

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

March/April 2008

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It is Springtime!
Why are you reading this?
Get out and ride!

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

*Please submit articles and photos to:
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502-447-7814.*

Deadline for the May/June 2008 issue is April 1
"No Fooling"

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



The Bicycling Century *by David "PaCkMaN" Ryan, LBC VP Comm.*

(The views expressed in this article are my own and not endorsed by the LBC.)

By 1908, it would not have been difficult to see that the automobile was becoming more than a fad. The handwriting of technology was on the wall and the slow and messy horse-drawn wagon had been found wanting. Several thousand cars were on the road and horsepower was driving the horse off the road.

If centuries in the United States are characterized by their dominant mode of personal transportation, the 1800's and 1900's conveniently encompass the horse-and-buggy and automobile eras. While it may be premature to declare an end to the automobile age, barring great technical advance in energy production and management, it is hard to see it continuing in anything like its present form through the 21st Century.

These transportation eras have not changed or been brought about in a fortnight. At the beginning of the 19th Century, the horse-drawn carriage was a luxury item. Simple carts for carrying goods were more common. For strictly personal transportation, horseback riding was more common but the vast majority of errands and trips were made on foot. During the first half of the 19th Century, carriage suspension systems were made more elaborate and effective. After the Civil War, carriages became common in styles such as the Phaeton and Coupe, names which carried forward as automobile styles. The distillation of high power fuel, gasoline, and invention of the efficient internal combustion engine made possible self-propelled vehicles that did not require steel rails to support their weight as did most steam engines powered by burning wood or coal. But the transition from buggies to cars for most was some decades from the first automobile built by the Karl Benz in 1885 to assembly line Model T production in 1914. And in Europe, the automobile did not achieve dominance until after World War II.

The bicycle was also a 19th Century development but did not gain wide popularity until the invention of the "safety bicycle", the modern bike with the diamond frame, by John Kemp Starley, coincidentally in the same year as the automobile, 1885. In America particularly, this coincidence of the development of cars and bicycles was unfortunate for the bicycle. While the bicycle had a head start in wide usage, it was short-lived, ending in the bicycle being relegated to the status of a toy by 1920. The automobile being less available in Europe, the bicycle had a longer time to become a part of the culture and continue to be regarded as a transportation alternative, particularly in rural areas and during wars and economic hard times. And the bicycle remains the most common vehicle in the developing world.

I go over these historical facts and trends in order to draw analogies with what might happen in a world progressively short on energy that might result in the 21st Century becoming the "Cycling Century".

First, looking at the energy situation, the dominant view in geology is that there is a finite amount of oil available in the ground. The existing oil came from plant matter (not dinosaurs) deposited at the bottom of shallow seas, later covered by sediment and percolated under heat and pressure for millions of years. It is estimated that humanity

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

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

**Receive
Your Newsletter
by Email!**

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

NEW MEMBERS

East, Barb	260 S Down Lane	Shepherdsville, KY	40165	(502) 794-8638
Dunlevy, Charles	3722 Hanover Rd	Louisville, KY	40207	(502) 417-8654
Fritzinger, Micah	5228 State Rd 62	Georgetown, IN	47122	(812) 944-8335
Goldstein, David & Katherine McFarland	824 Reading Rd	Louisville, KY	40217	
Heckler, Richard & Mary Ann	1402 Girard Dr	Louisville, KY	40222	
Kelley, Michael & Gretchen	1710 Cedar Point Rd	LaGrange, KY	40031	(502) 222-5832
Long, Brian	1316 Cedar Springs Pkwy	LaGrange, KY	40031	(859) 552-4816
Martin, Troy	204 Sioux Trail	Georgetown, KY	40324	(502) 370-8133
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Spanbauer, Karen & Stephen	1215 Everett Ave	Louisville, KY	40204	(502) 489-1429
Williams, Todd	20 Wilmuth Ave	Wyoming, OH	45215	(513) 948-1204



**Scheller's at
1000 Veteran's Parkway
Now Open!**

You'll want this stop on your cue sheet... The newest Trek concept store is Scheller's Fitness & Cycling at 1000 Veteran's Parkway in Clarksville.

Scheller's new facility offers almost 10,000 square feet of the hottest bicycles and fitness equipment. The store features a beautiful open design, customer interaction at the service department, a lounge area with complimentary coffee and flat screen televisions.

Professionally staffed, customers will benefit from a combination of long-time Scheller's employees along with new faces. New and old, all have many years of experience in the bicycle trade. We're much more than a fitness store, all of our friendly faces are passionate and knowledgeable about cycling, cycling products and eager to meet your needs.

Only minutes from downtown, we're less than one mile from Interstate 65 exit 5. Take the Veteran's Parkway exit and turn at the top of the ramp



heading toward Wal-Mart and Target. Travel less than a mile...you can't miss us on your left.

The Clarksville location is open Monday thru Saturday 10:00 a.m. to 9:00 p.m. and Sundays 12:00 noon to 6:00 p.m. Call us at 812-288-6100.

Improved Store Hours at all Locations

Beginning March 1, all Scheller's locations, with the exception of our Clarksville store, will be open Saturdays from 10:00 a.m. to 6:00 p.m. to better accommodate our customers shopping needs.

