

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

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

March/April 2009

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Spring Colors:  
Not just for flowers!  
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  
2009 issue is April 10**

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



## Louisville Holds Bike Summit II *by Earl Jones, LBC President*

Louisville's Bike Summit II, a community-wide bicycle discussion and planning session, was held on February 12, 2009. It was held at the old Male High School on Brook Street. Humana Corporation, which has made promoting cycling one of its corporate strategies and has launched the Freewheelin' program in Louisville and around the U.S., was the principal sponsor. The summit had several objectives:



- Review the progress—or lack thereof—since the first summit was held in 2005
- Learn how other cities have made bicycling an integral part of a comprehensive transportation network and what solutions make sense for Louisville
- Review the City's draft bicycle plan and amend as needed
- Help lay out routes in every section of the county that will place every resident within a mile of a marketplace center and a travel route to safe bicycling arterials

Based on the comments of the 270 people who attended, some from as far away as Alabama, the meeting was a great success.

As chair of the mayor's Bicycle Taskforce, I presided at the meeting. Other speakers included Andy Clark, Executive Director of the League of American Bicyclists, Dan Burden, the national pre-eminent authority on bicycling planning and transportation, and Mayor Jerry Abramson.

When the 2005 summit ended, Mayor Abramson asked some of the participants to form a taskforce to work with the City on bicycling issues. I stated in my March 2005 Newsletter article "the LBC will play a central role on the taskforce and in making the recommendations reality. I hope that you will support them, too, and that when the next summit is held in 2006, we can celebrate completion of the first set of recommendations and a plan for completing the 100-mile Jefferson County Loop."

LBC has played a central role. In addition to me, LBC members Bob Callender, Dorn Crawford, Mark French, Steward Prather, Vic Maddox, Rich MacInnes, Brad Swope, Ed Tonini, Joe Ward and the late Cheryl Brawner have served as members.

I was obviously overly optimistic in thinking there would be a follow-up summit in 2006. But the taskforce has met regularly—generally 4 times a year—to provide input to the City's bicycle programs and review progress in implementing the 2005 summit's recommendations.

Many of those original recommendations have been implemented.  
( <http://louisvillebicycleclub.org/news/2000s/2005-03/pres.htm> ) Among the most

*Continued on p. 6*

## 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).

## 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 January 2009, almost 2/3 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

Bateman, Nick	7514 Maria Ave	Louisville, KY 40222 (423) 315-1772
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## 2008 Banquet and Annual Meeting

Highlights of the annual banquet held January 17, 2009 included the election of two new club officers, Andy Murphy to VP Advocacy replacing Stewart Prather and Tom Armstrong to VP Education replacing Steve Sarson. We congratulate the new officers and thank the outgoing officers for jobs well done. Also, a by-law change was passed to allow absentee voting under certain conditions.

Among the report highlights were record year-end membership of 1071, as well as record participation. There were record numbers of ride participants (771), a record number of riders on all rides (15665) and record miles ridden (558,159, more than a round trip to the moon.) Thirty riders rode more than 4000 miles each! There was a record number of rides scheduled, 1092, blowing away the old record by some 200 rides. Despite that, ridership per ride remained strong at 16, a dip of only 2 from last year. There was a huge increase in the number of short rides, responding to requests for easier entry and adjustment of new riders.

Volunteerism was honored and remains strong. Space does not allow all the names to be listed in this issue. They will be recognized in a future newsletter. Standing out for particular mention at this time are Barry Zalph of [Bicycling for Louisville](#) for Advocacy, Duc Do and Jerry Gordon for Communications, Paul Klein for the Old Kentucky Home Tour, Derrell Edwards for Racing, and John Cummings and Eric Sellers, Touring co-captains of the year. Racers of the Year were Chris Nevitt & Teri Meek. Rookie of the Year was Tim Hargrave. Most Improved Riders were Sherri Thompson and Andy Murphy. Additional achievements are listed on page 7.

Thursday, March 26 - Sunday, March 29



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Coupon must be presented at time of purchase. Not  
valid with other offers.

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Offer Valid for current LBC members only.  
\*Excludes thorn resistant and Xtra-lite tubes.  
\*\*Standard pricing applies if purchasing one or two.

