

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

May/June 2007

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

Please submit articles, copy, ads and photos to: David Ryan, 1906 Lower Hunters Trace, 40216, editor@louisvillebicycleclub.org, 502-447-7814.

Deadline for the July/August 2007 issue is June 1.

(“Time waits for no man.” non-pc ver.)

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



Geographical Metamorphosis by Earl Jones, LBC President

“Louisville will be Portland quicker than Portland became Portland.”

I heard that enigmatic phrase at the League of American Bicyclists’ Bike Summit, which was held in Washington, D.C., on March 14.

You may never have been to Portland, Oregon, but I’ll bet that you and every other cyclist know Portland’s reputation as a (the?) pre-eminent bike-friendly city.



To say that Louisville is hot-in cycling circles—would be an understatement. Listening to Mayor Armstrong, the keynote speaker, paint his vision for cycling in Louisville and hearing the thunderous response of the audience, you wouldn’t know that there was a time when many of us felt we lived in a cycling backwater. So, you can imagine how heady it was for the Louisville contingent to be spoken of in the same league as Portland.

Louisville stayed in the spotlight in an over-subscribed learning session that was held after lunch. The panel focused on the three things that helped drive Louisville’s success: the bike summit model; money, public and private; and the Metro Loop, an idea that has caught the community’s imagination.

Every community, no matter how well developed its cycling infrastructure, can benefit from a bike summit and a group of citizens like our bike taskforce to follow up on commitments. Of course, they also need a mayor or other political leader to give impetus to the effort and direct the city administration to help implement the summit’s recommendations. If the cycling community has ploughed the ground the political leaders will sow it.

Money is harder to come by. Very few towns will have \$70 million to spend on cycling facilities. (David Jones has or will raise about \$30 million and Sen. Mitch McConnell earmarked \$38 million for the Metro Loop and the city has added the rest on bike lanes and designs for new facilities.) But every community can demand that cyclists receive a share of the federal transportation funds allocated to each state.

Finally, we can thank geography for the third driver of success. The Ohio River, Floyd’s Fork and development-retarding karst geology have created a route for the Metro Loop in a ring of parks circling the county. I realize that many cyclists are concerned that the Metro Loop—like the Big Four Bridge—is more recreation than true transportation route. I say ride the wave, which, I’m convinced, will swamp opposition to other cycling facilities and make it imperative that bicycling connectors be included on arterials to the loop.

We have a long way to go before we get to Portland. But I believe fervently that if we stay vigilant we’ll get there sooner and be in a better place.

Important Membership & Renewal Notes – by Barbara Tretter, LBC Secretary

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

I am working on getting a database together for everyone who has an email address. When you renew, please include your email with your renewal form or on your postcard that you return. If you sign up on-line thru Active.com, I will automatically get the address.

When you sign up as new member or as a renewal, please let me know if you would like to receive your newsletter electronically. There is a place for this notation on the membership form that is downloaded from the web site, but there is not a spot on the tri-fold new member form or on the Active.com form. We are working to correct that.

For new members,

- 1) Whatever first and last name you have on your form is the name that I put in the database. (in most cases but there have been some exceptions!!) This is the name that the statistician uses to record your club miles. So if you sign up as John Scott Doe, your name is in the system as John Doe. If you sign your ride sheets as Scott Doe, either some other Scott Doe will receive your mileage or they won't have a name to connect the dots to.
- 2) When you give us permission to use your phone number in the club directory, I use the number you put on the application. When you sign up thru Active.com, there is a place for day & evening numbers. I ALWAYS record the evening number; so if you only want calls at one certain number, put that number in both spots.

This may sound overly simple, but it might reduce some of the phone calls about corrections. Also, if you have any questions about your membership, my name & number are in this newsletter under club officers. Please give me a call & I'll do my best to correct the problem.