Additionally, our location at 11520 Shelbyville Road will add Sunday hours to our regular weekly hours. We'll look forward to seeing you on Sundays between 12:00 noon and 6:00 p.m.



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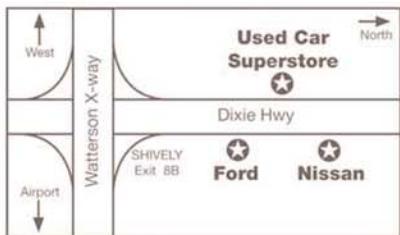
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2007 Season Racing Awards*by Mark Luking, LBC VP Racing*

At a recent team meeting, Kevin Williams, (left) was presented an award for being chosen Team Louisville's 2007 Volunteer of the Year.



David Berman (right) was awarded the 2007 Racer of the Year award.

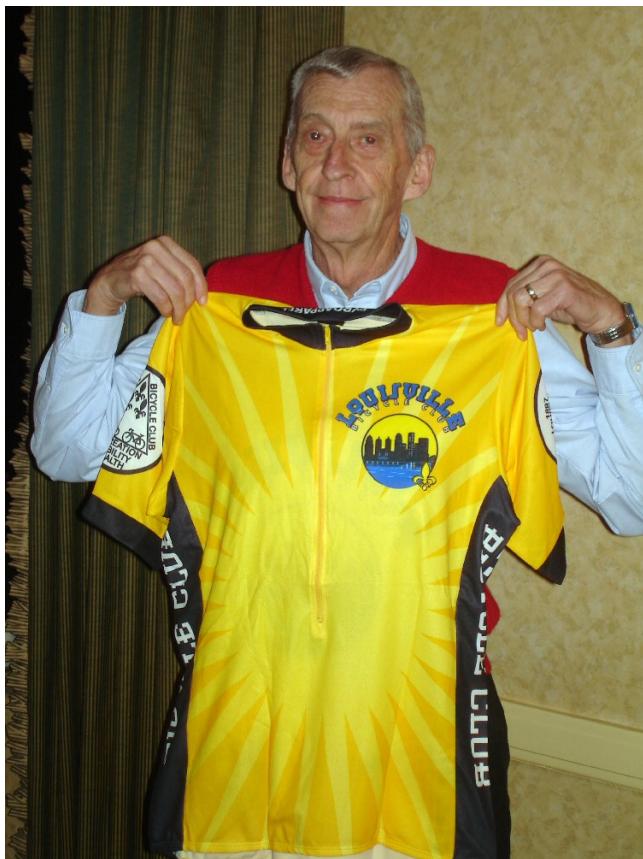


Blaine Heppner (right) was presented the 2007 Rookie of the Year award by fellow teammate Joe Collins.

2007 Awards Banquet



Mark Luking (*left*) receives LBC Volunteer of the Year Award from President Earl Jones.
(Photo courtesy Jim Tretter)



AB Sandefur displays his 50,000 Lifetime Mileage jersey.
(Photo courtesy Jim Tretter)



Jim Tretter presents LBC jersey to Joe Bowen (*right*) for his astounding 14,000-mile trip across the USA in 2006.
(Photo courtesy Jim Tretter?)

2007 Awards Banquet

Vicky Dobbs receives the 2007 Yellow Jersey from Chad Green
(Photo courtesy Jim Tretter)



David King holds the 2007 Mad Dog jersey
(Photo courtesy Jim Tretter)

2007 Awards Banquet

25,000 Lifetime Mileage Winners, L-R: Lynn Roberts, Mike Pitt, Vicky Dobbs, David King,
Lisa Todd and Dick Williams (*Photo courtesy Jim Tretter*)



2008 Officers: L-R: Jim Tretter (Treasurer), Mark Luking (VP Racing), Barbara Tretter (Secretary),
Kevin Jones (VP Touring), Stewart Prather (VP Advocacy), Steve Sarson (VP Education), Earl Jones (President),
David "PaCkMaN" Ryan (VP Communications, missing from picture) (*Photo courtesy Jim Tretter*)

2007 Awards Banquet



Duc Do with LBC Webmaster Emeritus award.
(Photo Courtesy Jim Tretter)

Safety Tip for March 2008

by Tom Armstrong

Most of us have learned the ABC Quick Check. It is a pre-ride inspection process that helps us have safer bicycles by giving us a chance to catch small problems before they become large problems far from home. I'll be covering the ABC Quick Check in more detail in upcoming columns.

For now, however, I am going to share an observation with you, and offer some suggestions.

Since I spent a lot of time working on bikes, I spend a lot of time looking at folks' bikes. Since I am perhaps a bit over-conscious on safety, my eyes are drawn to the quick release levers, and find that many have misconceptions on how these gadgets work.

The quick release lever operates a cam. A cam is shaped with a lobe. The importance of this is that when the lever is properly closed, the lever has the cam turned beyond the lobe's high point, meaning it will take more force to open it than close it further. If it is not closed far enough, it will take less force to open it than close it. Read that last sentence again—it's one of the two main points of this essay. If it takes less force to open the quick release than to close it further, the quick release lever can work its way open on its own.

