

# THE LOUISVILLE BICYCLE CLUB

Founded in 1897

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

December 2011

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**LBC Newsletter Goes MONTHLY!**

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

*Please submit articles and photos to:  
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1906 Lower Hunters Trace  
Louisville, KY 40216,  
[editor@louisvillebicycleclub.org](mailto:editor@louisvillebicycleclub.org),  
502-447-7814.*

**Deadline for the  
January 2012 issue is Dec 20**

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



## The World Will Be Watching!

*by Andy Murphy, LBC President*

That's right! This coming January, Louisville will host the UCI Masters Cyclocross World Championships. In 2013, we will host the UCI Masters and UCI Elite World Championships. This is the first time these events will be contested outside of Europe! This is indeed a great honor for the city of Louisville and the bicycling community. As with most great honors, comes much responsibility. This responsibility will be in the form of many volunteers needed. As I understand it, these will be 4 day events. So, volunteers will be needed for pre-race set-up a week or so before the races and race-day course workers. This isn't real complicated stuff. Parking Attendants point folks in the right direction to park and Crossing Guards keep people from getting on the course when the racers are going by. Heck, if I can do it, I gotta believe anybody can do it!

One thing I've learned by going to cyclocross races, is that the crowd is very transient. You watch 'em go up The Green Monster 2.0, then you want to go see 'em tackle the CLIF SHOT CORNER. Then you might want to go to "Heckler's Corner" for a lap or two. No, this corner isn't named for Richard and Mary Ann Heckler. Ringing of cowbells and encouragement or heckling of riders is encouraged at cyclocross races and "Heckler's Corner" was a hotspot at the November Cyclocross races. I hung out at the Rio Blanco Race Team encampment and had a cool beverage or two and a couple of delicious bratwurst's--thank you Scott Whitehair! In order for people to move around the 2.5 mile course, lots of Crossing Guards will be needed. I hope you'll consider volunteering for a shift or two.

To volunteer, contact  
Whitney Vogel  
[whitney@usgpcyclocross.com](mailto:whitney@usgpcyclocross.com)  
or contact me and I'll  
put you in touch with  
Whitney.

Life is good  
Murphy



Drew Dillman leads the Junior Men's Division into turn 1 at the exergy U.S. Gran Prix of Cyclocross.

*(photo courtesy Tom Moran - <http://www.moranphoto.net/>)*

## EMAIL NEWSLETTER DELIVERY

### Notice!

As a cost-saving measure, the newsletter of the Louisville Bicycle Club is available only in electronic format beginning with March/April 2011. Please go the website address below to sign up or change your email address for uninterrupted service.

Thanks for your cooperation.

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

You can sign up to update your email for newsletter and membership renewal delivery by editing your member profile at the LBC website:  
<http://www.louisvillebicycleclub.org/>

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### 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)**.

### NEW MEMBERS

Choffel, Scott	3003 Sherbrooke Rd	Louisville, KY	40205
Edwards, Pam	6813 Dartmoor Dr	Louisville, KY	40222 (502) 380-7308
Green, Jared	7000 Oak Valley	Pewee Valley, KY	40056 (502) 643-5652
Gutermuth, John	5313 Saratoga Estates Circle	Louisville, KY	40299 (502) 777-7655
Nance, Thomas	4615 Cliff Ave	Louisville, KY	40215
Ruiz, Eloy	1584 Parsons Place	Louisville, KY	40205

### NOTICES

#### MetroCall – 311 or 574-5000



It's been brought to our attention that not all cell phones recognize 311 as a legitimate phone number. If you have a problem on a bike path, bike lane or in a park you can report the problem to MetroCall at 311 OR 574-5000. When you report a problem, you'll be given a tracking number so you can follow-up to make sure the problem has been addressed.



Connect to Loop Ride (photo courtesy Andy Murphy)



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## Tour de Gil

by Charlie Drexler, LBC VP Touring

On October 29th, the Tour de Gil came back to life. Yes, an old club favorite was back. I thought that it would be a good way to end the 2011 touring season. The Tour de Gil was a ride that used to be hosted by Gil Morris. Gil was at the of the origin of the club as we know it today. Many of the rides that we still enjoy today can be traced back to Gil Morris. If you are interested in knowing more about Gil and the origin of our club check out the "About Us" section of the club website. To do this year's Tour de Gil Poker Run, I had lots of help from Mary Ann and Richard Heckler, Lynn and Mark Luking, Sandy and Carl Davis, Laura Trachtenberg, and Ellen Mackin. We had a nice crowd on this cool late October morning. As an added plus, the road repair gods were good to us. We were able to use a fairly traditional Tour de Gil route.

Before the ride officially got started, Laura, Ellen, the Hecklers, and Mark Luking positioned themselves along the course to handle the drawing of cards along the route. Early in the ride, those familiar with the ride, made it clear to Laura and Ellen that it was perfectly legal to do a little horse trading of cards. Some may call this cheating, but those who know the Tour de Gil, know that it was just part of the FUN.

About two thirds into the ride and after we had drawn our 4th card, it seemed as if we were in the middle of a real Turkey Shoot only we were the TURKEYS! Way off the side of the road, there were a group of individuals firing rifles across the road. I am not sure what they were firing at. Luckily as we rode down the road, they did pause until we were clear :)

While the riders were out riding the course, and drawing their cards, Lynn was getting the pavilion at Vettiner park readied for the riders' return. Sandy and Carl Davis also assisted by preparing a warm drink and roasting the hotdogs. As the riders arrived back at the start, the riders drew their last card and Lynn logged their hand. With the watchful eye of the experienced poker players and Tour de Gil Riders watching over, Lynn determined the Best and Worst poker hands. Glen Todd had the best hand and Stewart Prather had the worst. Each of them came away with a Halloween themed prize. Unfortunately, I was talked out of getting the more traditional Tour de Gil poker run prizes of a Turkey, Cornish Hen and an Egg. Maybe next time!

After the awards, we enjoyed some roasted hotdogs, Halloween candy, s'mores and tales of times long past. It was hearing and sharing those stories of past Tour de Gil rides that were the real highlight of the day. I hope that with the resurrection of this ride, the tradition that went with the ride will be passed on to a new generation of riders and that we will take time to appreciate those who have given much of their time to build this club. I am planning on having a couple of Tour de Gil rides next year so be on the look out for the next TDG flyer. If you did not make it out for this ride, I hope that you will come on out and ride on one of the future TDG rides. I would like to send a big THANKS to all who helped with this ride and to all who came out and shared your stories!



