

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

March 2012

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LBC Newsletter Now Monthly!

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,
editor@louisvillebicycleclub.org,
502-447-7814.*

Deadline for the April 2012 issue is Mar 20

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



Let Your Voice Be Heard!

by Andy Murphy, LBC President

This past Friday, February 17th, a dedication ceremony was held in the public parking lot next to The Irish Rover on Frankfort Avenue. This ceremony was to dedicate the newly installed Bicycle Parking Rack in the lot. While this may not seem like a big deal to some, the fact that our local government officials were persuaded to install a bike parking rack indicates that we bicyclists are making progress in getting bicycles recognized and accepted as very real transportation vehicles. I'd like to especially thank 9th District Council Representative Tina Ward-Pugh and the folks at Public Works and Assets for making this happen--THANK YOU!



My point of bringing this up is this: This doesn't have to be the last bike parking racked installed on public property. More to the point, this shouldn't be the last bike rack installed on public property. If you've identified somewhere in your neighborhood that a bike rack might be helpful, contact your Metro Council representative and request their assistance. If you've identified somewhere in your travels where a bike lane may be helpful, contact your Metro Council Rep. If you want to report a pothole or other park maintenance problem, call MetroCall at 311.

We have a number of ways to help solve problems we encounter everyday. Most of those problem solving tools can be found here; <http://www.louisvilleky.gov/>

Life is
good
Murphy



9th District Council Representative Tina Ward-Pugh with a group of happy bicyclists at the newly installed bike rack on Frankfort Ave. next to The Irish Rover.

(photo courtesy Katie Holmes)

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 to 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/>



YOUR CLUB OFFICERS 2012 (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

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Butler, Ben	6915 Windham Pkwy	Prospect, KY	40059 (954) 899-2295
Carabella, Mary	1201 Story Avenue, Suite 200	Louisville, KY	40206 (502) 609-6505
Feldkamp, Bud	2313 Grant Line Rd. Apt. 63	New Albany, IN	47150 (812) 459-3851
Levin, Melanie & McDaniel, Tina	2848 Frankfort Avenue	Louisville, KY	40206 (202) 258-1503
Melcher, Larry & Joyce	207 Ricky Drive	Shepherdsville, KY	40165 (502) 644-4091
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Let Your Voice Be Heard!

by Andy Murphy, LBC President



At The Irish Rover, Joe Ward, Phil Samuel, Kirk Kandle, Murphy and John Paul raise a glass to toast bike racks and new ideas! Did I hear someone say Bicycling Goes Underground? (photo courtesy Mary Beth Brown)

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.



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The Salem 65

by Melissa "Puddle" Hall

Some of my favorite song lyrics from those songs of a misspent youth are those of John Prine's "Illegal Smile:"

*"When I woke up this morning, things were lookin' bad
Seem like total silence was the only friend I had
Bowl of oatmeal tried to stare me down... and won
And it was twelve o'clock before I realized
That I was havin'.. no fun"*

And that is how I have been feeling recently with the winter blues and a good dose of a cold and self pity. Yes, an object that is at rest wants to stay at rest, and I have been an object, lazy, as slow as molasses in January. It is hard to convince myself that I will feel better if I just get out and exercise despite the frigid weather. It is hard to persuade myself that I want to do anything. Only experience has taught me that I will actually feel better if I force myself out the door flipping off the winter weather. Only the urging of friends can crow bar me out of this deep, dark rut that I have come to rest in. I suppose you can't get fit being a candy ass ;-)

I am surprised and delighted to find quite a large group gathered for the Salem 65. It is good to see friends that I have not seen for awhile and exchange a few pleasantries. While the weather is not predicted to be challenging for this time of year, it is still February. It turns out there are 10 of us braving the cold and riding this hilly 65 mile course: Steve Rice, Eric Graf, Mike Crawford, Lynn Roberts, Dick Rauh, Paul Battle, Bill Pustow, John Larson, Randy Davis, and me.

Per Bill's log, the course has about 4,000 feet of climbing in those 65 miles. Per my legs, he is not exaggerating. It is not often anymore that my legs feel sore following a ride, and I know that despite the exercise and a good dose of ibuprofen before bed, my sleep will be restless, interrupted by anomalous twinges and aches. I will wonder once again about why I allow myself to get so out of shape. And yet ironically a strange part of me will glory in these aches as I know they signal new-found strength. I suppose that is the difference from other types of pain which I always find repugnant, this pain goes away and leaves me stronger: there will be surcease.