For my other main point, and it's related to the first, I want to address where the lever points when you are riding your bike. For old-style levers, those that have an "L" shape to them, it's generally best that the lever point up the fork blade, although it is perfectly acceptable that the lever point straight back

when the bike is being ridden. The point is that it should not touch the fork blade at all; if it is touching the fork blade it may not be completely closed. The newer alloy levers, that lack the "L" shape, are often best pointed straight back toward the rear axle, again mindful that no part of the lever touches the fork. This does two things for you: It allows the lever to close completely, and allows you to get a grip on it when you need to use the lever.

For quick release levers at the rear axle, the same basic rules apply. The biggest exception is that most folks don't like having their levers pointing either straight back or forward under the chainstay, lest the lever be accidentally opened by another cyclist's tire in a pace line or a stick thrown from the roadway. Many folks aim the lever between the chainstays, which is my general preference on conventional bicycles. There are bikes with dropouts that don't allow this, as the lever would be touching the dropout or a chainstay, preventing full closure.

In closing, I'll remind you that you don't need to be Magilla Gorilla to close a quick release tight enough to keep your wheel in place. A very good general rule is that if you feel resistance on the lever when it is pointed straight away from the bike, it will be tight enough to do the job well. You should see an imprint of the lever in your hand for a couple seconds after you close the lever.

As always, Sheldon Brown's web site has some very good images and more detailed discussion.
<http://sheldonbrown.com/skewers.html> will get you there.

PaCkMaN's Corner (*cont. from page 1*)

has used half of it up in little more than a century and the remainder will be much more expensive and inefficient to collect. In any event, it is far too short a time for nature to replace. (There is a fringe view that hydrocarbons rise from the earth's interior and is essentially inexhaustible if one drills deep enough. But the evidence for this view is scanty to non-existent.)

Alternative means of obtaining energy in quantities heretofore available in oil are not promising. Nuclear has the same limitation in the finite availability of uranium, whose price is also soaring today like oil. Terrestrial hydrogen, primarily bound in sea water, is not an energy source. First, you need energy to "unburn" the hydrogen so you can burn it again in your engine, producing water. Obviously, getting and using hydrogen this way cancel each other out. Fusion energy, like that generated in the core of the sun, would be almost ideal. But there is as yet no guarantee that fusion, used to extract hydrogen or some other power medium for cars, will be technically feasible before the lack of oil reaches crisis. Fusion may be the fuel of the 22nd Century.

And then there are environmental concerns. Global warming may or may not be happening and may or may not be a bad thing. But you can't put carbon dioxide into the atmosphere indefinitely or in unlimited amounts. There are enough hydrocarbons on other planets to consume all the oxygen in our atmosphere. But getting it and using it are not practical. The same thing would happen to the air if oil were unlimited.

So the handwriting is again on the wall, this time for polluting, inefficient transport. The hard reality is that the days of automobile dominance are numbered and people will have to transition to another, more efficient, form of transportation. There are too many of us now to transition back to the horse and buggy. The pasture is not available to support raising horses for today's largely urban populations. It is too late for mass transit, for the funds to build it or the energy to run it. The transit planners will have to face the fact that automobiles will be used to the last drop of oil and the last infrastructure dollar. And it will not just be the parabolic rise in fuel prices, but also the falling fuel-generated dollars to pay for it.

Continued on page 12

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PaCkMaN's CORNER (*cont. from p. 10*)

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.

So the obvious alternative for personal transportation is the bicycle. They exist in large numbers, largely in garages where they have been since their owners turned 16 or found they just didn't have the time or breath to exercise as they'd intended. But a time is coming when people will turn to them en masse from necessity.

In some ways, those of us who already blissfully ride thousands of miles per year might find the need to be forced onto a bike to be incomprehensible. But on the other hand, most of us succumb to the need for or convenience of a car. Some of that need and relative convenience will evaporate with the end of the car. People will move closer together. You will not be expected to get across town in less than an hour. (Some of us will be able to do so by bicycle anyway.) Automobiles will not be the danger or hindrance to cycling that they are now.

Americans will however not have to be second to anyone. We will have the best bicycles and the best cycling infrastructure in the world. While the Chinese, who come late

to the automobile society and are hastening the end of it, will have to return to rusted beaters on dirt roads, we will be riding quality steel, aluminum, carbon and titanium on highways inherited from the late, not so great, automobile. Like horses at the turn of the last century however, it will not be pleasant for automobile drivers who will be forced to travel at a crawl amid swarms of cyclists and paying confiscatory gas prices for the privilege.

I hope this ramble doesn't sound like the Unabomber's manifesto. Market forces and practical necessity will bring about changes as they always have. It does not require anyone to do anything to bring it about except to keep on driving. (The size of the vehicles will have only a small effect on the date of the change.) It's exhortation, if there is one, is to have a good attitude about the change. Get your friends on bicycles today, not to save the planet or a few drops of gasoline, but for the fun of it. And if not the fun, then the exercise they once might have intended. Like those who were able to get horseless carriages in 1908, it will be better to be ready and ahead of the curve in 2008.

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