(photos courtesy Charlie Drexler, more p.9)



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The 2011 exergy U.S. Gran Prix of Cyclocross presented by GREENWARE was held at Eva Bandman Park on the weekend of November 12th & 13th. Hundreds of cyclocross racers from around the country and yes, the world, descended on Louisville to compete for The Derby City Cup. There were National Champions from the United States, Canada, Switzerland, France and the Czech Republic. Louisville's own Andrew Dillman won the Junior Men's Division both Saturday and Sunday! Every racer I talked to, said what a challenging course this was and how much they enjoyed racing here!

Thanks to Metro Parks and the Louisville Sports Commission for all their efforts in bringing the USGP and the upcoming World's here. Eva Bandman Park has for years been an under-utilized park and



A group of riders on a reconnaissance lap, head into "Heckler's Corner" (photo courtesy Andy Murphy)

cyclocross racing seems like a perfect use for this scenic piece of land.

Most of all, I'd like to thank all the LBC members who volunteered their time to make the USGP the success it was. Bruce Fina, Executive Director of the USGP, asked me to thank the club members who volunteered. He said "We couldn't have done it without you--thank you!" Everywhere you looked, there was an LBC member working as a crossing guard, parking attendant or helping with set-up or tear-down. Again, thank you all for helping make this event such a resounding success!

Life is good  
Murphy



Meredith Miller leads the Elite Women's field into turn 1 at the USGP of Cyclocross (photo courtesy Andy Murphy)



Scott Whitehair, "Rockin' Rick" Croslin aka "Rick Roller" and Laura "The Hammer" Trachtenberg work a course crossing at the U.S. Gran Prix of Cyclocross (photo courtesy Andy Murphy)



The Elite Men's field making the descent of the Green Monster 2.0 (photo courtesy Andy Murphy)

# LBC Annual Awards Banquet – January 14, 2012

Please join your cycling friends at the LBC Annual Awards Banquet to reminisce on the year's activities, acknowledge our volunteers, celebrate our achievements, and elect club officers for the upcoming year.

The banquet will be held again at:  
**Big Spring Country Club**  
**5901 Dutchmans Lane**  
**Saturday, January 14, 2012.**

**Cost is \$10 per person for the buffet dinner.**

**6:00 p.m. - Reception and Cash Bar**  
**7:15 p.m. - Buffet Dinner**  
**8:00 p.m. - General Meeting, Awards, and Election of Officers for 2012**  
**10:00 p.m. - Adjournment**

To provide an accurate count of attendees, we must receive your reservation(s) by Sunday, January 8.

**To RSVP online, please visit:**

<http://www.louisvillebicycleclub.org/Banquet>

**To RSVP by mail, send a check for \$10 per person to:**

**Louisville Bicycle Club**  
**Attn: Banquet RSVP**  
**P.O. Box 35541**  
**Louisville, KY 40232-5541**

## Executive Committee Candidate Search

I along with Carol Medley and Rick Croslin have been chosen to help search for candidates to serve on the LBC Executive Committee for 2012. If you are looking for a part time position with great pay and benefits, a spot on the Executive Committee is not for you. What you will receive is a sense of pride knowing you are helping out your fellow cyclists in one of the premier bicycle clubs in America. Many of my good friends have served and are serving on the committee. I respect them for their sense of volunteerism and doing what's best for our club.

Are you interested? Let one of us know at a ride or contact us about your desire to run for one of the positions. We will be glad to answer any questions we can. The duties of each officer are spelled out in Article V of the by-laws. The by-law link is available on the front page of the LBC website. If you decide to run, please forward me a candidate statement no later than December 15 that can be published in the January newsletter. Election Day is at the annual banquet to be held on Saturday, January 14, 2012 at Big Spring Country Club.

Here are the positions and current office holders:

President: Andy Murphy  
 Secretary: Barry Luckett  
 Treasurer: Jody Patterson  
 V.P. Advocacy: Mark Luking  
 V.P. Communications: David "PaCkMaN" Ryan  
 V.P. Education: Tom Armstrong  
 V.P. Racing: Larry Pethick  
 V.P. Touring: Charlie Drexler

Sincerely:

### The Candidate Search & Nominating Committee

**Steve Montgomery**, Chairman, [smontg7303@insightbb.com](mailto:smontg7303@insightbb.com)  
**Carol Medley**, Member, [creativetravel@insightbb.com](mailto:creativetravel@insightbb.com)  
**Rick Croslin**, Member, [rick@TheTechnologyAgency.com](mailto:rick@TheTechnologyAgency.com)

Thanks!

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## Touring Committee Report

by *Charlie Drexler, LBC VP Touring*

The Touring Committee had their final meeting on November 15th. Stewart Prather and Donna Connell were again our guests at the meeting.

Since the last meeting, the committee has continued to electronically review the current Touring Program Guidelines. The committee brought some good final comments to the meeting. The committee then recommended that we send the Guidelines to the Executive Committee for their approval.

Next the committee reviewed the Rider Responsibilities document. This document will contain basic information for the new rider, so that they will know how

to best be prepared to come out and participate in club rides. The committee finished their review of this document as well, and it will also be sent to the Executive Committee for their approval.

As the 2011 Touring Year has ended and the 2012 Touring Year is now well on its way, I would like to personally thank each of the Touring Committee for their time and participation. The Touring Committee consists of: Andy Murphy, John Cummings, Richard Heckler, Marilyn Minnick, Melissa Hall, Kirk Roggenkamp, Steve Rice, Timothy Stephen, and Steve Montgomery. I would also like to thank Stewart Prather and Donna Connell for their input at the last couple of meetings.