And then there is the century the next day, the one where I will tell the ride captain, Steve Rice, and Bill Pustow, that I am going to turn around at the store stop and am told in no uncertain terms told that I will not turn around. The one where we pass a cow who has just given birth, the placenta still waiting to be completely expelled, bloody and colorful in the colorless world, yet somehow as beautiful as a flower. The one that takes me up and down hills beautiful in their desolation and lack of color while the wind buffets me like a rag doll, leaving my cheeks rosy and chapped. But suffice to say that I do not turn around and I survive. And I grow stronger to prepare for the coming warmth. That is another story for another day.



Randy Davis at the start of the Salem 65
(photo courtesy Melissa Hall)



Dick Rauh is ready to ride.
(photo courtesy Melissa Hall)



Eric Graf stops to secure a loose cleat.
(photo courtesy Melissa Hall)

The Redbud Ride, April 21, 2012, London, Ky

by Rodney Hendrickson

The Redbud Ride Committee in London, Kentucky would like to invite all of our Louisville Bicycle Club friends to join us for the 2012 Redbud Ride.

The 2012 Redbud Ride will take place on April 21. The 2011 Redbud Ride was chosen by Active.com as the "Best Century Ride in America." The ride will start and end in beautiful downtown London, Kentucky. The Redbud Ride features a choice of 4 absolutely beautiful routes with distances of 23, 38, 70, or 100 miles. Each route follows lightly traveled and smoothly paved roads. The 4 routes are sure to please everyone from the beginning cyclist to the most hard-core endurance athlete. The Redbud Ride will prove to be the one of the most scenic bike rides you have ever done. You will view the best scenery that Kentucky has to offer, including one of the top 10 Redbud site-seeing routes in the state.

While the main Redbud Ride will be on Saturday April 21 in London, our cycling friends in Barbourville (23 miles away) are adding a Redbud Warm-up Ride on Friday afternoon April 20.

This year's Redbud Ride will mark the 5th year of this popular event. The 2011 Redbud Ride attracted 669 registered cyclists from 22 states plus Washington DC and Canada. We expect the 2012 Redbud Ride to be bigger and better than ever.



Greenbrier at Letterbox: This is a photo of a group of cyclists at one of our rest stops. We make each rest stop a themed party. This was an Hawaiian Luau. Other rest stops have been Kentucky Derby Parties, Mardi Gras, Pirates of the Rockcastle etc. The rest stops are all sponsored and staffed by local civic organizations.

(photo courtesy Rodney Hendrickson)

Online registration for the 2012 Redbud Ride is only \$30. Your registration includes a complimentary pancake and sausage breakfast, lunch on the road, the "official" 2012 Redbud Ride t-shirt, the absolute most fun rest stops in the cycling world (nothing even comes close), mechanic and sag support, route maps, and turn-by-turn directions. You can register by going to www.redbudride.com.

The Hampton Inn will be the host hotel for the 2012 event. Opening in 2008, the Hampton offers a great value, and will work with the Redbud Ride to make your weekend extra fun! Call to reserve now, 606-864-0011. \$89/night. Ask for the Redbud Ride discount.

If you would like more information about the Redbud Ride, email info@redbudride.com. You can also get daily updates and see photos of the routes on "The Redbud Ride" facebook page.



The London Women's League rest stop volunteers posing at their Kentucky Derby Party rest stop.
(photo courtesy Rodney Hendrickson)



Hancock: The routes of the Redbud Ride range from flat to short but steep hills. (photo courtesy Rodney Hendrickson)

