

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

May 2013

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**Kentucky Century
Challenge Event #2
The Horse Hundred,
May 25**

*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
June 2013 issue is May 25**

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



Bike To Work--or ANYWHERE for that matter!

by Andy Murphy, LBC President

May is National Bike Month and May 17th was National Bike To Work Day. There were four Bike To Work Day rides on the 17th, starting at Seneca Park, Iroquois Park, Shawnee Park and Southern Indiana. The complete schedule and precise locations can be found here; <http://www.louisvilleky.gov/BikeLouisville/biketoworkday.htm>

At noon, at 4th Street Live, there was a celebration with informational booths and lots of cool stuff. The Bike To Work Day rides are a good way to introduce new bicycling commuters to the possibility of using your bicycle as transportation.

Bicycling for transportation is a great way to get a workout, help the planet just a little bit and save yourself a couple of bucks! In 2012, I had 218 car-free days. I fill the gas tank in my truck once every 4-5 weeks. As much as motorists may get frustrated with bicycles on the road, they should really be thankful. For every bicycle they see, there's one less car on the road.



- One of the most important things when using your bicycle as transportation, is establishing routes that you are comfortable with. I spend a good portion of my commuting time in the Germantown neighborhood. When you're comfortable with your route, you're more likely to ride.
- Be visible! I don't think you can have too many lights or reflective gear on your bike and body.
- Be hyper-aware of your surroundings and obey traffic laws. Assume that motorists don't see you and plan accordingly. Situational awareness is key when you ride in traffic.
- If you have doubts or apprehension, take the Louisville Bicycle Club New Rider Clinic! At the New Rider Clinic, you'll learn the rules of the road, proper lane positioning, signaling, flat tire changing and much more. These classes are free and open to LBC members and non-members. So. If you know someone who is considering bicycling and just needs some help or encouragement, send them our way. Information is under the Education tab on the Louisville Bicycle Club webpage here; <http://www.louisvillebicycleclub.org/>



Life is good
Murphy

EMAIL NEWSLETTER DELIVERY

Don't Miss an Issue!

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

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

Thanks for your cooperation!

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**YOUR CLUB OFFICERS 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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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.



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

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The Bicycle Comic Rides Again

by Kirk Miller, *The Bicycle Comic*

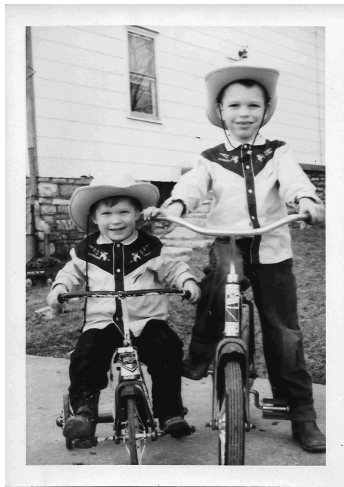
New York City is my adopted second home. For Louisvillians, it's an easy sister city to have. New York and Louisville have a few things in common and my favorite is their park systems. Those Olmsted's had a keen eye for creating pastoral settings. And they brought their deceptive illusion of "land untouched" to both The Big Apple and The River City. A beautiful, nourishing life rhythm for me, is taking rides in Cherokee Park over the weekend and then starting the work week with an early Monday evening ride in Central Park. They get rid of the cars at six PM and it becomes a spectacular place to be. The concrete bridges in Central Park look almost as if they shipped the molds down to KY for reuse. If you don't look up, there is a super similar feel riding in both parks. That's my 1972 Maserati (before it got its Brooks Swallow) resting against a rock on the east side of the Central Park.



(photo courtesy Kirk Miller)

And Pee Wee Reese. They love 'em some Pee Wee Reese in Brooklyn.

I've always thought life was better lived on a bicycle. Actually this opinion was first formed in the seat of a tricycle. I'm the little Buckaroo on the left.