## LBC Commuter Program Report

by *Andy Murphy, LBC President*



After nearly 11 months, 64 members of the Louisville Bicycle Club Commuter's Group have logged a total of 52,092.68 miles. I would like to thank everyone that has taken the time to commute, then log their commuting mileage. If you would like to join the LBC Commuter Group, go to My Cycling Log here;

<http://www.mycyclinglog.com/>

You have to register, it's FREE, then click on the Louisville Bicycle Club Group. When you get to the LBC page, click on "Request Membership". Keep in mind, if you decide to join the LBC Commuter Group, we are only logging commuting mileage. PLEASE DO NOT LOG LEISURE RIDES,

TRAINING RIDES OR MILEAGE ACCRUED ON CLUB RIDES WITH THE LBC GROUP. Riding to and from club rides counts as commuting, but not the mileage on the ride itself. Also, when you log a ride, make sure you select "Commute" and "C02". This helps My Cycling Log calculate how much money has been saved in gas by our commuting activity and how much CO2 we haven't put into the atmosphere.

There will be no LBC awards associated with the Commuter Program. There will be no "Winner" for most commuting mileage. We appreciate people commuting and taking the time to log their rides with our group.

Life is good  
Murphy

# University

A proud member

More Tour de Gil Scenes

all photos courtesy Charlie Drexler, LBC VP Touring



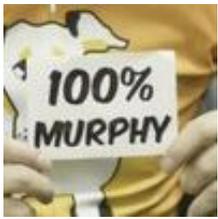
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## Connect to The Loop

by Andy Murphy



Metro Parks hosted a “Connect To The Loop” event at the Paul Bather Sports Complex at Shawnee Park on Saturday, October 22nd. This was an event to introduce people to The Louisville Loop and the fitness and transportation options

The Loop offers. Many club members were on hand to pick up their stylish Loop Watch jerseys. These jerseys were awarded to people that completed the initial Loop Watch Training Sessions. Thanks to everyone that took the time to take the training and come to Shawnee Park for this event.

As part of the event, several club members took neighborhood kids for a short bike ride from French Plaza through Shawnee

Park and back. I’d like to say thank you to Joe “Warjo” Ward, John Mahorney and “Screamin” John Hawkins for helping take a bunch of kids for a ride. The kids we rode with were really fired up to be out riding a bike. We’re researching how we might be able to expand this “Buddy Bike Ride” in the future.

One important part of the Loop Watch training was the reminder of the phone numbers to use for various services. Of course, for emergencies, call 911. For non-emergency police matters call 574-LMPD (5673). To report maintenance issues or other problems on The Loop call MetroCall at 311 or 574-5000.

Life is good  
Murphy



Joe Ward, Mayor Fischer and Murphy at the Connect To The Loop event (photo courtesy Andy Murphy)



Mayor Greg Fischer addresses the crowd at the Connect To The Loop event (photo courtesy Andy Murphy)



Checking out plans for The Loop (photo courtesy Andy Murphy)



Dave Combs, Harold Motz, Gil Crenshaw, Joe “Warjo” Ward and Mike Blair listening to a speaker at the Connect To The Loop event (photo courtesy Andy Murphy)

## Owen Swift Kimble “Old Kaintuck”

by Carson Torpey

Does anyone remember the famous Louisville bicycle track racer, Owen Swift Kimble, who raced from 1894 to 1904? He had been long forgotten along with most of Louisville’s bicycle history from that era. That is, until Joe Ward began his quest to find information about the Wheelmen’s Bench and found out much more. It is Joe’s work that inspired me to look into Louisville’s cycling history and in doing so I came across the name of one of the great riders of the time and discovered that he had come from my hometown. So who was this local hero known throughout the country and in Europe as well? Here’s what I learned.

There was a golden age of track racing in the United States which coincided with the popularity of the bicycle at the turn of the century. From about 1892 through 1907 bicycle technology was changing rapidly, producing lighter and faster bikes. Racing tracks were being built and fans came out by the thousands to see the races. Most of the racers though, have long been forgotten. One who raced during this time, Walter Bardgett, later became editor of the American Bicyclist magazine and when he was asked who he thought were the top ten American riders, he would always answer with fifteen riders. His list is as follows: Frank Kramer, Eddie “Cannon” Bald, Iver Lawson, Tom Butler, Tom Cooper, Owen S. Kimble, Earl Kiser, Willie Finn Sr., Floyd MacFarland, Nat Butler, “Major” Taylor, Bobby Walthour, Alfred Goulet, Reggie McNamara, and Jackie Clarke. Although a name or two may be familiar to a bicycle enthusiast, most have been long forgotten. All the riders in the list raced against each other except for the last four who raced in later years. One rider from the list, Owen S. Kimble, was from Louisville, Kentucky.



Owen S. Kimble

Owen S. Kimble was born in Louisville, Kentucky in 1876. He was a big man for a sprinter, standing at 5’ 11” and weighing 174 pounds, and thus his sprinting style was not the smoothest but he could power his bike down the straight like a steam locomotive, with the bike shifting side to side. Being from Louisville, which at the time considered itself part of the South,

he was looked upon by the southern riders as the “king of cyclists” but he was just as popular throughout the Midwest and Northeast as well and was known by the nickname “Old Kaintuck”.

He began racing in 1894 at age 18 and must have been a naturally gifted sprinter for he entered the biggest tournament in Louisville, put on by Prince Wells, a former champion of the high wheel bicycle. He entered the mile handicap open and the mile handicap, and won both. In November of that year, Louisville’s new Fountain Ferry Track opened, the most modern and fastest track in the country. He repeated his winning ways, winning the five mile handicap and the mile scratch in which he set a new Kentucky record.

The following year he continued his winning ways. At the Kentucky LAW meet in Maysville, Ky., in the state championship one mile, he was involved in a wreck and was not able to finish. His protest was not allowed as the judges ruled that the wreck was accidental. Continuing on, he won the quarter mile, half mile, and the mile where he lowered the Kentucky record by 9 seconds. He was successful at Dayton, Ohio, winning one event and second in two others. Back home in Louisville, he placed first again at the Fountain Ferry Track with two wins.

Kimble had been racing as a “Class A man”. In this class an amateur cannot receive any money or support from a sponsor. With so much success it was time to turn professional and he did in the winter 1896, riding for the Outing team. In July of that year, he was in Michigan for the National Circuit race at Detroit. In the mile open race was Eddie “Cannon” Bald who was undefeated for the year. Also in the race was Tom Cooper another established star rider. Kimble was second to Cooper’s first but both had beaten the top rider by a length. This same year the LAW held its national meet in Louisville, Ky. All the top rider’s photos were in the local newspaper and Kimble was listed as one of the top fifteen racers at the meet. As a rookie he was able to take a second place in the one third mile national championship again with Tom Cooper first and Eddie Bald third.

