

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

[www.louisvillebicycleclub.org](http://www.louisvillebicycleclub.org)

July/August 2007

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

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***Deadline for the September/  
October 2007 issue is Aug. 1.***  
*"Tempus Fugit"*

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



## What do you think about that? by Earl Jones, LBC President

There are many ways and many opportunities for LBC members to make their views known about every aspect of the club's activities. As you would expect, most comments focus on the ride schedule, which—let's not forget—is the most varied, with more rides on more days and times than any other in the U.S. Of course, that doesn't mean it can't be improved.



But the club is a lot more than the ride schedule. We support a racing team, we are the most important provider of adult cycling education in the region and we have an increasingly vital advocacy program that is helping to shape the future of cycling in the Metro area.

We think we're taking our programs in the right direction. But we know they can be improved and we know we don't have all the ideas. So the Executive Committee wants to hear your ideas about how things are going, where changes should be made, what new initiatives should be started and where the city should go in its efforts to make Louisville a gold-level city under the League of American Bicyclists' Bicycle-friendly Community program.

In July the club will launch an on-line survey. The survey will be accessed from a link on the club's homepage ([louisvillebicycleclub.org](http://louisvillebicycleclub.org)). We want to know who belongs to the club and why so the first section of the survey asks for demographic information: age, education, income, etc. (Because we value your privacy, the survey is anonymous. We have contracted with a professional survey organization to collect and compile the results, which means that no LBC officer, official or member will see the individual responses.)

Other sections focus on cycling-specific information: annual miles ridden, preferred distance per ride, reasons you ride etc. We also want you to evaluate your experience as a club member and get your ideas about how it can be improved.

Finally, the survey asks you to evaluate the City's progress in becoming bicycle-friendly. Do you support adding dedicated bike lanes to arterial roads? What is the role of—and place for—off-road paths? What priority would you assign to River Road improvements, the Big-4 Bridge, the 100-mile loop? What improvements would have to be made before you would become a commuter? And more.

We hope that several hundred club members will participate so that the responses are a valid reflection of your views. We know that many non-club members visit our website. Because the whole cycling community is affected by some of the issues, non-members are invited to respond to sections of the survey that focus on community cycling issues.

If you have questions that you'd like to include in the survey, send them to me at [president@louisvillebicycleclub.org](mailto:president@louisvillebicycleclub.org).

## YOUR CLUB OFFICERS (Executive Committee)

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502 491-7120  
treasurer@louisvillebicycleclub.org

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

## Thinking about Camping??

Several of you have been asking about a fall camping ride so this is just a heads-up to save the dates. The camping ride to Clifty Falls State Park will take place on the weekend following OKHT. Once again, I am planning a three day ride Sept 14-16 and hope to have rides from Jeffersonville to Clifty Falls on Friday, loops from Clifty Falls on Saturday and a return to Jeffersonville on Sunday. If there is enough interest a second ride from Jeffersonville to Clifty Falls on Saturday is possible. Fall weather, low traffic Indiana roads, campfires and sleeping under the stars make a really pleasant weekend. Watch the list and schedule for upcoming information or contact me at [dgcpaint@bellsouth.net](mailto:dgcpaint@bellsouth.net).