Mix and match ok. Amounts described are prior to sales  
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items. Coupon must be presented at time of purchase.  
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## CYCLING TEAM



Have you every tried to see how fast you could spin the pedals on your bike? Most cyclists strive to keep their cadence between 85 to 100 rpm with occasional bursts of 125 to 135 rpm. How about doing 160 or 170? Most of the time, if you can get your legs to spin that fast, you will bounce around like Chuck Yeager trying to break the sound barrier in the X-1.

Now do this on rollers while trying to beat the speed of another cyclist and you have the essence of what is known as roller racing!

For the fourth year, a dedicated mix of club and racing team cyclist have gathered on Wednesday nights in January and early February to challenge each other by racing on rollers.

Sean Steele, who works at Clarksville Schwinn and races for Texas Roadhouse, has been a regular at these races from the beginning. He holds the current record and is the man to beat. He can pedal the equivalent of 500m in about 20 seconds and 1000m in about 44 seconds. This means that he is spinning a little over 175 rpms!

His competition this year included Bike Clicks/Team Louisville members Ike Wartman, Phil Patterson and Tim Hargrave as well as LBC members David King, Matt Fagenbush and Tim Chilton. There were a number of exciting races including

the season finale showdown between Ike and Sean.

We had several newcomers this year, including Art Kestler, Marion Hambrick, Darrell Edwards, and David Jarboe. One of the most promising new riders is Will Bain. Will is a high school student who joined the BC/TL team during the cyclocross season. He mastered riding the rollers very quickly and seemed to take special delight in beating all us "old-timers"!

Another highlight of this season was Fox in the Morning's Keith Kaiser broadcasting a special early morning demonstration of roller racing.

I also want to mention Brian Blackwell and Perry Finley who served as official timekeepers and mechanics for the series. Thanks guys, we couldn't have done it without your help.

Complete times for all the series races are available on the BikeClicks Team Louisville web site.



LBC Winter Roller Racers: (left to right) Will Bain, Second Place (multi-gear); Sean Steele, First Place (fixed gear); Ike Wartman, Second Place (fixed gear); Tim Chilton, First Place (multi-gear). (photo courtesy Mark Luking)

Next up is the McDonald's Kentuckiana Spring Classic Racing series, sponsored by McDonald's and Apex Physical Therapy. BikeClicks/Team Louisville will host the opening race on March 14th at Long Run Park. BC/TL will also be working with Norton's Commons who will host the series finale, a criterium race on May 17th.

## 2009 Education Programs

by Tom Armstrong, LBC VP Education

Here it is, another cycling season. And here I am, happy to be the new club Vice President for Education, with a new bully pulpit from which to pontificate. I have an assortment of almost-random points to make this time. Here's my list:

First, I want to thank all who voted for me in the election for VP Education. I realize that in some cases, you voted for me simply because I was and am willing to volunteer. I even heard a rumor that there was one person who considered running for the post until he or she heard I put my hat in the ring. I hope I am able to hold to the standard set by prior officeholders.

Second, I have several things in the works for the coming season, starting with some bike maintenance courses. On each of the first four Tuesdays in March, I will host a class for new cyclists who want to learn a little more about their bikes. This three-hour "Introduction to Home Bicycle Maintenance" presentation is based on the Park Tool School "New Bicycle Buyer" curriculum. I am hoping to do more in-depth classes on bike repair for the club in coming years.

Third, as club VP Education, I will be the primary host for the summer "New Rider" clinics. I have assisted in teaching these for the last few years and will continue in the format Steve Sarson crafted. The New Rider clinics have built the skill levels of folks joining the club, making our touring program safer and more enjoyable. I would love to have some more advanced skills classes to offer but that may not happen this year. Hopefully I can find the time or the volunteers to present such classes in the future.

Fourth, if you are interested in helping with any of the education programs, please contact me. I've already heard from some generous club members who have volunteered their time and energy in the past, telling me I can look forward to their help this season. Thank you!

Lastly, a note on quick releases: For the March-April newsletter last year, I submitted an essay on quick releases that bears repeating. I freely admit to being something of a safety geek and I see many riders who don't have the same understanding of their quick release mechanisms that I have. To more-or-less quote my essay from March 2008:

The quick release lever operates a cam—a lobe on the cam makes the lever tighten against the frame. 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. 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 old-style levers, those that have an "L" shape to them, it's generally best that the lever point just in front of the fork blade, although it is acceptable that the lever point straight back. The gist 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, those 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.