(photo courtesy Kirk Miller)

And now, at my certain age, I'm still a cow poke. Meaning, I try to only ride Brooks Saddles. Of my seven active bikes, only one doesn't have a Brooks. It is an aggressive setup, three speed fixie, and the only reason it's "cow less", is because it needs to be white.

Those are a rarity. Brooks has only made them a couple of times. Ben and Jeff at Parkside are on the prowl, but if anybody has a lead on a white B-17, or skinnier, let me know. I've built bikes from the Brooks saddle down. Brooks saddles are still today, what Zildjian cymbals used to be before Paiste got it figured out. I proposed the following to the Brooks Company as a slogan. "There TAIN'T Nothing Wrong With A Brooks Saddle". I haven't heard back yet. It's like they are just sitting on the idea.

Because you can ride Brooks Saddles in street clothes, they have an important sociological impact. You can ride a Brooks in blue jeans, suits, dresses, nude, you name it. So, this encourages riding with a purpose other than just exercise. Going to the store, work, etc. So, utilitarian riding comes into play. Your bike can become a practical transportation

mechanism that you don't have to go through a redressing procedure to take it to the grocery store. Get more people doing that and BOOM!! Heart disease goes down. Pollution is diminished. But most importantly, you look cool.

Another thing. If you take care of a Brooks Saddle they will last a lifetime. I told my son to expect to inherit all of my Brooks. He said that he would rather have the money. I told him he was ungrateful and pushed him in the chest and he fell over backwards because his older sister was crouched on all fours behind him. His younger sister started crying. In spite of all this family conflict you should still ride Brooks Saddles. Here is my most recent Brook Saddle acquisition. I put it on my fixie. It's like bike seat porn.

I call this bike "Old Blue".

My Brooks Saddle obsession fits with my greater philosophy of life that includes the rejection of bicycle specific clothing made of spandex, And carbon frame bikes. Lance Armstrong practically lives in and on both those things and he lost one of which I want to keep both of.



(photo courtesy Kirk Miller)

So in addition to the poor health effects, spandex bicycle pants may also be the biggest preventative of Americans riding bicycles. People's brains go in a direct line from, "I should get a bicycle and ride it." To "Not if I have to wear those stupid pants." Here is a truth that I learned from my relationship with Bicycle Jesus. Many, many, many people who wear spandex bicycle pants, should not be wearing spandex bicycle pants. At least not out in public. If you can find someone who wants to look at your lard butt walking around the house in them, OK. But don't subject my children to it. We were just out for a fun day throwing the Frisbee in the park, and now they are scarred for life. Nothing is hidden in those pants. Everything is just made to be the same color. There should be a weight restriction on wearing spandex bicycle pants. If you are 250 pounds, you better be 7 feet tall before you put on any spandex bicycle pants. When I think about spandex bike pants I visualize Hitler's face. Your sex life will improve if you stop wearing spandex bicycle pants. Why would you want to put a proven carcinogen near your testicles? If "It's" small, people will know. (not one of MY personal reasons)

I've invented a bike that I think more American men will ride. It's shaped like a couch and the handlebars are a big screen TV with remote controls attached to each side. And if you stop pedaling a puppet of your wife pops up on the back and starts talking about her day. That will keep your ass pedaling right there.

I still ride the bicycle my parents

(continued on p.12)

Touring Committee

by *Charlie Drexler, LBC VP Touring*

In May, the club had two rides entered in the Best New Ride Contest. The first is a ride scheduled by Mike Kaufman on Friday evenings called the Weekend Tuneup Ride. The second ride was the Madison Do Over Ride scheduled by Michael Crawford on May 18th.

Also on May 15th was the very important "Ride of Silence". This is a very important ride. A Big Thanks to Richard and Mary Ann Heckler for coordinating this ride and making it happen.

The Touring Committee met on April 10th, 2013.

Attending the meeting was: Marilyn Minnick, Timothy Stephen, Stewart Prather, Donna Connell, John Cummings, Andy Murphy, Renita Bernat, and Richard Heckler.