donna connell

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## NEW MEMBERS

Allen, Emily	3112 Arden Road	Louisville, KY	40222	(502) 896-4320
Ahearn, Dale & Lisa	10 Indian Hills Trail	Louisville, KY	40207	(502) 721-7965
Barth, Paula	721 Wicklow Rd	Louisville, KY	40207	(502) 552-4319
Brill, David	2105 Glencove Way	Louisville, KY	40207	(502) 895-5452
Burnett, Deena	1251 Westlyne Wy #6	Louisville, KY	40222	(502) 741-1517
Carroll, Jaco	4311 Cara Way	Fisherville, KY	40299	(502) 641-0199
Ciarlante, Shelia	1916 Spotswood Lane	Fisherville, KY	40023	
Ciolek, Janelle	3410 Bellissima Pl Unit 204	Louisville, KY	40245	(502) 386-0065
Clair, Michael	4315 Seagrape Rd	Louisville, KY	40299	
Cross, John & Marilyn	3111 Brownsboro Rd	Louisville, KY	40206	(502) 721-8157
DeLozier, Jim & Kathy	2111 Mid Dale Lane	Louisville, KY	40220	(502) 459-5558
Edsell, Teresa	10204 Poco Place	Louisville, KY	40291	(502) 938-1934
Fenley, Susan & Family	2115 Liberty Lane	Goshen, KY	40026	(502) 228-6975
Frames, Ronnie & Family	1112 Old Cannons Lane	Louisville, KY	40207	
Godbey, Steve	1277 S Center St	Plainfield, IN	46168	(317) 837-0297
Gore, Lawrence & Cathy	4041 Tanglewood Dr	Floyds Knobs, IN	47119	(812) 923-6368
Gutierrez-Oliver, Marcela	604 Floral Terrace	Louisville, KY	40208	(502) 635-1090
Harris, Hilary	7834 Royalty Ave Apt F	Louisville, KY	40222	
Ledington, Alicia	380 Bruce Way	Mt. Washington, KY	40047	(502) 376-4587
Lowenthal, Thomas	200 N Hurstbourne Pkwy	Louisville, KY	40222	(502) 425-7107
Marks, William	10107 Center Ridge Court	Louisville, KY	40223	(502) 426-7011
Mattingly, Joe	3600 Falls Bluff Ct	Louisville, KY	40241	(502) 643-2595
Melhuish, Ursula	5021 Gilman Ave	Louisville, KY	40207	(502) 893-7436
Meredith, Steve	8902 S Locust Grove Rd	Hardinsburg, IN	47125	
O'Leary, Sean	11610 Hazelwood Rd	Louisville, KY	40223	(502) 244-2050
O'Neill, James	3905 Hambletonian Rd	LaGrange, KY	40031	(502) 222-2628
Ozhegov, Evgeny	580 S Preston Rm 421	Louisville, KY	40202	(502) 608-3817
Randles, Debbie	742 Greenridge Lane	Louisville, KY	40207	(502) 896-9005
Robertson, John & Doris	1128 Ashland Ave	Louisville, KY	40215	(502) 445-3066
Rohn, Robert	1019 Everett Ave #11	Louisville, KY	40204	(317) 850-0020
Roth, Jack	130 Council Rd	Louisville, KY	40207	(502) 315-5125
Schindler, Stephen	500 Foxgate Road	Louisville, KY	40223	(502) 244-9020
Segal, Brian	61 Harwood Rd	Louisville, KY	40222	(502) 425-2503
Smith, Robert & Family	4712 Fox Den Ct	Louisville, KY	40241	(502) 432-6185
Stanton, Michale & Nancy	1112 Windsor Drive	Jeffersonville, IN	47130	(812) 284-1745
Webb, Mark & Cindy	11210 Vista Greens Dr	Louisville, KY	40241	(502) 412-2581
West, John	107 Landmark Dr	Bardstown, KY	40004	(502) 249-7725
Wheeler, Karen & Family	1600 Saratoga Trace	Goshen, KY	40026	(502) 290-7980
Willigier, Gerard	2542 Dell Rd	Louisville, KY	40205	(502) 852-0821
Wilson, Mary	4421 Garden Leaf Dr	Louisville, KY	40241	(502) 326-2906



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# 30<sup>th</sup> Annual Old Kentucky Home Tour

## Come Back to Your Old Kentucky Home Tour

### Be there, don't miss out.

How many times can I tell you, this will be one of the best years ever!  
Don't let your friends and families tell you what you missed, get out and join them.

The time is now, we are ready, are you? We want you to ride the ride; we also want your help. The OKHT Team has been working all year to make the 30th annual ride the best ever. If you have not been to the web page [www.okht.org](http://www.okht.org), you must go there. The 2007 jersey is on the first page. This is a jersey you will want to add to your collection. One of the best jerseys's that we have ever had.

We need your help to make this ride the best ever also. **VOLUNTEER**... We cannot ask too many times, there are also plenty of spaces open for volunteers. You can easily get your volunteer hours in and still ride one or both days. All the areas that need volunteers are listed on the web page under the volunteer tab.

The OKHT web page has all the information you will need to learn about our ride. We have directions to the ride start, information on hotels you can stay at. We even have pictures from previous year's rides.

As I told you a few issues back, we have **Chris Cakes** back doing breakfast on Sunday morning. The riders asked for him back, and we got him. Alas, using Chris Cakes means we need more volunteers. Volunteer early and you can get this job and still ride both days.

We also have a BBQ dinner for Saturday night. You can purchase your dinner at the same time you register or bring cash on Saturday evening and buy your dinner just before you eat. There will be a limited number of dinners available for purchase on Saturday evening; your best bet is to sign up for dinner when you register for the ride.