Several injuries per year are found to be a result of improper use of this common wheel attachment hardware. Please check your quick release skewers as part of your pre-trip inspection of your bicycles.

Have a safe ride!

## Louisville Holds Bike Summit II (cont. from p.1)

by Earl Jones, LBC President

successful have been the mayor's Memorial and Labor Day community bike rides which have attracted more than 5,000 riders. And the Metro Council has adopted a complete-streets ordinance. Other recommendations have been revised or expanded, e.g. the Olmsted Parkways bike corridor, and the long-term goals (5 years or more) have solid plans behind them as planning cross-river bike access has moved from the new Downtown Bridge to the repurposed Big 4 bridge, a route map is added to the bike plan and the search continues for a permanent home for cyclocross events.

And the 100-mile loop, now called the Louisville Loop, is steadily moving forward. The Levee Trail section in the city's southwest was the latest addition. Lisa Hite, a planner with Metro Parks, and David Jones, President and CEO of 21st Century Parks which is creating several parks and a greenway connector totaling more than 3,000 acres in the Floyds Fork corridor, provided an update on the project, including the on- and off-road cycling facilities.

Reviewing the City's Bicycle Plan was one of the main purposes of Summit II. The review took place in breakout sessions focused on the 5 E's of the plan: Education,

Encouragement, Engineering, Enforcement and Evaluation. Some of the discussion was heated, a lot of it aimed at hostile motorists, scofflaw cyclists and police who were ignorant of relevant laws, failed to enforce even the ones about which there is no doubt or were powerless to act when they were not witnesses to the offense. (House Bill 88, introduced in the current session of the Kentucky General Assembly, would address this latter problem by empowering police to issue complaints for some cycling-related offenses that they have not directly observed. Go to this link for details: <http://www.lrc.ky.gov/record/09RS/HB88/bill.doc> )

Shortly after the beginning of March, all the comments from the breakout session will be posted on the City's Bike Louisville site. ( <http://www.louisvilleky.gov/BikeLouisville/> ) Revisions to the plan will be published on the site thereafter. Stay tuned for more info.

You can help advance the summit's agenda by supporting the LBC, which will continue to advocate for cyclists' rights and for cycling in Louisville. If you couldn't attend this year's summit, check the Newsletter and KyCyclist for other opportunities to get involved.

## 2008 Banquet Honorees

### 2008 Touring Champions

Yellow Jersey Awards  
 Mike Kamenish 8456 miles  
 Melissa Hall 7358 miles

Masters Jersey Awards  
 Bernice McGill 9502 miles  
 Paul Battle 6731 miles

### 50,000 Lifetime Mileage

Tim Chilton  
 Rick Croslin

### 25,000 Lifetime Mileage

Donna Connell  
 Ron Dobbs  
 Susan Howell

### 25,000 Lifetime (cont.)

Earl Jones (finally!)  
 Mike Kamenish  
 John Kelly  
 Larry Preble  
 Steve Rice  
 Steve Sexton  
 David Wittry

### Top Ride Captains (Led 10 or more Rides during the March-Oct Touring season)

104 Howes, Scott	26 Hill, Cathy	17 Connell, Donna *	12 Dobbs, Ronald
59 Sandefur, A B	26 Roggenkamp, Kirk	17 Jones, Kevin	12 Klein, David R. *
59 Sellers, Eric	24 Dobbs, Vicky	17 Klus, Marcie	12 Luking, Mark
52 Williams, Dick	23 Guild, Connie	16 Cooper, George *	12 Montgomery, Steve
46 Hall, Melissa	20 Finley, Perry	16 Croslin, Rick *	12 Rice, Steve
43 Cummings, John *	20 Howell, Susan	16 Luking, Lynn	11 Armstrong, Tom
43 Tretter, Jim	20 Kamenish, Mike	14 Klein, Doug	10 Donovan, Linda
30 King, David R.	20 Preble, Laurence	14 Rauh, Dick	10 Donovan, Terry
28 Trachtenberg, Laura	18 Murphy, Andrew *	13 Ewart, Alison *	10 Fegenbush, Matt *