N E W M E M B E R S

Andriot, Steve	3539 Terrier Lane	Louisville, KY	40218 502 938-7386
Ayres, Glen	4558 S 3rd Street	Louisville, KY	40214 502 435-3132
Burchianti, Michael & Meghan	535 Garden Drive	Louisville, KY	40206 914 980-7204
Friberg, Lars	2927 Curran Rd	Louisville, KY	40205 435 901-0875
Gerichs, Gerald	2714 Avenue of the Woods	Louisville, KY	40241 502 425-8688
Higginbotham, Tom & EJ	9904 Old Six Mile Lane	Louisville, KY	40299 502 267-8250
Hisle, Russ	1023 Legion Park Rd	Greensburg, KY	42743 502 583-2232
Horton, John	7007 Fox Harbor Rd	Prospect, KY	40059 502 228-7389
Keene, Kimberly	3223 Allison Way	Louisville, KY	40220 502 458-2420
Ledbetter, Andrea	3025 Wold Lake Blvd	New Albany, IN	47150
Leverich, Eddie	7513 Aluma Lane	Louisville, KY	40214 502 262-7488
Lovelace, David	114 Stonehedge	Frankfort, KY	40601 502 848-4160
Robenson Family, Jeffrey	4317 Dannywood Rd	Louisville, KY	40220 502 643-7757
Roberson, Howard	3501 Pinecone Circle	Louisville, KY	40241 502 498-4680
VanCamp, Dennis	4806 Cox Woods Court	Louisville, KY	40229 773 640-4111
Wartman, Isaac	2157 Baringer Ave #2	Louisville, KY	40204 502 472-4610
Wright, Mary	10701 McMeekin Lane Unit 207	Louisville, KY	40223 502 245-5680



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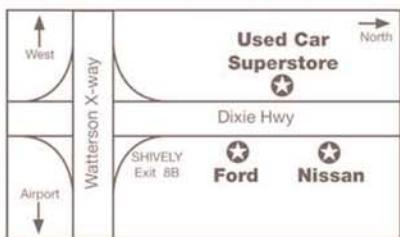
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2007 SPRING TRAINING SERIES by Craig Dooley & Mark Luking, LBC VP Racing

My greenhouse business keeps me very busy at this time of year, so Craig Dooley helped me out with this report on the Spring Training Series.

I saw my first Spring Training Series in about 1985, and I have to say, this season's races may be some of the best in this event's 27-year history. A large amount of the credit for this upswing in the STS has to go to Mike Hewitt, the owner of 2wheelsports. Mike serves as the overall director of the Spring Series, doing everything from setting up the first organizational meetings to providing 2wheelsport's signature inflatable red arch at the finish line. He worked to line up this year's series sponsors: Apex Physical Therapy and Kentuckiana HealthFitness and he designed and maintains the series' web site (<http://www.kyanaseries.com/>). I know that Darrell Edwards, who was responsible for organizing Team Louisville's L'Esprit Road Race again this year, has been grateful for Mike's help with everything from registration to sorting out and posting the final results. We couldn't do it without you Mike!

As you know, Team Louisville is a "developmental" team with one of our main missions being to provide a team for cyclists who would like to get started in the sport of bicycle racing. Every year we start off with a crop of new racers, and this year's group, with many new members like Blaine Heppner, Mike Kennedy, Joe Klarer, Brian Rhodes, Logan McCulloch and others, is already showing great promise. Team Louisville had been training hard in the months leading up to the first race at L'Esprit and, thanks to the help of team veterans like Steve Gaylor, Dan Loescher, David Berman, Kevin Williams and especially "General" Joe Collins, they had a plan and they were ready to race.

However, no one really counted on a snowstorm with 30-degree temperatures and winds of 15-30 mph! That is, except for team member Sean Kettring, who brought a 10x20 popup tent for the team to warm-up in. So, while the other 120 racers were out in the cold, TL set up their trainers and discussed strategies for the day's race in a warm and cozy tent.

While our team had a few racers in the category 3-4 race and even one member, Scott McClarty, in the 1-2-3 race, we had 10 racers in the category 4-5 race. With this relatively large number of racers, we able to assign certain members for attacking, while others were to save their energy for the final sprint.

Everything went pretty well, except for two things. One racer was able to slip away because he was thought to be racing in a different category, and a racer crashed just at the finish line, taking one of our teammates, Chris Kiefer, down as well. Check out the classic photo finish. It shows Joe Klarer sprinting for second place with Blaine in his draft for third place. You can also see the look on Chris's face as he realizes the cyclist in front of him is going down.