## Sign up for the ride

We have different options for you to sign up for the ride. Our active.com registration is up and running, this is the only way you can pay for your ride with a credit card. You can also order your dinner and jersey through active.com

The registration brochure has already been mailed out to all previous riders. If this is your first year riding, contact [info@okht.org](mailto:info@okht.org) and we will get you a registration form. Register before August 18th and save \$10.00.

This is Your Bike Club ride, don't miss out. All your friends will be riding - why should you stay home alone?

Join us, have fun, make new friends.

Be there.... I will.



From the time you start riding with the club, you will more and more often find yourself in the middle of what is called a pace line. A pace line, a line or double line of cyclists following in close order, is a very efficient way to increase everyone's speed with less effort. That is because the rider in front cuts the air to an extent, creating vortices for following riders to be pulled into. And if several riders take turns at the front, there is always a fresh rider against the wind who can go harder while others rest to an extent.

But pace lines can be dangerous if you have not had a lot of experience riding with other cyclists close together. So, with that I wanted to include a few tips for riding in pace lines safely and considerately.

- **THE BASICS:** Be sure you know what type of pace line you are in and what you are supposed to do to cooperate with the other riders:

If it is a single pace line, the rider in front will periodically pull off to the left and drift to the back. Before pulling off the front or out of the middle of a pace line, look back to make sure that no cyclist or car is coming up where you intend to drop back. Then move well over to the left, until you can look back and see the following rider's opposite pedal, before slowing so you don't interfere with the rider coming up to fill in your place. NEVER pull off to the right unless you are getting off the road entirely.

If it is a double line of cyclists, they may be doing one of several things:

Average or a mixed group of touring riders will most likely be doing a simple double pace line. That works like two single pace lines except those in the righthand line will pull off to the right to drift back. Generally, both riders in front will agree to pull off at the same time, regardless of which is tired, as a courtesy to the riders behind who have paired up in conversation so they move up together.

More advanced groups may agree to a rotating double pace line. In that case, one line will be moving forward and the other back relative to each other. Riders will spend only a few seconds at the front before moving to the receding line. Such lines may be rotating to the left or right (counterclockwise or clockwise).

Everyone getting into a double pace line must be clear, by observing or asking, what is going on.

- If you find that you cannot hold with the pace line or you are unsure what to do, then pull out of the pace line and back off. You may get back on at the rear and take a break or observe the others. Usually everyone takes a turn at the front. But if you are at your limit to stay in the pace line at all, then it is the better part of valor to ride near the back and let those coming back from the front get back in line in front of you. Just ease off a little and let a space open wide enough for the retiring rider to get in and let him and those behind you know that is why you are letting the space open up (so those behind don't think you are splitting the line and try to come around you.)
- NEVER pass a pace line on the right until you are absolutely certain there is plenty of room and that all the riders in front of you absolutely know you are coming around, by calling out "ON YOUR RIGHT" and seeing a visible reaction. A pace line (or single rider for that matter) may snake to the right at any time and cut you off but that won't be their fault if you haven't warned of your presence.
- NEVER pass a pace line closely on the left until you are sure that all the riders in front of you know you are coming around, by calling out "ON YOUR LEFT" and seeing a visible reaction. That is because riders at the front or in the middle who are pulling out to their left to drop back will not be expecting an advancing cyclist in that space. If you give them a wide berth, you should be okay.
- Avoid overlapping wheels! Overlapped wheels are a formula for disaster. Unless you are an exceptional bike handler riding behind a remarkably steady and predictable rider, the advantage gained by following too closely is not worth the risk of crashing. Two feet between your front wheel and the next rear wheel is a good separation for a novice, or even for a good rider when a novice might be in front. More space is advisable when the speed is high, as on downhills, to allow more time to react to changes of pace.

