

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

July/August 2008

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

*Please submit articles and photos to:
David Ryan ("PaCkMaN")
1906 Lower Hunters Trace
Louisville, KY 40216,
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**Deadline for the Sep/Oct
2008 issue is August 15**

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



Building Year-Round Cycling Character *by PaCkMaN*

It's me again :-)

This month I'd like to go into practical cycling when conditions don't seem practical, in rain and particularly cold. Now, at the height of Summer, may seem a strange time to think about winter riding, but it is a good time to decide to continue to ride year-round and to prepare for it, just as winter clothing is being shipped to stores well ahead of the season. I rode my bike in Louisville year-round for over ten years (until becoming disabled) almost regardless of conditions. I decided to do so on June 18, 1988. That is, from 1988 until 1998, there was only one day that I did not ride because of conditions.

In order to effectively ride in inclement conditions, the first thing you have to do is to decide that you are going to ride and not allow a little discomfort to dissuade you. I say "a little discomfort" because discomfort is a warning system concerning the adequacy of your preparation and the level of your condition and ability to continue. Every cyclist has known discomfort, whether thirst, bonk, knee pain etc. Some discomfort is a sign of building the body, while also building character in the form of perseverance and a desire to stretch, learn and improve. One needs to embrace the fact that some discomfort is a thing to be sought and desired as a sign that one is beginning to accomplish something worthwhile and beneficial, not least of which is patience and a tolerance for a wider range of circumstances.

But you also have to pay attention to discomfort's warning signs and adapt to them. A lot of people do a little exercise, get tired, sweaty and experience some pain and quit, concluding it will always be that way. The fact is that there will always be some of that as a constant, while ability and accomplishment increases. One needs to find a level of tolerability and maintain that over time as your body adapts to the effort. Part of adapting is paying attention to when you need to eat and drink on long trips until you anticipate your needs and not merely respond to them after you are already out-of-whack.

The same idea of tolerance is applicable to riding in non-optimal conditions. As your body and mind adapts to effort, your mind must adapt you to conditions. Learning when to shift to keep a constant level of effort in changing road conditions and gradient is one aspect of this within a ride. But also, you need to learn from experience, your own and other's, from one ride to another what you need to adapt to different conditions, particularly weather, so that it does not become intolerable or dangerous. The fact is that if one is willing to make adaptations, rides in adverse conditions can not only be tolerable, but little different from a warm, sunny spring day.

I will describe some adaptations that I made in order to at least commute twenty miles round-trip to work every day of the year.

First, you have to decide that looks are not important. Insisting that once one is chilly in a short-sleeved team or club kit, that it is too cold to ride is an attitude problem, not a reason to take five months off the bike. Many cycling kits have long-sleeved breathable shells to

Continued on page 5

YOUR CLUB OFFICERS (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)**.

Pledge To Go By Bike This Summer

Announcement from Trek Bikes forwarded courtesy Marty Scheller:

"This July Trek will be placing full-page ads in USA Today announcing a 1 World 2 Wheels campaign that challenges the nation to put down the car keys and instead pledge to Go By Bike. From July 17th through August 31st, both trekbikes.com and 1world2wheels.org will accept mileage pledges and track individual miles ridden, money saved, calories burned, and pounds of carbon offset accumulated. We need Trek dealers across the country to join us in making this campaign as successful as possible."

For more information about the Go By Bike pledge campaign, drop into **Scheller's Cycling & Fitness** or visit: <http://www.louisvillebicycleclub.org/1w2w.htm>

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.

As of July 2008, a majority of LBC members have signed up to receive the e-newsletter!