Nita presented a proposal that would limit the number of times that an individual could win a Yellow or Blue Masters jersey. There was much discussion on this proposal. This change

would give more individuals an opportunity to earn one of these jerseys. We decided to table this proposal until next the meeting. This would give time for the touring committee members to discuss with other members of the club.

Problems with the Tuesday night ride were discussed.

The touring committee recommended that the club continue the practice of distributing printed copies of the schedule to the bike shops around town.

I introduced and demonstrated the new LBC Ride Scheduler. The touring committee gave a thumbs up for the new scheduler. Therefore, I will continue to roll this out to the ride captains. Steve Rice has provided his programming expertise to help make this happen. Mark Rougeux has also been very helpful in the development of this new scheduler.

Lastly, if you do not plan on actually doing the actual route for a club ride, Please do not sign the sign in sheet.

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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 April 25, 2013, 69 members of the Louisville Bicycle Club Commuters Group have registered 6,274.21 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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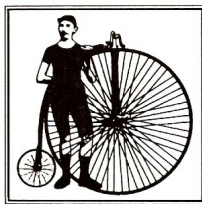


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There were many early cyclists in Louisville who contributed to the sport locally and nationally. One tends to look with pride upon their accomplishments and wonder if they had similar success in the rest of their lives. Here are the stories of four prominent cycling personalities

from the 1880's and 1890's who met with sad endings.

3. John M. Verhoeff

Born in Louisville in 1866 of wealthy parents, John and his sister, Mattie, were orphaned by 1880 when the bicycle first came to Louisville. He is mentioned several times in the newspapers, mostly for his riding by himself. Mr. Verhoeff wrote several pages of local riding information for Karl Kron, which were included in Kron's book *Ten Thousand Miles On A Bicycle*.



(photo courtesy Carson Torpey)

He was quite the adventurer, exploring all the roads in and out of Louisville and riding over 100 miles per day on the weekends when he was not in school. He was 5'4" and rode a 48" wheel but says he could ride a 50" if he wanted. He rode by himself from Louisville to Niagra Falls and back. For this trip he filed and honeycombed his bike to make it lighter. In 1889 he toured Europe, "awheel" as they said back then. While at Yale and rode for their cycling team. One of his dreams was to explore the North. He trained to endure hardships and to be physically fit such as walking barefoot in the snow, jumping out of second story windows, and swimming across the Willamette River with a temperature of 44 degrees.

He wrote to Lieutenant Perry and secured a place on his Greenland expedition of 1891 and 1892 and contributed \$2000 to help fund the expedition. There were problems from the start. Perry's wife was on the voyage and she did not get along with many of the crew, she and Verhoeff particularly did not get along. Perry took the crew out on an exploration toward the North Pole and left Verhoeff behind to look after Mrs. Perry, which he resented. Near the end of the expedition Verhoeff went out by himself and never returned. A search was made but it only found some minerals that he had collected. Perry determined that Verhoeff had slipped and fallen into a crevasse. Perry named the nearby glacier, Verhoeff Glacier after him. The news of his disappearance was wired to his sister, Mattie, who met Lt. Perry at the dock where she demanded, "Lt. Perry, where is my brother?" "He is not on board" was the reply. Did John M. Verhoeff actually fall to his death, was he murdered as Mattie believed, did he run off to live with the Eskimos, as some suggest, we may never know. He was still a member of the Louisville Cycle Club and a lifetime member of the L.A.W.

4. R. C. Whayne

Robert C. Whayne was the owner of the Whayne Manufacturing Company which did wholesale and retail business in sewing machines. When the bicycle boom began in the early 1890's, he began to manufacture the "Southern" brand bicycle and sell them from his store on Fourth Street.