LBC Touring Committee Report

by Charley Drexler, LBC VP Touring

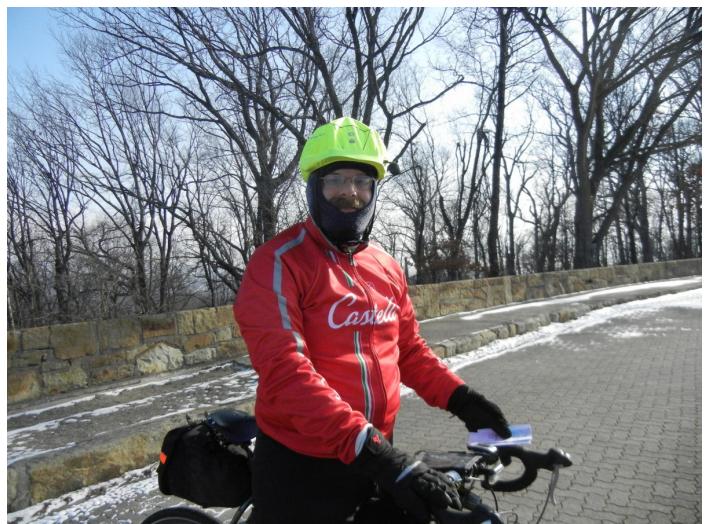
On February 16th, your Touring Committee met for the first meeting of 2012. At this meeting we discussed the following:

- * Ride Difficulty Ratings. At this time, the committee decided not to change our present rating system. Since the ride captain has the option of adding additional description (including additional ride difficulty description) on the schedule, we felt that this provides the ride captain an opportunity to adequately describe the difficulty of the ride.
- * The best way to share information with LBC members concerning the many emails the club gets about out of town places to stay, out of town rides etc was discussed. Generally, it was decided that if the Club officer feels it is appropriate and would be of interest to the members, the information will be posted to the Members Forum on the LBC website.
- * Touring Committee Meeting attendance was discussed. LBC Members can attend the meetings. Meetings are held approximately every two months. When the time, place and date of the next meeting is set, I will post the information in the Members Forum of the club's website. Interested LBC members are welcome to attend.
- * A preliminary power point slide show has been developed for Ride Captain Training. The first Ride Captain Training will be held on March 18th, at Baptist East/Milestone Wellness Center. The training will take place immediately following the General Membership meeting. See the March Schedule for more information. The power point will be updated to include feedback that we get from training sessions. We anticipate having these training sessions on a regular basis after General Membership Meetings. If you can't make this session, watch the ride schedules for future training sessions.
- * Since there is now a Twitter feed available from Metro Louisville which provides information on road construction and event street closures in Louisville, I have added the Twitter feed to the "Ride Updates" page of the website and I will also include a link to the Twitter feed on each months HTML version of the Ride Schedule. I hope this will be useful to both LBC members as well as to the Ride Captains.

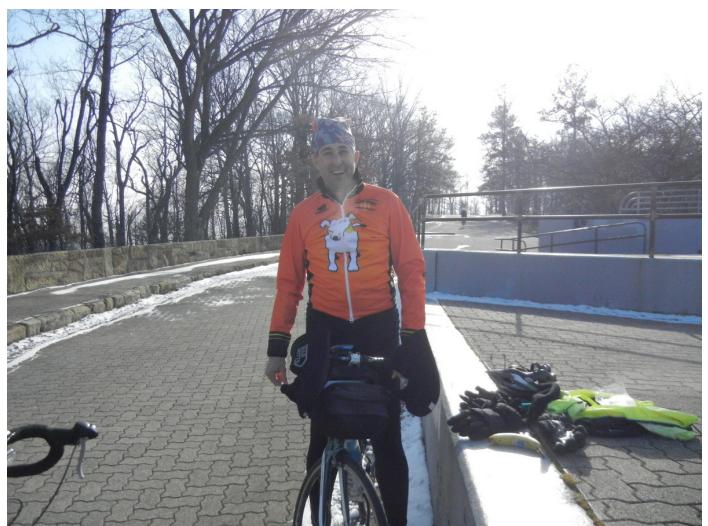
Spring is Getting Near! Let the 2012 Touring Season Begin!
LET'S RIDE!!!