Sprinting for second: Team Louisville's Joe Klarer, followed by teammates Blaine Heppner and Chris Kiefer, grimacing as he is about to be taken down by a fallen rider.

At the time this article was written we were 4 races into the 7 race series. Besides L'Esprit we have raced at Henryville, IN, the Clark Forest and a beautiful but hilly course in Columbia, KY. With three races to go, there are currently 3 members of TL in the top ten for the overall points for the series. I hope that you got the chance to come out and see some of the races, especially the ones put on by the Louisville Firefighters in Iroquois Park or the Criterium in downtown Louisville during Navy Week.

If you would like to find out more about the 2007 Spring Training Series, including individual race results as well as the overall series standing, you can do so by going to the Series web site. And you can go to <http://dooleymann.photoreflect.com/> for more great photos of all the races. Also, be sure and check out the Team Louisville web site <http://www.teamlouisvilleracing.com/>. You can now get to know LBC's racing team a little better by viewing individual photos and some background information about each of our many members.



YIKES!

VOLUNTEERS NEEDED!!!

2007 SUMMER NATIONAL SENIOR GAMES

The 2007 Summer National Senior Games-The Senior Olympics presented by Humana will be held this summer from June 22 to July 7. The events run the gamut from horseshoes to volleyball to golf to cycling. Over 18 sports and 800 events will be contested at various venues throughout the city, including the Kentucky Fair and Exposition Center and University of Louisville. The cycling events, including 5K/10K time trials and 20K/40K road races, will be held in Cherokee Park. The triathlon will be held at E.P. "Tom" Sawyer Park. For a complete schedule of events, go to www.2007seniorgames.com.

The games will need approximately 4,000 volunteers to be successful. These volunteers are needed to assist with Athlete Services, PR/Media, Operations/Logistics, Special Events, Hospitality, Medical and Competition. Currently, there are 12,000 volunteer shifts and over 150 volunteer activities (plenty for everyone!). Visit the website www.2007seniorgames.com, select 'volunteers', and select 'register now' to become part of the legacy of the Senior Games. It's that easy.

The games will be here for two weeks, so come out and cheer on your fellow club members and volunteer to be part of this exciting event. See you there!

Marilyn Minnick

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ATTENTION VOLUNTEERS, NEW RIDERS & THOSE WANTING TO IMPROVE!

by Steven Sarson, LBC VP Education

2007 New Rider / Bike Handling Classes

New Rider / Bike Handling classes will be offered again this summer by the Louisville Bicycle Club. As part of the Mayor's Healthy Hometown Movement, the Education Committee has been awarded a grant from the city of Louisville to assist in the education of local cyclists. The hope is that we can reach and instruct 150 new cyclists throughout the city this summer. With the expectation of reaching this many riders, and the difficulty of dealing with a group this large, we have had to make some changes to the program.

This summer's classes will have a new consolidated format and will be offered in two different locations. The first session will begin Monday, May 7, and run through the end of June. Note that this first session will only be 7 classes, as we will not meet on Memorial Day, May 28. This first class will meet at the TARC building at 1000 West Broadway. TARC has graciously allowed us to use their parking lot this year. This should alleviate the noise and parking problems experienced at the Waterfront Park last year. The second session will begin July 9 and run through the end of August. The second session will meet at 4500 Bowling Boulevard in St. Matthews, next to the Baptist East Milestone Wellness Center. There will be no class on Monday, July 2, in observance of the Fourth of July holiday.

Based on feedback from last year's participants and discussions among the instructors, we have made a few minor changes to the program. Participants will be encouraged to attend as many sessions as possible, as different hands-on skills will be covered each week. We will be tracking attendance and working on weekly evaluations as part of our contract with the city. Riders will receive a simple handbook with basic cycling information, a mileage log to track their class participation and evaluation forms. Certificates of Completion will be given to all participants who attend six of the eight sessions. These will be handed out during the Mayor's Labor Day Ride.