Thanks for your cooperation.
LBC Executive Committee

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

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

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NEW MEMBERS

Bell, Linda	3159 Periwinkle Way	New Albany, IN	47150	
Brian, Carl	4016 Meadow Crest Ct	Louisville, KY	40245	
Caso, Linda	3803 Flowering Grove Crt	Louisville, KY	40241	(502) 533-8200
Church, Howard & Family	1706 Devondale Dr	Louisville, KY	40222	(502) 412-6215
Combs, David	5220 Indian Woods Dr #201	Louisville, KY	40207	(502) 724-9405
Combs, Tami & Miller, David	2013 Old Vincennes Road	New Albany, IN	47150	
DeVry, Dixie	642 S Second St	Louisville, KY	40202	
Dour, Pat	502 Brightwood Place Apt A4	Louisville, KY	40207	(502) 417-8472
Drwila, Dana	1472 S 3rd Street	Louisville, KY	40208	
Gaddis, Lysie	223 Franck Ave	Louisville, KY	40206	(859) 229-4876
Gehrke, Terry	14015 Cypress Glen Dr	Louisville, KY	40245	(502) 558-3156
Griffit, Laurie	604 Camp Street	Louisville, KY	40203	
Harris, John & Family	44 Hill Rd	Louisville, KY	40204	
Hill, Sam	4212 N Francisco Ave	Chicago, IL	60618	(773) 588-1712
Lamar, Jonathan	525 W Ormsby Ave Apt 4	Louisville, KY	40203	(270) 577-1479
Lohr, David & Family	581 Sunset Rd	Louisville, KY	40206	
Meade, Rick	3810 Stony Brook Dr	Louisville, KY	40299	(502) 526-7538
Meek, Teri & Family	9958 Willowbrook Cir	Louisville, KY	40223	(502) 718-7477
Merritt, Dan	6108 Panax Lane	Louisville, KY	40258	
Michels, Shari	9004 Hatler Hall Dr	Louisville, KY	40291	(502) 409-5630
Motz, Harold	1427 Cloverhills Dr	Louisville, KY	40216	(502) 363-6122
Mudd, Kevin & Family	4108 Southern Pkwy	Louisville, KY	40214	
Muldoon, Sean	3800 Brittany Valley Rd	Louisville, KY	40222	(502) 327-8098
Wheeler, Mary	1012 Alta Circle	Louisville, KY	40205	
Wilson, Margaret & Robert	8007 Harrods Landing Dr	Prospect, KY	40059	(502) 594-9988
Wooton, Kenny	3217 Marion Ct	Louisville, KY	40206	(502) 718-4112

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Thelma 4216 2 in, 2 Bike	Compare at \$269.99 \$229.99
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LBC and My Raleigh Bike: A Gift of Friendship

by *Melissa Hall*

All of my bikes are special to me, each holding memories of friendship, laughter, pain, sweat, frustration, and triumph. My first bike, a touring bike, was treasured because it was a Christmas present from my husband who was worried that I would ruin my knees running so much. Little did he know what he had started. My Trek was a gift from my husband for an anniversary because I was then into the triathlons and the touring bike was too slow.

Each bike holds the memory of triathlons with him patiently waiting for me at the end, giving me the courage to go to places I could not have gone alone. Sometimes the long walk to the start was a feat of courage for him as he hobbled through the pain, but he was always there. Perhaps that set an example for me, though I tend to be on the wimpy side. Fear has caged me so often in my life, so I suppose one could say that he gave me the gift of freedom, of knowing it was okay to try even when trying meant the risk of failure. The same held true with my second Trek and then my Cannondale.

My new Raleigh bike was also a gift, this time of friendship and not from my husband. This bike is a gift from friends made in the LBC and stands as a reminder to me that there are special people in this world. The people in the club are what make the club the special club it is, and so very many of you are dear to me. As a supervisor of child abuse and neglect investigations, I sometimes forget the good in dealing with the bad: not the prescription for happiness or good mental health. I also forget to say thank you often enough and to let you know that I treasure you and your friendship, so thank you to you all. While I am not always wise enough figure out a person's significance, my personal philosophy is that people are in our lives for a purpose, to teach us something about our world and ourselves.