View of the city from the Iroquois Park Lookout.
1st Populaire Control Point. (photo courtesy Charley Drexler)



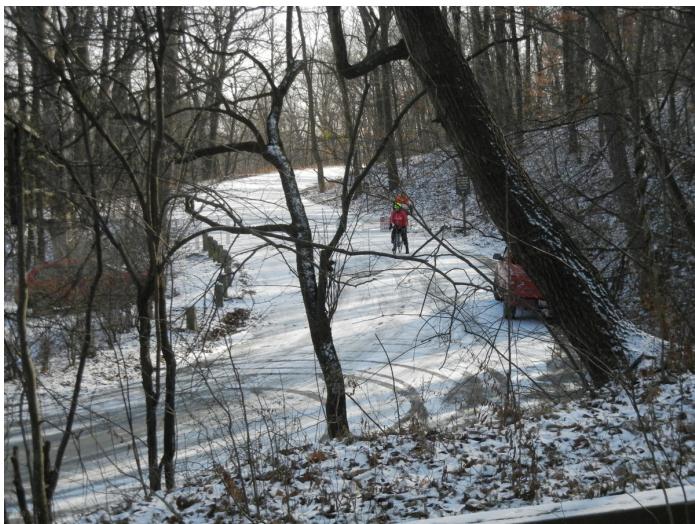
Ride Captain Timothy Stephen (photo courtesy Charley Drexler)



Mark Rougeux (photo courtesy Charley Drexler)

Touring Committee (*cont.*)

by Charley Drexler, LBC VP Touring



Timothy and Mark at the bottom of the Lookout Hill
(photo courtesy Charley Drexler)



Mark (photo courtesy Charley Drexler)



Perry Finley (photo courtesy Charley Drexler)

Moral Equivalency

by Dr. Larry Preble



"A cyclist raced through a red light and slammed into a minivan broadside, killing four family members including both parents and their two young children in Northern California, authorities said Sunday."

Except for the word, "cyclist" the headline is true. This item was pulled from a recent AP story, but of course the story wasn't about a cyclist running a red light--it was about the mayhem caused by a car and its driver.

Cyclists run red lights and stop signs too, but the outcome is almost never fatal for any motorists they happen to meet. As cyclists, we know how vulnerable we are. If a careless cyclist hits a car, the cyclist loses. If a careless driver hits a bicycle, the cyclist still loses.

When a motorist disobeys a traffic law, mayhem may follow. When an errant cyclist disobeys a traffic law, his own life may be forfeit, but not usually the life of any motorist he encounters; there is no "moral equivalency."

Sadly, some cyclists are their own worst enemy. I often see experienced riders darting out into traffic, risking their lives and provoking the ire of passing motorists. Sometimes these actions are encouraged by the dynamics of a group ride. A rider in a paceline tends to follow those in front regardless of what the pace leader is doing. No one wants to get "dropped," or worse, squeeze their brakes and cause the rider behind them to collide with their rear wheel.

But there is another factor to consider: Traffic laws are written chiefly to keep motorists safe from each other. Despite the laws, more than 30,000 deaths are attributable to traffic collisions in the United States annually. Countless more non-fatal, yet serious injuries occur each year—I see many of these victims in my office with neck and back injuries, their lives disrupted and sometimes changed forever.

Over the years, lawmakers have diligently worked to produce a set of rules that reduces the chance of multi-ton vehicles colliding with other road users. These rules are necessary because the kinetic energy released in such a collision is enormous and potentially disastrous for everyone involved.

It is a different story when the vehicles only weigh 20 pounds and have only the muscles of the rider to drive them. Little thought has gone into the regulatory needs of slow-moving, non-motorized vehicles. Despite a real attempt to improve vehicle sensors at red lights, bicycles often go undetected and leave the cyclist waiting for a car to trip the sensor before the light changes to green.

Stop signs are another matter; the energy expenditure and delay caused by a cyclist coming to a complete stop is considerable. It

Moral Equivalency (*cont.*)

by Dr. Larry Preble

may take nearly a minute for a cyclist to accelerate back to his cruising speed after waiting at a stop. Repeated stops can be exhausting; as a result, many cyclists slow, look both ways, and then proceed if traffic is not a factor, essentially treating the stop sign as if it were a yield sign—clearly illegal under the current law. Further, if a motorist witnesses the transgression, the cyclist risks an encounter with road rage. At the very least, he reinforces the common notion that “cyclists are all scofflaws.”

It is an imperfect system that leaves riders with some tough choices. John Forrester, the author of Effective Cycling wrote, “Cyclists fare best when they act and are treated as drivers of vehicles.” I believe this to be true, but is there anything that could be done to improve the law for cyclists?

Idaho has taken a bold step, enacting rules that legalize what many cyclists would like to do if given the chance. The law allows cyclists to treat stop signs as yield signs, and treat red lights as stop signs. Here is how it is written:

For stop signs, a cyclist must “slow down” and “if required for safety, stop before entering the intersection.”