The year 1897 started with Kimble’s sponsor, Outing bicycles, withdrawing their support, saying that since they did not make racing bicycles, it was not in their best interest to spend money sponsoring a racing team. A new sponsor stepped in, the National India Rubber Company of Boston, which sponsored the new Kangaroo Team of Owen Kimble, J S Johnson, and W M Randall. The team would ride Orient bikes equipped with Kangaroo tires. The season started well with Kimble winning heats against Bald and placing in the top three in the finals. Then with six wins on the Michigan circuit, while racing in Charlotte, Michigan, he collided with Eberhart of Saline, Kansas, the consequent wreck resulting in a collarbone broken in two places. After time off to heal, he returned to racing at a



Owen Swift Kimble at Fountain Ferry Track 1896  
(*Courier-Journal photo*)

small race in Henderson, Ky. and then on to the National Circuit races in such cities as Louisville, Trenton, New York, Asbury Park, Springfield, and Philadelphia. In the national circuit races, he had a tough time. From the Sunday Herald, Syracuse, New York August 8th, "Kimble won his first race on the national circuit this year at Trenton. It will be remembered that Kimble broke his collarbone on the Michigan State circuit and his confidence was badly shaken up. He now has recovered from the fall, his confidence is restored and from now on he will prove an important factor in the racing game. He has a hard finishing sprint that is sure to land him a winner and make him one of the top notchers." In the points and prize winnings table of the year, he only placed 19th with one win in seven starts for four points and won prizes valued at \$100. Major Taylor, also in his first season, placed 14th for six points and won \$140. The season winner, Bald, won six times and had 5 seconds and one third for a total of 35 points and \$812. Kimble's overall record for the year, which includes non-circuit races, was 13 wins, 6 seconds, and 3 third places.

The following year, 1898, would be the year that "Old Kaintuck" would be able to put it all together and take his place with the top stars. Part of the reason for his success could be his rivalry with the "colored" rider, Marshall "Major" Taylor who, like Kimble, became one of the men to beat that year. Many riders, such as Arthur Gardiner of Chicago, refused to race against Taylor citing his color as the reason. Kimble, the "king" of southern cyclists and from a segregated city and state, was always eager to take on Taylor. A win over Taylor would increase his standing among his southern fans. Their confrontation would come at the LAW national meet at Indianapolis, Indiana. Entered into the two mile national championship race were thirty-one riders, including the speedy Marshall "Major" Taylor. Five trial heats and two semi-finals were required to select the five who would qualify, Eddie Bald, Major Taylor, Tom Cooper, AC Mertens, and Owen Kimble. Lined up at the start were Mertens at the pole with Taylor next,

then Kimble, Cooper, and Bald. It soon became evident that Mertens was there to help Bald. At the start of the last lap, Taylor shot to the front with Kimble following. On the backstretch they bunched up, then Cooper and Bald took the lead in the turn and "down the stretch they came" at an awful pace, it still looked like anybody's race when Kimble jumped his wheel in front and won by inches! Taylor was second, Bald third, Cooper fourth, and Mertens fifth. Kimble's time was 4:05 a new world record by nearly 5 seconds! As soon as he dismounted, he was picked up and carried on the shoulders of half a dozen riders. The win put him at the top of the national championship percentage table. In the stands was Kimble's number one fan, his bride of two weeks. At Washington D.C. on October 6th, Kimble would go on to win the quarter mile championship as well.

The next morning in the Louisville Courier-Journal newspaper, the headline read "Owen Kimble To The Rescue" "Beat The Negro Taylor and Smashed The World's Record" "Other Cracks Behind Him" "Owen Kimble added to the glory of Kentucky, and in the estimation of Southerners, saved the honor of the L.A.W. by defeating the speedy negro Major Taylor, in the two mile national championship." Following the story of Kimble's win, the Courier-Journal praises Taylor and actually calls him the fastest rider at the event!

During this season the professional riders had become dissatisfied with the control of the LAW and took steps to form their own racing organization. This uprising began late in the season and eventually a new organization, the National Cyclists Racing Union, was formed. At certain LAW races points were awarded to the riders to determine a national champion for the year. When the riders started their own league, the racing schedule was extended and points were awarded under the new organization as well which caused a lot of confusion as to who would be the 1898 national champion. Bald was at the top of the championship table with Taylor second and Kimble third under the old LAW standings. A late race was added at Cape Girardeau, Missouri and Kimble's third place at Cape Girardeau gave him the extra points to win the championship. The points table for 1898 was:

Kimble . . . . .	206	McFarland . . . . .	138
Bald . . . . .	185	Cooper . . . . .	109
Taylor . . . . .	183	Freeman . . . . .	73
Gardiner . . . . .	148	Fischer . . . . .	35
Stevens . . . . .	142		

So Owen S. Kimble was the national champion! Combining points won from races from both leagues gave him the highest total. There was, however, a lot of discussion as to who should be the champion of 1898. Should the leader of only the LAW points table be declared the winner or should the rider with the most wins be the winner? Kimble himself lists the praises of several other riders. In the end the riders themselves decided

not to declare a champion. Still, Kimble was named the “outlaw” champion of ’98 by many newspapers.

This may be a good place to discuss the relationship between Major Taylor and Owen Kimble. Since most books and articles concerning racing during this time period are written about Major Taylor, Kimble is almost always compared to the Major. With Kimble being white and from the South and Taylor being black, many references to Kimble only focus on his prejudice. Andrew Ritchie’s book, *Major Taylor*, quotes, *Le Velo*, March 16, 1901, “The Negro was the enemy who absolutely had to be beaten, against whom his rivals had to do battle, sometimes dishonestly, always passionately. Owen Kimble, for example, full of the pride of his race, in no way an extraordinary rider, has done some remarkable performances against Major Taylor, who has always considered him as the most brutal of his opponents. Kimble was seized by a kind of savage rage, the rage of a master confronted by the fact that he could be beaten by a descendent of one of the slaves his father used to whip.” Other articles may mention that he was the “outlaw champion” of 1898 but then emphasize his prejudice against Taylor.