## Pace Line Tips (cont.)

by Chad Green, LBC VP Touring, and PaCkMaN

- Always keep an eye on the rider in front of you. Be prepared to back off, especially when approaching a challenging rise in terrain or jump in pace. Some riders have an inconsistent speed that causes the bike to yo-yo back and forth in the line. Other people brake suddenly or excessively. If the rider in front of you rides erratically, stay further back from them.
- When on the front, KEEP YOUR HEAD UP, CALL OUT THE OBSTACLES, rocks, gravel, potholes, metal plates and grates etc., and WATCH THE LIGHTS. You are responsible for the safety of everyone behind you: Don't let them down. Don't worry about looking down for what gear you are in or any other trivial detail. Anticipate stoplight changes and announce when you are stopping. Don't try to beat the light if it appears the entire group will not get through. It is your responsibility to get the entire group through the intersection safely or stop them at signs and signals.
- When talking to someone else in the pace line, keep your eyes on the rider in front of you along with the traffic on the road. While on the front, you shouldn't be talking as you have too much responsibility and your extra energy should be used fighting the wind anyway.
- Ride in a straight line at a consistent and predictable pace. If you have to wipe your tires, don't slow down or stop pedaling. Remember, there are a bunch of riders behind you. If you need to make adjustments to your clothes or bike while riding or dig for food or anything else that diverts your attention, drop to the back of the line to do it.
- When moving from a seated to a standing position, stay on the power so you do not fall back into the bike behind you. Also be sure to call out "STANDING!"
- If you must spit or blow your nose - the Cyclist's Blow, into the air - move out of the pace line enough so no one is directly behind you. The riders behind you do not want your snot or spittle all over them.
- Finally, if you see someone behaving erratically in line, politely inform them what they are doing wrong. If that doesn't work, then ease yourself around in front of them (and never rotate behind them) so that when they cause a disaster, you won't be involved in it. And if everyone does that, they will be on the back where they can do no harm to anyone else. You can even let a gap open in front of you and then sprint back up to the group and hopefully drop them altogether. Message delivered.

The important thing is to ride in a steady, orderly manner. Think ahead and if you have to do something that takes your attention momentarily off the road and the riders around you, take care of your responsibilities toward the riders around you and their safety first, remove yourself from the others and then take care of your business while riding in the rear. Some of the road rash and broken bones you save may be your own.

## 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

Also, beginning with  
 March/April 2007:  
 The electronic newsletter will contain  
**COLOR PICTURES!**

**Receive  
 Your Newsletter  
 by Email!**

## Lexington Racing Action

by Mark Luking, LBC VP Racing

It will already be July when you are reading this article and the cold, windy and often wet weather of spring will be a distant memory. But, when I think back on the many accomplishments of the members of Team Louisville this past spring, my favorite memories are of the events of the third weekend in April.

First, there was the Lexington Circuit Race, which was held on Saturday, April 21st. It was the climax of the very successful 2007 Spring Training Series which saw a total of 380 individual riders from 9 states and 2 foreign countries competing in the 7 events. Included in the number of participants were 27 women, 23 juniors and 48 first time racers who purchased one-day licenses.

This race was particularly important because the top finishers would receive double points, which, when combined with the points earned in the previous races, would determine the overall series winners in each of the various categories. At stake was a share of the \$1,000 in prize money. You can get a glimpse of how one of the day's races went from this excerpt of Dan Loescher's account of the Cat3/4 race:

"There was a large field of at least 40, with Team Bolla having at least 10. Our plan was to let Bolla do their race tactics and try to get Mike Kennedy in a break-away in the last half of the race, saving Joe Klarer if it came down to a sprint finish. The first half of the race Team Bolla was attacking, mostly with their journeymen, and the Lexington boys reeling them in. I felt we were in a very good position at the halfway point of the race. At one point during the second half Sean Steele and Matt Learner (Team Bolla) got into a break. Now that was serious! No other team seemed able to shut it down. I was about mid-pack and I could not find Mike Kennedy so I started screaming, "Mike where are you?" I finally hear "I am right here." I informed him that was a serious break and sent him up the road. He did an excellent job shutting the break down and bringing the field just close enough for Sean and Matt to realize their break was not going to work so they abandoned their efforts.

The last three laps saw the speeds increase but the field pretty much stayed together with Joe staying in the top 10, a perfect position. On the last lap I moved up, keeping an eye on Learner and Steele. Half way up the hill, before the last turn, Matt Learner attacked hard. I decided to grab his wheel and go along for the ride. I tried to look back under my arm at one point and it looked like we had a small gap, although I am not sure that was the case. We are one - two going through the left corner. Half way from the corner to the finish line we are still 1-2 but Matt started to fade. I have no choice but to drill it and hope for the best and hoping Joe is close behind. About 30 meters from the finish I am still number one and begin to have visions of a win dancing in my head. Turns out I was hallucinating. (I glanced at my HRM as I crossed the finish line and saw the highest number I have seen in years) Ended up taking fifth with Joe taking fourth, Mike 10th. Still pretty good results, I think."