“After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed

through the intersection without stopping.”

“A person operating a bicycle or human-powered vehicle approaching a steady red traffic control light shall stop before entering the intersection and shall yield to all other traffic. Once the person has yielded, he may proceed through the steady red light with caution.”

According to Mark McNeese, the Bicycle/Pedestrian Coordinator for the Idaho Transportation Department, the Idaho law has resulted in no discernible increase in injuries or fatalities to cyclists since going into effect in 2006. Similar legislation is being pursued in California, Montana, Minneapolis, and Oregon.

To motorists, such a law is a tough sell. Many drivers unfairly see cyclists as second-class road users. Some feel that bicycles have no place on the road, and should be banned, yet cycling is growing as mode of transportation. As riders, we all know the health benefits accrued by regular exercise on the bike. As commuters, we know the gas we save when cycling to work. As environmentalists, we know the contribution we make for clean air and to slow climate change when we use our automobiles less often.

Cycling is here to stay, but can we improve our coexistence with motorized traffic? It is unclear whether Idaho-style legislation would reduce the public perception of cyclists as scofflaws, or whether it would simply make cycling safer and easier. One thing is clear--some cyclists will continue to ride in their own private Idaho until the law is changed.



A proud mem

Tandemonium #6

Here I am again. Writing something...anything, that might enlighten, entertain, or inform you about the fun and frivolity of riding a tandem.

OK. Maybe this isn't for everyone but if you don't try it you may never know. Did you ever see anyone not smiling while on a tandem....wait a minute...I did see that...never mind.

Do you know someone who says they just can't give that kind of control to another person...after all, it's their life they're talking about....OK, everyone says that or at least feels that way.

How about this? When I ride a tandem, there is always someone to talk to, laugh with, while powering down the road. Not

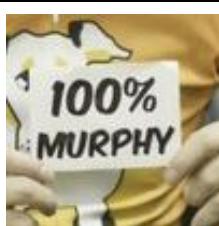
by Nita Bernat

credible... if you're a solo, leave me alone, I'm on my own kind of cyclist.

All right, you win. Don't try riding a tandem. Try not to smile when that bicycle built for two passes you by. Don't even think about hopping on to the draft that could propel you for miles with little of your own personal power and when you're out in nowhere land alone and without a clue which way to go, think about how you could be negotiating direction, sharing the disappointment, appointing the blame to another and enjoying the jubilation when you both get back on course.

I mean, if all that doesn't make you want to jump on a tandem bike and ride off into the sunset...I can't imagine what floats your boat.

by Andy Murphy, LBC President



As of February 20, 2012, 65 members of the Louisville Bicycle Club Commuters Group have registered 3,809.14 miles. We would like to thank everyone who takes the time to commute, then logs their mileage.

If you'd like to join, go to My Cycling Log here; <http://www.mycyclinglog.com/> Register -IT'S FREE- and click on the Louisville Bicycle Club group, then click on JOIN.

Remember, WE'RE ONLY TRACKING COMMUTER MILEAGE. If you decide to join the group, you should only log rides that are legitimate commutes--trips that you could've taken by automobile but chose to ride your bicycle. Please don't log training rides or mileage accrued on LBC rides. Riding to and from club rides would count as a commute, but not the mileage on the ride itself.

There will be no LBC Awards associated with the Commuter Program. There will be no "Winner" for most Commuting Mileage. We appreciate folks commuting and taking the time to log their rides.

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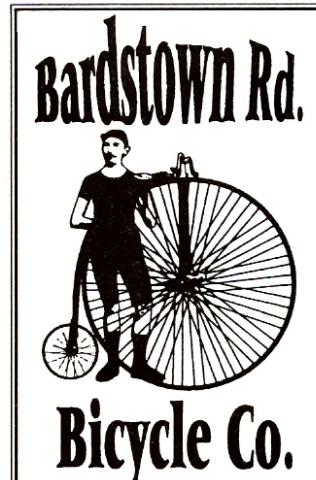
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Bloomer Girls and The First Women's Race

by Carson Torpey

The summer of 1894 was a summer of firsts for women in Louisville. The first ladies wearing "bloomers" appeared riding bicycles on the "Boulevard" and the first women's road race in the United States was held. Looking back over a hundred years the story seems quite humorous today especially when told in the language of the day. The two stories are intertwined so I'll start with the first sighting of the Bloomer girl.