Taylor and Kimble with trainers (photo courtesy Indiana History Museum)

Major Taylor describes Kimble ...”I am always taken by surprise for he always rides like a fiend and fights like a mad man whenever he rides against me.” “I knew that Owen Kimble, being a southerner, did not like me because of my color. He was naturally imbued with all of the old traditions relative to that perpetual color prejudice and race hatred that are so typical to that section of the country. Kimble felt that in order to uphold those inherited ideals of his forefathers he was obliged to hate me with a genuine bitterness and do his utmost to defeat me every time we met. Because of this intense color hatred for me, Kimble always seemed to be able to develop an extra degree of speed when battling it out with me that he never displayed with any other rider in the world. In fairness to Kimble, however, I wish to state that he took a decent stand against me in all of our races inasmuch as he had never put me down by unfair means”.

At a race at Worcester, Floyd MacFarland had instructed all the riders, with the exception of Kimble, on how to ride in order to have Frank Kramer ride against Taylor in the final. The plans were foiled when Kimble rode to win his heat against Kramer and Kramer fouled Kimble. Taylor says, “I knew that Kimble was one of the most formidable of my opponents. The least slip on my part in any of the races between Kimble and I meant victory for Kimble; that’s how closely we were matched. I was always forced to use my best tactics when I found myself pitted against Kimble in the final. On the occasion that Kimble defeated me I felt his victory was not accomplished on his natural speed but through an abnormal burst of speed that seemed to generate within him through his inborn hatred of my color. Of all the races Kimble ever rode I am satisfied he was at his very best whenever he opposed me.” Before the final ride and while in the training room, MacFarland yelled out to Kimble, “So you’d rather be trimmed by a n\_\_\_\_\_ than to be beaten by a white man, how do you like it, you \_\_\_\_\_!!!! \_\_\_\_\_ southerner?” Three times MacFarland yelled this at Kimble.”

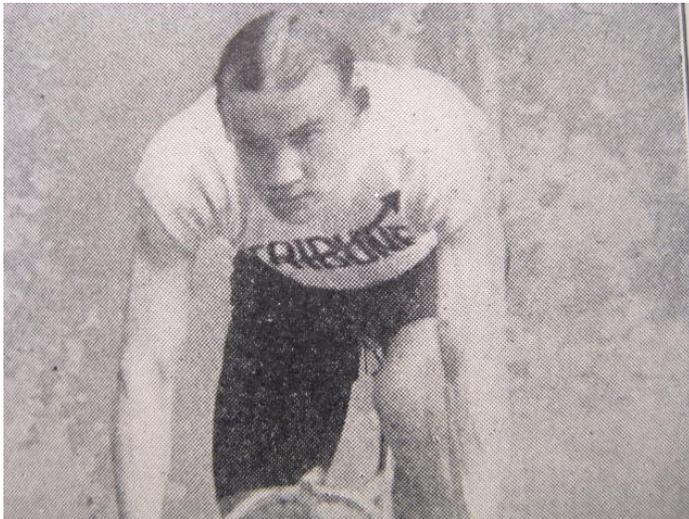
“Kimble sprang from his cot and pleaded with me to come with him. I refused saying it was not my fight, but he insisted saying that he did not want to fight but only wanted to show “Mac” and his yellow bunch up. Once in the presence of MacFarland and his gang Kimble placed his hand on my shoulder, and addressing particularly MacFarland and Kramer, said “Yes Major Taylor did defeat me and he didn’t have to run me off the track or foul me to do it either. He did it like a real champion that he is and although his face is black he is not only the whitest man in the whole d\_\_\_ crowd, but the fastest man on the track. I do not consider it to be a disgrace to be beaten by him because he always does it fairly and that is more than any of you can do. Major Taylor, I congratulate you on winning this championship race. You’re the fastest and squattest man among us”. No doubt Kimble was serious at the time and probably meant all the complimentary things he said about me but down in my heart I felt that he simply used that means to bring MacFarland and his crowd to their knees.”

Kimble is quoted in the *Louisville Courier-Journal* saying, “Major Taylor is a wonder, and I believe he can beat any man living at miscellaneous distance races. He is lighting in a half-mile sprint, and can beat any of them in an hour or a fifty mile race. Long and short-distance champions are seldom combined in the same man. Taylor, by the way, intends going for all records, paced and unpaced, shortly. He may do this at Indianapolis. He is the only man among the circuit followers who trained systematically. He is always in fine condition, as hard as rocks, and bitter experience has taught him all the tricks of the game. He did not have an easy time on the circuit by any means.” Kimble, however, was not a saint by any means. He frequently referred to Taylor as that “little black” and would occasionally be involved in “pocketing” Taylor to keep him out of the top positions and there were instances when Kimble refused the congratulate Taylor after being beaten in a sprint. At

the same time, he never tried any of the dirty tricks that the other riders used against Taylor. It should be noted that the racial remarks were used by both the white riders and also Taylor's camp as a way to increase attendance at the meets.

It should also be noted that one of the National Cyclist's Racing Union's goals was to deny Major Taylor membership, which it eventually did. Owen Kimble was one of the last to join the organization. So it seems that there were other racers whose prejudices were far more bitter than Kimble's.

Would "Old Kaintuck", the outlaw champion of '98, be able to win the championship of 1899? He was the favorite going into the season but as it turned out it was hard to stay at the top when everyone is watching you. Kimble won heat after heat only to lose in the final event only by inches. Still his point total and winnings were at the top of the standings. Four first places, seven seconds, nine thirds, and eight fourth places earned him \$973 in 1899, sixth place among the top sprinters, not too bad considering the average wage in the US was about \$450. In the points table he finished fourth, with Tom Cooped 49 points, Earl Kiser 42, OL Stevens 30, and Kimble 27.



Owen Kimble on the Tribune team 1902

The constant travelling and uncertainty of his prize money began to take a toll. The Lowell Sun quotes Kimble, "I think I have been racing long enough, and that it is now time I should look around for something more permanent. I am thinking seriously of getting a good track and promoting races." One reason for rethinking his life spent travelling on the road, was that he had a son now.