My bike was found by a club member in a neighbor's yard. The man was planning on putting it in the trash. Luckily for me, not so luckily for him the bike didn't fit his six foot frame, but fit my 5'2" frame rather nicely (no pun intended). So the frame was a gift. But the bike sat in my basement neglected. I kept telling myself I would get to it, and a year passed.

What did I mean by "get to it?" I really wanted to build this bike up myself. I felt guilty for not having the skills or being able to acquire the skills to do this when it seems to come so easily to others. Unfortunately, in the world I was raised in, women did not use tools with parental approval. Maybe as a result of this or maybe as a result of mechanical inaptitude, it appeared I was never going to "get to it." Yes, I read Sheldon's site, but it was like reading a foreign language without the background knowledge to have it make sense. Those of you to whom mechanics come easily will not understand, but the task seemed daunting and unmanageable. Being the person I am, I was reluctant to ask for help.

Then another friend offered to help me with my bike. Others jumped in, one grinding and donating some pedals. Another helped show me how to put the bottom bracket back together. One went out of his way to make sure the chain line was straight. One even donated a hub and wheels. All of them worked together to create this masterpiece that would be mine.

Could I now rebuild my bike all by myself? I doubt it, though I have a deeper understanding of how things are put together and with what tools. But maybe that wasn't why I received this gift. Maybe the building was building something more than a bicycle. Those of you who know me also know that I believe in the power of touch. People should be hugged, and hugged often. Every time I ride this bike, it hugs me with the warmth and caring of those who created it. Every time I ride this bike, I know that the world is not such a lonely, uncaring place. Why am I not mentioning names? I am not mentioning names because one person asked that I not. I know that this is part of their religious philosophy: helping others to show God's love. And so I pass on the story, but I intend to do more than that to pass on the gift that was given to me.

This Christmas some child in foster care will receive a gift, hopefully the gift that my husband started in me and others helped to grow: the gift of a new bicycle and the freedom that it means. Thanks to all who make this club a great organization. I am honored to call you friends.

Building Year-Round Cycling Character (cont. from p.1)

by *PaCkMaN*

One must be careful not to overdress to avoid excess sweating. Even arctic explorers are careful not to overdress so that an accumulation of moisture does not ultimately contribute to hypothermia. A T-shirt or jersey underneath is adequate to 25°F. It is often useful to open the shell zipper a bit to let the steam escape. Overpants over the shorts or regular street pants is equally effective. When it really gets cold, there is long cycling underwear, which you can wear two layers of below 10°F. Cycling generates most heat and sweat above the waist. Adding the T-shirt under the jersey inside the Gore-Tex™ works for 10-25°F. And finally a light jacket over the jersey will be needed below 10°F.

Adaptations will also be needed in equipment. Cycling shoes are simply no protection from the cold. Have some plain flat pedals that you can use with cold-weather shoes. In cold below 25°F or snow or rain, I wore galoshes, with extra socks if it was below 10°F. Your toes' comfort threshold may be slightly different but the adaptations can be the same. You cannot expect perfect comfort but perfect comfort is not what cycling is about, nor is it a good thing for your mind or body. Save that

for after the ride.

In cold weather, facial and hand covering is essential. This is where you will have to drop the cool-looking Oakleys™ and go for protection over style. One must consider wind and direction of travel to prevent frostbite and "brain-freeze" (otherwise called "icecream headache"). Wind chill is additive when you are against the wind, while you may need no protection at all riding with the wind. Large wrap-around shades will cover the eyes and better prevent wind from getting around causing tearing. And they need to be large enough to fill the hole in a ski mask that is useful below 20°F. When it was colder than that and I was riding into the wind, I employed additional adaptations: a heavy winter scarf wrapped twice around the face and neck with both ends tucked into my collar, and a lighter scarf wrapped twice over my forehead between the shades and the helmet and once around the back, with the ends stuffed into and filling my helmet vents. I found this more than adequate to -12°F with clear streets and -7°F in deep snow. I wore padded two-fingered ski gloves anytime it was below 42°F.