The Bloomers

It had been rumored that several women had purchased "bloomers", the new women's clothing style for riding the bicycle. The first young lady brave enough to take to the road wearing the costume was Miss Duff. It was on Fourth Avenue and Miss Lily Duff of 1125 West Chestnut street riding with Mr. Ed Dressing of Martin and Dressing (bicycle store) were the cause of great excitement. "Look at dem der britches" called out a newsboy but everybody was already looking. All of the men moved out to the curbing to get a better look and some of the women blushed but all looked and looked hard.



(photo courtesy Carson Torpey)

"I just did this because Mr. Dressing dared me to and furnished the costume," said Miss Duff. They rode to Klein's for lunch and the sight of a girl in bloomers seemed to delight everyone. They then rode through the streets to the Courier-Journal offices and had their picture taken.

Miss Duff's bloomers were a tan color and she wore black stockings. "Of course a display of ankles will cause people to look, because they are not used to it but they will be used to them soon, for a women cannot comfortably ride a bicycle without them. I've had lots of fun already and over 500 women and men have congratulated me for making the start."

From the Evening Post, July 28, 1894: "Miss Bettie Todd, who is regarded as one of the prettiest wheelwomen in the city, appeared on the streets yesterday in bloomers. She is the second lady who has had the bravery to appear in this garb and in doing it she displayed an independence that is admirable. The prejudice against bloomers, which some people affect to have, is narrow-minded nonsense. Bloomers are certainly neater than the flying skirts that women persist in wearing, and if anything they are less immodest."

The Courier-Journal quotes Miss Todd as saying that bloomers are the most comfortable and safest garments for cycling. Miss Todd is a stenographer for G.M. Allison & Co. (another bike store).



(photo courtesy Carson Torpey)

Bloomer Girls and The First Women's Race (cont.)

by Carson Torpey



(photo courtesy Carson Torpey)

Monday July 30, 1894 again the Evening Post: "The plunge has been taken. The first bloomer has appeared. Not only the first, but numerous others have followed in rapid succession.

"Like in everything else, only a local leader is needed. When the Moses appeared there were many to cast off the yoke of Miss Grundy and to cry out in a loud voice that they were emancipated from the rules, restrictions and first-of-the-century prudishness. In their might they have risen and cast off the dress of their mothers and grandmothers and assumed the clothing of their fathers, brothers, and sweethearts.

"Saturday for the first time I saw the local misses in their new costumes. I enjoyed watching them and must admit that on the wheel they look much better than the flapping shirts which get tangled about and cling to the legs and are really much less immodest. The leg is in view from the calf down.

"There are really more of these dresses in town than one would suppose. Saturday I saw four young ladies riding together, and Sunday five created a sensation as they sped out Third Street.

I understand that at least ten young women have had bloomers for some time, but have simply been waiting for someone to make the first appearance in it."

From The Evening Post Saturday August 11, 1894; "Pretty Miss Pearson of St. James Court, has mastered the wheel and can be seen every afternoon and evening on the boulevard in her bloomer suit... She has attracted much attention and all say it is the prettiest suit in the city. She enjoys a spin to Jacob Park and back before breakfast, and says her appetite is increasing fast. Has visited all the week and says a ten-mile ride without dismounting is an easy task."

It was reported that two small boys chased after one of the bloomer girls. They wanted to know if the circus was in town. One of the newspaper reporters admitted that while staring and admiring, a lovely miss in bloomers hit the curb and wrecked.

Soon the ladies would be seen walking in the streets without their machines and no one at all would notice.

Bloomer Girls and The First Women's Race (cont.)

by Carson Torpey

The R. C. Whayne Races

Mr. R. C. Whayne, a bicycle manufacturer and dealer in Louisville, held his first R. C. Whayne's Southern Road Race on September 1, 1894, a Sunday afternoon. Over 6,000 people witnessed the races and over 1,000 bicycles were ridden to the event. There was a continuous line of bicycles from Broadway down

Third St. to the Boulevard between 2 and 3 o'clock. People were banked twenty deep from cyler's rest to the foot of the hill. The races started at cyler's Rest and proceeded down the Boulevard (Southern Parkway) to Jacob's Park (Iroquois Park) and back. There were five races.