The Cat4/5 race had a field of 60 racers. Joe Klarer, who was in contention for first place overall, with teammates Mike Kennedy, Charles Garner, Brian Rhodes, Blaine Heppner and

Scott Kuiper represented Team Louisville in this race. Blaine led the final attack, sprinting up the hill before the finish at 28 mph and stringing out the rest of the field. When the dust settled, Joe had won the race, as well as the overall prize for Cat4/5. Close on his wheel was Charles Garner who took 4th and Mike Kennedy who was 8th across the line.

On Sunday, team members Joe Collins and Blaine Heppner traveled to Harbin Park in Ohio for a round of Mountain Bike racing in the Psycho Series. There were about 60 other racers competing in the event. I wish there were room to include Blaine's account of the race, including Joe's exciting finish. Blaine won Sport Overall as well as Sport 35+ Class. Not bad for a guy who is just getting started in the sport! Joe took 2nd overall and 2nd in his class. With the return of Don Parr, who had shoulder surgery last winter, and a few others on our team we should have a pretty good Mountain Biking squad.

Dan Loescher, who hadn't had enough racing on Saturday, traveled to Columbus, Indiana for the Ceraland Race. He finished 4th in the 3 /4 masters category.

Meanwhile on Sunday, about 13 members of our team who weren't racing, met at Prospect Point for a training ride that took us out to LaGrange, Ky. Our mission was to meet with the Chief of Fire and Rescue Department, Colonel Jim Sitzler, and present him with a contribution \$150 from our L'Esprit Road Race as well as \$220 in donations from team members for the Crusade for Children. Team Louisville is pleased to support this worthy cause and the community of LaGrange and we look forward to working with them at future L'Esprit Races.

Now that is what I call a great weekend!

So what is ahead for July and August? July and August are the best times for members of LBC who are interested in bicycle racing to consider joining Team Louisville. We are always looking for talented cyclists who would like to give competitive cycling a try. This is also the time of year that we look for sponsors for our team. Like everything else, the cost of running our program, from uniforms to entry fees to putting on races, continues to rise. Currently, our team members pay much of these expenses out of the own pockets. So if you or your company would be interested in helping to support Louisville's oldest and largest bicycle racing team, now is the time to contact us. Wouldn't it be exciting to see racers with your logo on their jerseys sprinting for the finish line!

Though there are still some great races left in the season, many of us are looking forward to what promises to be one of the best cyclocross seasons yet. Not only are more people of all ages getting involved in this sport but the Ohio Valley Cyclocross series, which begins in mid-September and runs through December 9, will be better than ever and will include a US Grand Prix Cyclocross race in October right here in Louisville. This is a national caliber event!

If you would like to join in the fun, you can learn the basics of cyclocross at one of the clinics Marcus Moran and others are conducting in the coming months or come out to the River Road Country Club and join in one of the Wednesday evening practice sessions.



LBC Racing VP Mark Luking and Team Louisville present Colonel Jim Sitzler, Chief of the LaGrange Fire and Rescue Department, with \$370 for the Crusade for Children charity.  
*(Photos courtesy of Craig Dooley)*

## Building Bicycle Consensus

by Ed Tonini, LBC VP Advocacy

I just returned from an 8-day trip to Denver, visiting my new grandson, son and daughter-in-law. It evolved into much more than a visit however. It became a bicycling advocacy awakening. I found that you can only spend so much time with an eight-month old child, no matter how cute he might be. I decided to discover Denver via the bicycle.

Armed with a very good cycling map, a wonderful GPS and the Peugeot I “loaned” to my son when he went away to college in 1994, I set out on my “Mile High” adventure. I started out early one morning as a cycling commuter with my son who works as an attorney with a large law firm in the center of downtown Denver. He makes an effort to ride his bicycle to work at least three days a week. In Louisville, the concept of commuting downtown during “rush” hour is still a little imposing, but I discovered that Denver has made a solid commitment to cyclists, making the alternative mode of transportation safe and acceptable.

The marking on the roads and the signage are remarkable. I witnessed creative and extremely utilitarian combined uses of on-road bicycle lanes and sharrows. Sharrows are markings painted directly onto the road consisting of a stencil of a bicycle with two chevrons placed above it. They are designed to function as a guide to encourage safe riding and driving behavior from both bicyclists and motorists.

Many bicycle advocates are particularly attracted to sharrows because they do not need special engineering to be placed on our roadways -- they are just much simpler to ‘get done’ without all of the red tape and additional costs associated with bike lane implementation. Unlike bike lanes, sharrows do not create separate bike lanes, rather they are supposed to promote the awareness that the right lane is a shared traffic lane to be used by both motorists and cyclists. Signage on the side of the road reinforces this to both cyclists and motorists.