"Proprietor" Owen Kimble, has become involved with running the Fountain Ferry Track in Louisville. He "fitted up" the training quarters more scrumptiously this year than ever before, the shower baths being a welcome addition, as well as gymnasium apparatus. The professional riders have the call upon the main room and the two score amateurs preparing for the opening of the season at Louisville, Apr. 23 ... in the big

room ride by themselves." All the big names were at the event, Bald, Cooper, McFarland, Stevens and a half score more.

Perhaps putting on races was a little too much work for Kimble who also raced, training himself. In the events he entered, the mile open professional he finished second to McFarland and in the half mile handicap professional he also finished second. More second and third places continued throughout the season until the One Mile International Professional Championship of America at Montreal, the last race of the 1900 season. The final heat would have Taylor, Kramer, and Kimble in the final, whom Major Taylor considered three of the four fastest sprinters in the U.S. In the first heat Taylor won, Kramer was second, and Kimble took the third. In the first heat of the semi-final Taylor won again as did Kimble in the second heat. Taylor was the favorite but Kimble "darted past him taking the lead and flying over the line a safe winner. It was a great spurt... the winner deserved the victory, not only for his plucky fight throughout the race, but the manner in which he grasped the opportunity to turn a certain defeat into a triumphant win when only a few yards from the finish."

The season ended with Major Taylor taking first place in the standings but it was Kimble who gave the Major the bitterest battles of any of the other contestants. The standings for 1900 were:

Major Taylor .....	5 firsts, 1 second, 0 thirds, 40 points
Frank Kramer.....	1 first, 3 seconds, 4 thirds, 20 points
Owen S. Kimble.....	2 firsts, 3 seconds, 1 third, 18 points

Kimble again took part in an international race the following year, 1901. Riding in the Kings County International Meet with members of the British team, Kimble was paired with British rider Gascoyne, in the combination two mile professional handicap. In this event Kimble won and his partner was second. During the year he met up with Taylor seven times and beat him three times, more than any other rider had been able to do. At the end of the year his standings had slipped when compared with the year before. He placed eighth with six wins in the championship events, eight seconds, and six thirds. He earned \$1113 in winnings. For comparison, Taylor won 17 races and made \$3983. Out of the 169 professional riders who had won money in 1901, Kimble took seventeenth highest (Taylor was fourth).

As 1902 began, Kimble, now aged 26, joined the Tribune Team, one of several teams sponsored by the American Bicycle Company. He had been on the circuit for quite some time now. According to the Oshkash Daily North Western, "Owen S Kimble, "Old Kaintuck" is rapidly becoming one of the veteran racing men. The Kentuckian is somewhat at a disadvantage on the small six and eight lap tracks which are so numerous now but he still manages to keep among the leaders even with such a handicap."

"Kimble shines to better advantage on a track like Manhattan Beach or Charles River Park, Boston, than on the regular wooden oval. When races were held mostly on horse tracks, he was always a man to be reckoned (*sic*) with. He is a strong handicap rider and one of the few sprinters who has fairly beaten Major Taylor on even terms."

Veteran or not, "Old Kaintuck" still gave everyone a run for their money. At a half-mile open professional national championship race at the Vailsburg track, he finished second to Frank Kramer with Taylor fourth. In the half-mile professional he took first with Kramer getting third. A month later at the Buffalo Athletic field he won the one mile handicap. Kimble ended the season in the NCA standings in fourth place, still a good year. The New York Times said this was his best season.

Yes, it must have been a good season, for the Kentucky rider was signed to race in Europe for 1903. He left New York on Feb. 24, sailing on the Kronprinz Wilhelm for Paris, where he would begin his season and then race in Rome, Berlin, and Copenhagen. He raced and beat Jacquelin, the French champion, and Ellengaard, the Danish champion more times than they beat him. Also in Europe in 1903 was Major Taylor and the two were scheduled to compete in Taylor's final appearance of the season in Paris, the Prix des Adieux. The contestants were Ellegeerd of Denmark, Meyers, the champion of Holland, Jacquelin and Jue of France, and Taylor and Kimble of the USA.

From the New York Times, September 3, 1903, "Cyclist Kimble Defeats Taylor":

"A cable received yesterday at the National Cycling Association headquarters in this city gave information of a notable victory in Paris by Owen S. Kimble the American rider who has been competing this season in Europe. He won a scratch race in which negro Taylor finished second, Ellengaard third, and with Jacquelin and Meyers unplaced.

"At Copenhagen, Ellengaard won the world's championship for the second time but was subsequently beaten in Paris by Taylor. Meyers has also won some notable races this year and recently Jacquelin surprised everyone by beating Taylor and Meyers in a match race. Now Kimble has beaten the entire quadrant.

"The race was run with three preliminary heats. In heat number one Taylor won over Meyers and Jue. In heat two Kimble faced Ellegaard and Jacquelin, two national champions. At the crack of the pistol, Ellegaard led with Kimble third. But Kimble jumped before the bell and held off the two champions to win by half a wheel. In the repachage, Ellegaard took the win. The final would be run in two matches. The London correspondent of the Adelaide Chronicle describes the race: "The first match of the final heat resulted thus:-Taylor 1, Kimble 2, Ellegaard 3. A very slow start was made Ellegaard being forced to the front. Kimble led at the bell with Taylor on his wheel. A grand struggle was witnessed in the back straight, the negro getting the best of it by half a wheel; but Ellegaard was badly placed and could not get through, the whole three finishing within a length. In the second "final" the bell rang with Kimble leading on the inside, Taylor being on his hind wheel. The Dane, however, did not mean being closed in this time, and in the beginning of the back straight made his effort. He passed Taylor and then got on close terms with Kimble, but he could not get in front, while the negro was badly placed, and eased in the last

20 yards, Kimble getting home by quarter of a wheel in front of Ellegaard, Taylor being two lengths away. So Kimble with a first and a second to his credit, was adjudged the winner, Taylor with a first and a third, being second, and Ellegaard third." Also, while still in Paris, Kimble teamed up with George H. Collett to win a six day race.

Upon returning to the United States, Kimble said he had trained hard and was in the best shape of his life and had actually overtrained and had to lay off a little. Even though he spent most of the 1903 season in Europe, he still finished fourth in the NCA points tables. The trip was also a financial success for him as well. While in Europe competing, he took advantage of his ability to get Italian made tires and began selling them to the racers back home. He was anxious to race the next season and especially take on Kramer, the current champion.