The Courier-Journal

"The race in which the greatest interest was taken was the ladies race, the fifth and last event. The people became frantic to see the women in bloomers and acted disgracefully. It was a fine race except at the finish, when the spectators crowded into the track and the riders were thrown to the ground. Several of them were painfully braised. With the exception of Miss Lizzie Strohman, who crossed the string the winner, all the women riders were thrown. Never before in Louisville had there been seen such a conglomeration of blackstocking legs, torn bloomers, and broken bicycles, all mixed up indiscriminately with the surging pushing crowd.

"When the fourth race finished, the crowd could be withheld no longer. The people crowded around the starting point to get good places where they could see the women in bloomers.. The starters in the women's race, which was for two miles, were: Misses Tillie Mobley, Amelia Fisher, Mrs. Zelda E. Connell, Miss Frankie Porter, Miss Belle Kroll, Mrs. Mary Hughey, Mrs. Mary Mann, Miss Lizzie Strohman, Miss Anna Reeder, Mrs. C. W. Shaw.



(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

"With one or two exceptions, all of these wore bloomers and all who wore bloomers rode men's wheels. The people who were in the rear of the crowd could not see, and they crowded those in front of them. Several of the starters were pushed over by the crowd before the word to be off was given. It was the first women's bicycle race ever run in the United States, and the crowd by its actions voted it a very interesting novelty. When the word "go" was given, Miss Strohman took the lead immediately, but at the first quarter there was not twenty yards distance between first and last. The race continued this way until the mile turn was reached and then all spurted. It was a great race and the crowd could not stand it. They rushed into the track pell-mell, and it was wonderful how Miss Strohman, who lead by a few yards, got past them all and reached the string without going down. Mrs. Shaw was second and she evaded a collision with the crowd to within a few yards of the finish line, when she collided with a man and went down. She hastily jumped to her feet and pushed her wheel to the string, though she was scratched and bleeding in several places. Miss Fisher carried her wheel across the line and took third prize.

"Miss Potter was knocked down within twenty yards of the string, and Miss Kroll, who was immediately behind her, ran into her wheel. Then Misses Reeder, Mobley, and Connell all piled up in a heap, and several of them had to be carried to Cyler's Rest, where their bruises were attended to. Several of the women starters did not reach the finish line, for the people were packed so densely that a batteringram would be needed to part them. After all, none of the women were badly hurt.

"The first prize, which goes to Miss Strohman, is a women's bicycle. Mrs. Shaw gets a cabinet sewing machine and Miss Fisher a mantel clock. Miss Strohman lives at 743 Seventh Street (old numbering system). She is tall, graceful, and pretty, and rides a women's bicycle. She was very proud of her victory.

The women's race was won on a Stearn's wheel.

Fifth Race: Miss Lizzie Strohman, 8 minutes. On account of the jumble at the finish, no other times were taken."

That must have been something to see! The Courier-Journal editor had been usually very supportive of women riding the bicycle but this appeared in the following weekend paper:

"The ladies' race" has been run and won, and left a bad taste in



(photo courtesy Carson Torpey)

Bloomer Girls and The First Women's Race (cont.)

by Carson Torpey

the mouth. Ladies races may be well and good in free and easy Paris, where ladies settle their love disagreements with "swords and coffins for two" but they are not the thing in this country, and especially in Kentucky, where it is the gentleness, the refinement, the womanliness of women that have made the state famous. No disrespect is meant the ladies who entered this race, but it is hoped they will not do the same thing over. Strength and endurance are qualities in a man to be desired, and there is something enlivening and exciting in watching strong athletic men exerting their power to the utmost; but there is certainly nothing to excite or enthuse in watching a party of women on bicycles rushing over a dusty road riding as if their lives depended on it followed by a howling mob of men and boys. Let us have no more of it."

Tom Jefferis of Jefferis Bros. Bicycles, was the starter for the races. He was so distracted during the women's race, he held the stopwatch upside down.

You just can't make up stuff like this!



(photo courtesy Carson Torpey)



(photo courtesy Carson Torpey)

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Murphy, John Paul, Kirk Kandle and Joe Ward checking out the new bike rack.
(photo courtesy Mary Beth Brown)

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.

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