In Denver both bike lanes and sharrows are used in harmony with one another. Neither is better than the other. Judgment was used to determine which was more appropriate for the specific road circumstances.

I came away with a strong belief that given the right community culture in-city, on-road harmony between autos and bicycles can actually exist. Now Denver is a long way ahead of Louisville in bicycle friendliness. Cycling has been a significant element in

Denver lifestyle for decades. They have been rated a top ten “Best Cycling City” for over 10 years and they are the largest population city to receive the League of American Cyclists “Bicycle Friendly City” award. They discovered bicycle “religion” decades ago.

I dropped my son at the YMCA where they provide indoor bicycle parking and showers for the downtown commuters and he pointed me in the direction of his favorite multi-use trail the Cherry Creek Trail. Wow, I thought Washington DC had great trails, but Denver’s are even better. I rode over 250 miles on trails during the week without covering the same ground twice and covered less than half of the mileage available in the immediate metro area. The trails were wide and wonderful... kind of like bicycle superhighways. There were so many of them that a significant number of commuters have the option to use paths for all or part of their routes to work or for play no matter where you want to go.

I saw the “Bike and Ride” lockers at the Light Rail stations on the outskirts of town, bus bike racks everywhere, undercarriage bins for bicycles on regional buses and heard about “loading licenses” for on-board transportation of cycles on light rail. I saw bicycle signage on the entire route of Pena Boulevard to the Denver International Airport. A “proposed” multi-use path is coming for the entire 20 mile route to DIA from Denver metro that will get cyclists off the high speed, limited access road. It seems that planners were required to ask the question not only of how to get cars from one place to another, but also were required to ask --- now what’s the best, safest way to get cyclists there -- as well.

I came away thinking – “Look where we can go – Louisville”. We have just begun our journey, but we have community leadership that absolutely has discovered that same bicycle “religion” that is present in Denver.

I bought several maps of the Denver bicycle infrastructure that I intend to share with Mayor Abramson and with his bicycle coordinators. Take a look [http://www.denvergov.org/Bicycle\\_Program/BikeMapsofDenver/BikeMapsofDenver0/tabid/378719/Default.aspx](http://www.denvergov.org/Bicycle_Program/BikeMapsofDenver/BikeMapsofDenver0/tabid/378719/Default.aspx). The Louisville Bicycle Club stands strongly with metro leaders on their numerous initiatives designed to lead us in the Denver bicycle-friendly direction. Our latest club endorsement by a 51 – 2 vote of the Big Four Bridge project is an example of the type of advocacy that will make it happen.

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

Have you just driven into work and are unwinding first thing with your electronic LBC newsletter? Or have you just retrieved the mail after the drive home? Why are you driving at all?

Those who have seen my electronic missives are familiar with my screeds against automobiles. I would see a lot more of you if not for my encounter with one almost nine years ago. But I just want to extol some of the benefits I had from full-time cycling.

I have never had a drivers license. But for many years I rode the city buses. All the sitting and junk food sure put the pounds on. One day I decided I'd had enough and dieted the weight off. But I think most dieters know that is only a temporary solution. Staying fit requires a lifestyle overhaul. After being threatened by the blubber boomerang and not wishing to diet forever, I turned to cycling to soak up the excess calories.

As any exercise calorie table will show, a few miles or half an hour of cycling, while beneficial for muscle and cardiovascular fitness, uses discouragingly few actual fat

grams from a full stomach. So while evening jaunts are good, more is required. Riding full-time seemed the solution. So I gave up the car-surrogate bus.

Full-time riding has many benefits over exercise time. First, you don't have to make time for it. If you work out of the home, you have travel time already in your schedule. If the distance isn't too extreme (my commute was 20 miles a day), the ride to and from work is as much as you'll get in an evening. Unlike the evening ride, you will probably push the pace more on a work trip. No car means you won't be deciding to skip the ride. Most of you probably do the club rides. How about riding to the rides? Makes more sense than driving to ride. Commuting tends to be solo and you learn more about self-reliance and maintaining the bike yourself that way. Car trouble is just trouble. Regularity is the key to a lifestyle change that makes gains permanent.

I'll admit that never having had the driving addiction, I had a big advantage. But if you are reasonably healthy, there is no reason why you can't do it too.

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