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Tour de Cure American Diabetes Association®

Tour de Cure is the premier cycling fund-raising event of the American Diabetes Association (ADA) and the nation's largest diabetes cycling event. Challenging and fun, the Tour provides avid and recreational cyclists alike with a meaningful opportunity to raise money for diabetes research and education.

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2008 Louisville Tour de Cure

Saturday, August 23, 2008
E.P. "Tom" Sawyer State Park
15 Mile Route
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62 Mile Route

Check-in: 7:00 AM
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Registration: \$25 pre-event, \$35 day-of-event
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For more information contact the Tifani Moore at 502-452-6072 ext. 3318 or email tmoore@diabetes.org.

The mission of the American Diabetes Association is to prevent and cure diabetes and improve the lives of all people affected by diabetes.



The legendary OKHT cookie stop in Wilsonville, with members of Team Louisville.
(courtesy Craig Dooley, Kentucky Backroads Photography)



Rick Croslin and Jeff White race up the famed lily pike on their tandems.
(courtesy Craig Dooley, Kentucky Backroads Photography)

Images: Mayor's Healthy Hometown Hike & Bike by Craig Dooley, Kentucky Backroads Photography



The showcase event of the health program that resulted in Louisville being named 2008 "Most Liveable Large City" by the U.S. Conference of Mayors.
(courtesy Craig Dooley, Kentucky Backroads Photography)



Some legs!
(courtesy Craig Dooley, Kentucky Backroads Photography)



(courtesy Craig Dooley, Kentucky Backroads Photography)



(courtesy Craig Dooley, Kentucky Backroads Photography)



Dr. Scott Kuiper pulling the masters up at Long Run Park en route to victory - GO TEAM LOUISVILLE!!!

(courtesy Craig Dooley, Kentucky Backroads Photography)



Frontmen Steven Webster on the right and Logan McCulloch on the left at the Henryville Classic road race.
(courtesy Craig Dooley, Kentucky Backroads Photography)



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*(cont. from p.5)***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.

Finally, adaptations may be needed in deciding what kind of bicycle you take in inclement weather. With snow, I definitely left the road bike for mountain tires. So equipped, I enjoyed rides home from work after dark with house lights reflecting off of packed snow on the back streets. I was able to comfortably ride at 0°F so equipped and clothed.

Below zero Fahrenheit, I ran into a problem with a mult-gear mountain bike: the grease in the freewheel becomes sticky and the wratchet teeth inside get pushed open and stay that way. In that condition, the freewheel spins in both directions and will not turn the rear wheel. At -12°F and after dark (midnight, actually), I had to stop three times in seven miles and take my mountain bike inside bars and 24-hour groceries to warm up for 15 minutes before getting a couple more miles. The solution in extreme cold, as well as when street slush combined with freezing air temps would ice the deraillleur, is to ride a single-speed bicycle. That type of bicycle got me seven miles to work and back home

during the Louisville Great Snow of 1994, riding in two-foot deep ruts on Dixie Highway in temperatures as low as -7°F each way when no one else got in except a few who lived just across the street. Occasionally, I had to stop and climb out of the rut to let a four-wheel-drive pass or give an interview to news crews covering the disaster.

The one day I did not ride: After riding at -7°F on Tuesday, on Wednesday, January 19, 1994, in addition to the two feet of unplowed snow on Dixie Highway, the temperature in Louisville fell to an all-time record low of -22°F. (I also stayed home on Monday to shovel snow off the garage roof which was bowing and threatening to collapse and to make a few paths.) I believe that I would have been fine with clear streets and opportunities along the way to warm up. But without experience in those conditions and everyone closed, that was the one time I said 'no'. I'm sure someone reading this is from Alaska and thinking 'wimp'. I would have liked the benefit of knowing your cycling experience.

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