But during the winter, he made a decision to quit racing and announced he was going into the newspaper business. We may never know his reasons for quitting. But with a wife and a son in Louisville, within a year he was in the tobacco business in Terre Haute, Indiana. Still, he was not forgotten, for on Sunday Sept. 26 1920 at the Parc des Princes Track in Paris, the winner of one race received the Kimble Prize, named in honor of Owen Kimble. He finally moved to St. Louis, Missouri, divorced and working as a salesman. On his death certificate it is mentioned that he retired from McQuay-Norris where he worked as a guard, and had remarried but was now a widower. He died June 29, 1953 at age 77 years of generalized arteriosclerosis and is buried at the Valhalla Cemetery in St Louis Co., Missouri.

Owen Swift Kimble, who was once forgotten, raced at the height of the first American bicycle boom. Bicycle racing was one of the top sports if not the top sport at the time and the field of bicycle racers was first class, so many champions in their own right. He was one of the most popular competitors and was well thought of. Owen S. Kimble was without a doubt at the top of his game, one of America's best sprinters when there were so many top sprinters, and always finishing in the top of the points tables. And he also was one of the world's best, able to beat Europe's top riders. Hopefully he and his other competitors, the ones who laid the foundations of sprint track racing will always be remembered.

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Des Moines Daily News	Oakland Tribune
Syracuse Evening Herald	Oshkash Daily Northwest
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Lowell Sun	Washington Times

The Indiana History Museum

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National Library of New Zealand  
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## “Morgan’s Raiders Are Coming!”

by Kirk Roggenkamp

“Morgan’s Raiders Are Coming!”

Those words of warning rang through southern Indiana in July 1863 as the Civil War and over 2000 Confederate cavalymen spilled north across the Ohio River under the command of General John Hunt Morgan. For six days and nights Morgan’s raiders brought chaos and terror into seven southeastern Indiana counties on a 187 mile path through rural countryside and small towns. In July of 2012, LBC members and their friends can ride this same route northeast to the Ohio state line and then loop back southwest by the lazy river towns on the banks of the Ohio to enjoy some special history and scenery in the inaugural Morgan’s Raid Bicycle Tour that will cover nearly 400 miles in six days of cycling.

Our tour will start on Saturday morning, July 7 in Corydon with a 51 mile Battle of Corydon loop that will take us to the river landing spot across from Brandenburg, KY when Morgan brought his force across the river in confiscated steamboats and then follow the John Hunt Morgan Heritage Trail back to the outskirts of Corydon where the only Civil War battle fought in Indiana was waged, then to the historic square and first capitol of Indiana for lunch. There are a multitude of scheduled activities in Corydon that entire weekend commemorating that event, including a raid on the town square by confederate cavalymen (Sat at noon) and a full battle re-enactment in Hayswood Park (Sat at 4pm). On Sunday, July 8, the tour will head 60 miles north for stops in Palmyra, at restored Becks Mill, and then lunch in Salem, or perhaps a quaint country store in Canton, before pushing on thru Leota and an overnight in Scottsburg. Monday will be about a 75 mile day chasing history through Lexington, Deputy, Vernon, DuPont, the old Jefferson Proving Grounds and then north to Versailles. Tuesday the JHMHT continues northeast through Pierceville, Old Milan, Alsace, and finally to Harrison, Ohio on the Whitewater River. Morgan continued to raid through Ohio nearly to Pennsylvania before being captured by pursuing Union troops. However, we will turn south to Lawrenceburg for lunch floating on the Ohio River and then a short bike trail to Aurora and an overnight stop at Rising Sun to wrap up a 66 mile day. Wednesday will keep us southwest along the banks of the Ohio and passing though the historic river towns of Patriot, Vevay and Madison before heading due west through Hanover, Blocher and back to Scottsburg for our final overnight for a 70 mile daily total. We’ll end the tour on Thursday, July 12, with a different, and somewhat hillier, 50 mile route back to Corydon that will take us south via Pekin and Greenville and features a climb up Liberty Knob.

If spending some lazy July mornings riding and exploring Indiana history, mixed with even lazier motel pool afternoons sounds like just the ticket for a short summer vacation, then here’s more of what you need to know to join us:

This is an open invitation tour and anyone, club member or not, is welcome and encouraged to join us for all, or any particular days, that work for your schedule. There is no registration fee for this tour, but everyone is responsible for their own lodging, snacks, and meal costs. As tour organizers and ride captains, we will provide excellent cue sheets with multiple store stops, eating options, and historical points of interest to explore marked along the way. We have also contacted various inns/motels/hotels in each overnight town to act as hosts for our tour, and once we have a rough idea of our numbers, will provide booking info for potential riders. Versailles, IN is the only stop with limited rooms, so larger numbers or latecomers may force us to be a little creative for lodging there.

Everyone should be prepared to ride self-supported (without SAGS), but there will be at least two bike shops on route for mechanical assistance if needed. If I recruit or have a volunteer or two to drive a “Broomwagon” that can carry overnight bags, then we will have that resource as well. All meals are on your own too. You can drop in and out of the tour on whatever days if you like and tailor-make it into just a weekend or three- or four-day ride if you prefer. Each ride day will be on the LBC scheduler as a “local” ride due to the proximity to Louisville and you don’t have to obligate to spend any nights if you prefer not to. Depending on interest, there MAY be a camping option for some nights. Non-riding spouses and friends are welcome to join us for the tour highlights in your four-wheeled vehicles (see Broomwagon volunteer reference above). Days four and five will bring us by three different casinos on the Ohio, if you want to add a little gambling to your vacation agenda.

There is no formal registration for the tour, but interested riders should contact me via email at [anchordog@insightbb.com](mailto:anchordog@insightbb.com) for additional questions no later than the LBC banquet ( Jan 14) so I can get an approximate head count for further planning purposes. Next July come and join us as we pedal and plunder southern Indiana in a way that would make Morgan proud!

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## Disbarred!

by Dr. Larry Preble

Have you ever wondered how you would react if your handlebar snapped off while you were riding hard? How about while riding with a partner right behind you on a tandem? I cannot say it had ever crossed my mind before last Thursday.

Job responsibilities had been conspiring to keep us off the double bike; so when we finally got our chance, it was with enthusiasm that my stoker and I took off from the Yellow Lot on the 50-mile morning ride. Nita and I rode hard. A surprisingly strong newcomer, Brian, kept us company all the way to the store stop off the Levy Trail in South Louisville.

