers, cap and soft shoes, and carries a black cutaway suit, a change of linen and a few little necessaries in a bundle strapped to the bicycle, and a Kodak on his back.

One of the most remarkable sights on his journey was the young giant of Lawrence, Kas., "Col," Louis Willets, a farmer boy, eighteen years of age, 360 pounds weight and increasing, seven feet six inches in height. Willet's hand, he said, is twelve inches long, and his foot eighteen inches, and the boy is still growing. The tourist has a picture of the giant in his Kodak collection.

Among the Swedes and Norsemen of Minnesota, he had a strange experience. In many places there they had never set eyes on a bicycle until his machine dashed past them, and it required all his power of explanation and persuasion to satisfy them about his two-wheeled horse.

Bauer looks well after his journey, and is ready for work today if it were necessary, but he will go onward around the globe.

This is all I have been able to find out about our fellow cyclist from Louisville. Did he go to Australia and beyond? Did he remain in San Francisco or come back to Louisville or maybe his old home of Dayton, Ohio? Is he still on his trip, working to pay his way across the globe? The answer is out there somewhere.



This photo was taken Saturday (Feb. 2, 2013) during the UCI Elite Men's race at app. 2:30.
(photo courtesy Andy Murphy)