On September 1, 1894 he organized the R. C. Whayne Southern Road Race, which was run over the Boulevard. Included in the race card was the first road race for women held in the United States. He also offered a prize for every entry in the race. Business was so good that Mr. Whayne built a house for himself on the Boulevard near Jacob's Park in the Byrn Mawr subdivision. Near his house he built, *Cycler's Rest*, a clubhouse open to all bicyclists. Cyclists riding from the city could stop to rest, take refreshments, or hold a party before returning home. He also proposed to build a velodrome in this same area.



R. C. WHAYNE.
(photo courtesy Carson Torpey)

In December 1902, Mr. Whayne had stayed home from work because he was suffering from rheumatism. He went out to visit neighbors and took his shotgun with him hoping to hunt along the way, the area being between the Boulevard (Southern Parkway) and the street car line (Seventh Street). When he did not return for supper his sixteen year old son, Roy, and a neighbor set out to look for him and they found his body about 100 yards from his home, the shot gun found on one side of the fence and the body on the other. One barrel had discharged. Was it an accident or was it suicide? Mr. Whayne carried \$150,000 in insurance, quite a large amount for the day and had just taken out another policy days before.

It had been Mr. Whayne's policy to carry a large amount of insurance throughout his career. He had just had a physical examination before taking out the new policy and his business was in good shape. The insurance company balked on paying out on the policy citing a suicide clause. Mrs. Whayne relied on the courts to settle the matter, which eventually was in her favor. The will of R. C. Whayne left money to his wife, brother, and several charities.

The newspapers ran articles for several days and included his image and maps of the accident scene including one with the body and shotgun.

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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 Bicycle Comic Rides Again (cont. from p.5) by Kirk Miller

bought me when I was a freshman in high school. A 1971 Raleigh Super Course. It's name is "Kirkie". I name all my bikes. Everyone should. It creates a deeper attachment. Humans will ride a named bike, more than an unnamed one. I've hung all new everything on Kirkie since I got him including a new Brooks saddle. The original one got eaten by varmints when I briefly stored him in a garage. True fact. Brooks Saddles taste like chicken. Look at the teeth marks in the back. The front end, they ate off all together.



(photo courtesy Kirk Miller)

But they couldn't eat the frame. And that thing still offers up a silky smooth ride more than 40 years after its Nottingham birth. Steel is real folks. Can I get an Amen?!!

I have an invitation for you.

When you read "Steel Is Real", is you said "Amen!" IN YOUR MIND, you have a deep sense of what is right with this country. The US of A was founded on steel. Not carbon. Well, steel, alcohol and syphilis. At least those three things, but definitely not carbon.

If you said "Amen!" OUT LOUD, then you need to call the Comedy Caravan 459-0022 and make a reservation for a show June 27th – 30th. Say "Raleigh Super Course" and you will get \$5 off the ticket price.

If you said "Amen!" OUT LOUD IN A PUBLIC PLACE, look up from your pad, stand up tall, and tell the strangers backing up from you, "Fear not ladies and gentleman. (throw a little flourish at it. wave your hand around) I am not an evangelist suffering from verbal tics, but someone who plans to go see the Bicycle Comic at the Comedy Caravan June 27th – 30th. You should go also. The Promo Code is "Raleigh Super Course" to get 5 dollars off your admission". And if you make a video of you doing this in a public place, post it and send me a link, bicyclecomic@gmail.com, and you will win some exciting gifts presented at the show. I tandem dog dare you.

Dave Waite is on the bill. Dave is a darkly-funny everyman whose shows are nonstop fun, There is no such thing as a typical Dave Waite show. He kills me every time I work with him.

So, Louisville Bicycle Club brethren, if you want to spend an evening laughing at the two wheel chariots we all love so much, come on down to the Comedy Caravan! Nothing about bike riding/life is held sacred. I'll ride a different bike on stage each night, do a little strip tease and then the hilariousness begins!

BTW..Carbon, Alloy and alternative material bicycle riders are certainly welcome. We are open to all religions. This show is in The Highlands for Peters sake.

Sincerely,

The Bicycle Comic

"Always ride your bike and keep your tires pumped up." Bicycle Jesus



(photo courtesy Kirk Miller)