We stopped to catch our breath and enjoy a quick break at the Five Star Food Mart off Cane Run Road as the rest of the group began to filter in. Just before jumping back on the bike, I called my wife Margaret to see if she would meet us both for lunch. She agreed to join us back at the Yellow Lot in an hour and 20 minutes.

We were underway, this time separated from our companions. Nita and I were on our own. As we passed Mike Linnigs Restaurant, we gradually ramped up the pace. Several miles into the route, we passed Nana's Country Kitchen, and the bike path turned off into the forest.

We were accelerating out of the curve, just past the railroad tracks where the path enters the woods, when it happened. There was no warning, just an abrupt snap as the left handlebar came off in my hand. My left shoulder pitched forward and lurched to the side. I was too startled to say anything other than, "Whoa!" The bike wobbled like a bridge in an earthquake. I sat up and tried to regain my balance, and gently squeezed the right brake lever. I heard Nita unclip her bike shoes behind me. She was breathing hard. Just as I thought I might lose control, the wild oscillations began to subside. Somehow, we stayed upright and slowed until I could hop off with just one hand on the good handlebar.

All the while, Nita thought we had just flatted, but the tires were fine. She was shocked when she saw what had really happened. There was a broken tube, with ragged, fractured edges at the stem where a handlebar used to be—a clear case of metal fatigue.

When metal is repeatedly flexed and stressed, it begins to breakdown at the microscopic level. The insidious nature of this process is that usually no visible cracks are present before the part suddenly fails. You could demonstrate this by repeatedly bending the straight part of a paper clip back and forth. Eventually, it will just snap in two. That is what had happened to our aluminum handle bar.

Nita and I turned our crippled tandem around, and began the trudge back to the main road. Fortunately, we were no more than 1/10th of a mile into the woods, so we didn't have to walk far. Just as we arrived at the main highway, a white pickup truck began to slow and pulled off onto a side street. A man with a familiar face popped out and waved. It was Joe Thomas! Joe has been a fixture in and around the bike club for years, and recently has been organizing the facilities for the yearly club picnics at the Farnsley Moremen house. It didn't take Joe two seconds to recognize us and offer a ride back to the start. We smiled at our good fortune. Margaret was waiting for us when we arrived.

The two ladies and I dropped the tandem off at the bike shop for repairs. The mechanic just shook his head, totally nonplussed, "I've seen broken pedals, derailleurs and even damaged frames, but I've never seen a handlebar do that before!"

Lunch with the ladies was anticlimactic, but very tasty down at the Bunz Burgers in the Highlands. So, have you ever wondered how you would react if your handlebar snapped off while you were riding hard? What would you do? What should you do? I think I like Nita's answer best, "It's time to buy a new bike."

(more pictures p.19)



Broken bar (photo courtesy Larry Preble)



Stem with broken bar (photo courtesy Larry Preble)

## Let Us Be Thankful

by Melissa "Puddle" Hall

"Oh, earth, you're too wonderful for anybody to realize you. Do any human beings ever realize life while they live it - every, every minute?" Thornton Wilder

The farmers neatly shave the soybean fields scuttling non-stop to prepare for the coming winter. There is no lush greenness left here but a dull, monotonous brown. A sepia tint begins to cover the earth robbing it of all but man made vibrancy. There is no time for idleness yet. Much needs to be accomplished before winter blasts the fields, barns, and houses claiming them in her frigid embrace. So many farmers have other jobs now to make ends meet, and farming in this area is now a side occupation requiring the use of vacation days. They do not complain: they do what needs to be done. The harvest is mostly gathered, but for every minute there is a chore that must be completed. Fences are mended and barns and silos filled in preparation for the earth's slumber. There will be time to sit in the easy chair in front of a blazing fire and dream of the coming spring and birth, the completion of the cycle, but that time is not yet here.

The cacophonous chorus of insects in spring and summer softens to a murmur heard only in isolated places, and bird calls are few and far between. Silence becomes a theme. As I ride along, I realize that in a sense I have come to define the seasons by the landscape and my feelings from the seat of a bicycle.

Before Eddie Doerr moved, he told me one thing that bothered him about this area was that he had grown to know all the roads, every pothole and curve, and there is some truth in that; but I have come to find in many important ways he is wrong. Every day brings changes, however minute: perhaps it is we

who become inured to our surroundings, like the archetypical husband who comes home from a bad day at work drained and causes a tear rather than a smile when he fails to notice a new haircut or a new outfit or some other small thing meant to please. The fault, perhaps, lies in us rather than in this world we inhabit. Could we stand the constancy of wonder? Albert Einstein once said, "There are two ways to live. You can live as if nothing is a miracle; you can live as if everything is a miracle." Do we really see with our eyes? Every day brings changes. Even the dulling landscape has its beauty. I grieve for how much I miss, for my inability to appreciate all the small changes.

In this season of giving thanks, may every ride on your bicycle be filled with beauty and wonder. There are those who cannot ride, and there are those who cannot see. There are those who can't hear the impending silence because their world is always silent. Rather than cursing the impending gloom of winter, may we embrace it as it will give us an appreciation of the other seasons that we experience on our bicycles. May we take notice of the way the sun dances on the frost causing it to sparkle like thousands of diamonds laid along our path, or the way the trees become sharper silhouettes against the winter sky. My we appreciate the feel of a warm jacket as the cold air slashes around us, angry at not being able to enter our very core. May we notice the way winter enhances the smells of the world making them crisper. The day will come for each of us when we can no longer ride our bicycles: may it be later rather than sooner. And may the memories that you are making now make you smile. May you realize life "every, every minute."

<http://randomthoughtsofapuddle.blogspot.com/>

## Disbarred! (cont.)

by Dr. Larry Preble



Tandem Team with broken bar (photo courtesy Larry Preble)



The serendipitous Joe Thomas to the rescue! The right man at the right place at the right time with the right vehicle. (photo courtesy Larry Preble)

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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 by email only. Please notify Barry Lockett, club secretary, of email address changes.

**BMXing at E.P. "Tom" Sawyer Park**

(photo courtesy Andy Murphy)



(photo courtesy Andy Murphy)