This new format will be an adventure for all involved. The potential to have over 75 people per class will present a challenge for the instructors and ride mentors. The new downtown location will mean a new ride route. We will also include a second, more challenging route from the downtown location for those who want to challenge themselves as the sessions go on. Tracking attendance and getting feedback from the participants will help us improve the format for future classes. If you are interested in volunteering to work with these classes throughout the summer, please contact Steve Sarson at 400-7089. Mileage credit will be given to all LBC members who assist in the classes. We will need some extra people willing to be there for all eight sessions.

EMAIL NEWSLETTER DELIVERY

The LBC 2006 budget for newsletter costs is \$5,000, which represents nearly 25% of our total program costs. In an attempt to reduce this cost so monies can be used by other programs, the Executive Committee has introduced email newsletter delivery. This optional service began with the newsletter for May/June 2006. The newsletter is sent in PDF format to those who have signed up for this service. Each delivery saves the club \$1.25 in printing and mailing costs per issue per membership. Those who choose email delivery will typically receive their newsletter 4-7 days before those who receive their newsletters via regular mail.

Club membership applications and membership reminder postcards will be modified to include this option. If, after trying email delivery, you find you prefer the paper copy, you can revert back to regular mail delivery.

More than 200 LBC members have already signed up to receive the e-newsletter.

To sign up for this option please go to
<http://www.louisvillebicycleclub.org/forms/enewsletter.htm>.

Thanks for your cooperation.
 LBC Executive Committee



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2007 THUNDER OVER LOUISVILLE BIKE PARKING by Jonathan Villines, Bike Louisville

On behalf of the Bike Louisville team, I want to thank everyone who used, and especially everyone who volunteered at, Thunder Over Louisville Valet Bicycle Parking this past Saturday. The event was by all accounts a huge success, with well over 550 people using the service. We managed to get every single bicycle back to its owner in less than 45 minutes after the end of the fireworks.

Based on this success, we plan to do more advertising and expand the service next year. This will mean we'll need even more volunteers, so please put next year's Thunder on your calendars! We couldn't possibly have handled as many bikes as we did without the dedication and hard work of our volunteer staff.

Next year, with adequate capacity, we can make a real dent in the number of cars gridlocked on the roads after the show. Thunder is many people's introduction to riding with traffic, and this year demonstrated that people are willing when adequate facilities are available.

Thanks again, everyone,
The Bike Louisville Staff

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PaCkMaN's CORNER

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 third class. The post office will not forward to your new address. Please notify Barbara Tretter, club secretary, of any address changes.

My first three months as Communications VP have been active and eventful. After the initial baptism under fire getting out my first newsletter, the major year-end issue, most things have settled down but other things have popped up at regular intervals. And I would like to remind members that although club officers are regular contributors, anyone may submit original cycling-related articles for inclusion in your newsletter.

Travel being a serious chore for me, I have attended two of three Executive Committee meetings by phone conference. I have been happy with the inclusiveness I've found with long-time club officers (affectionately known as "the Clique") and that any ideas I bring are given a fair and logical hearing, no matter how far out. The meeting in March I attended personally due to a special matter I wanted to bring to the general membership meeting as well as the E.C. immediately afterward.

That special matter was the issue of whether or not to trade away cycling access to the proposed Downtown Bridge, if one is ever built, and the prospective cost thereof, for

\$10,000,000 of currently available bridge funds to jumpstart the Big Four bike/pedway, a proposal made by the city to state and federal officials and supported by a majority (actually 7-1) of the LBC Executive Committee. I argued why not just ask for the funds outright or cut something else since the "savings" were only imaginary if the Downtown Bridge were never built or minuscule, imponderable and distant if it were built 15 or 20 years from now? It was realpolitik versus the ideal of preserving the most cycling access possible and cycling relegated to being seen as merely recreation versus the idea of cycling as a serious transportation alternative to be included as a significant part of all future transportation plans, a half-hour debate that remained inconclusive for lack of a general membership quorum.

I have found some support for my view among members, if not the E.C., and I intend to bring the matter again before the next general membership meeting in May. I hope there is a solid turnout to settle the matter either way.

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