\* RC jersey eligible Led 10 or more rides

### 2008 Century Club

60 Hall, Melissa	20 Gaither, Cherie	13 Quirey, Chris B	9 Dunlevy, Charles
53 Kamenish, Mike	20 Murphy, Andrew	13 Roggenkamp, Kirk	9 Kaelin, Martin
41 Rice, Steve	19 Croslin, Rick	13 Upsall, Michael	9 Roggenkamp, Kristin
31 Klus, Marcie	19 Dobbs, Ronald	11 Dobbs, Allison	8 Connell, Donna
31 Kuchenbrod, Scott	19 Dobbs, Vicky	11 Gordon, Jerry	8 Prather, Stewart
30 Krakowski, Dick	19 King, David R.	11 Montgomery, Steve	8 Pyron, Susan
29 Sexton, Steve	17 Godbey, Steve	11 Sarson, Steven	7 McWhorter, Mike
26 Finley, Perry	17 Howell, Susan	11 Sellers, Eric	7 Meade, Rick
24 Rauh, Dick	17 Self, Eleanor	11 White, Jeff	7 Tuney, Lee
23 Preble, Laurence	16 Bradford, Roger	10 Blackwell, Brian	6 Luckett, Barry
23 Pustow, Bill	16 Fritzing, Micah	10 Howes, Scott	5 Craven, Brad
22 Lobred, Joe	16 Hatton, Debi	10 Moore, Jim	5 Hamilton, Cathy
21 Battle, Paul	15 Hill, Cathy	9 Barr, Ford	5 John, Maurice
21 Chilton, Tim	15 Roberts, Lynn	9 Callaway, Nathan	5 Pyron, John
21 McGill, Bernice	13 Leslie, Bobbie	9 Davis, Randall	5 Tretter, Jim

### 100-Ride Club\*

248 McGill, Bernice	139 Tretter, Jim	118 Battle, Paul	111 Thompson, Sherri
248 Finley, Perry	138 Howes, Scott	115 Klus, Marcie	111 Myers, Larry
178 Murphy, Andrew	132 Dobbs, Vicky	115 Leslie, Bobbie	104 Todd, Glenn
167 Cooper, George	131 Kuchenbrod, Scott	113 Preble, Laurence	104 Jones, Kevin
163 Kamenish, Mike	129 Gordon, Jerry	113 Fegenbush, Matt	103 Hatton, Debi
161 Croslin, Rick	122 Chilton, Tim	111 King, David R.	102 Doran, Kathy
156 Sandefur, A B	122 Trachtenberg, Laura		

\*Inaugural season: For LBC members who rode 100 or more club rides during the March-Oct Touring season

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.

It is easy to both overestimate and underestimate the hostility to cyclists on the street. We cannot always know what is in the minds of drivers we meet as we ride. But outright hostility is usually event-driven. When a cyclist cuts someone off or is seen running a light, that is when we come to the notice of many drivers who are apt to think the same of us as when they see another driver doing that. In all likelihood, we are oblivious at the time. But on the other hand, we are still on the road and there is not a move afoot to ban us. Out of sight, out of mind. And people do still buy bikes for their kids with the view that they will be ridden on the street, even if not necessarily on Dixie Highway.

We have evidence that a large part of the public supports us most of the time, evidenced by the strong support of the mayor, Jerry Abramson, and the recently held Bike Summit II. But we should not take that support for granted because it is in a way personality driven and it would be all too easy to have hostile people in charge. There are not many who would

come with portfolio against us. But we could be a lot further down the list of priorities.

We find support at the national level in legislation. Last October, included in the TARP bank bailout bill that was passed, there is a provision for a \$20 per month tax credit for workers who commute by bicycle. That is available by a reduction in withholding through your employer. Be sure to take advantage of that if you commute. Besides paying you, it will generate a statistical trail that can help get additional support for our infrastructure needs.

Finally, we must recognize that when there are more of us on the road, there is more chance of doing those things which cause hostility and jeopardize advances like the commuting tax credit. If there were enough of us on the road, we would determine what is normal traffic speed. It isn't that much slower than city traffic is anyway. But it is too easy to give the impression that it would be.

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