

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

May 2012

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MS 150, June 2-3, 2012

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*The Louisville Cyclist is a 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
June 2012 issue is May 15**

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



Think about it...

by Andy Murphy, LBC President

There has been quite a bit of talk lately, about proper etiquette when riding your bicycle on the road. There are laws in place, which we must follow if we want to safely integrate our bicycles into the regulated flow of traffic. There is an ordinance pending in Oldham County, which would put restrictions' on certain rides numbering over 50 participants. Although this ordinance wouldn't necessarily affect us, it does illustrate that we are being watched.

LBC VP Racing Travis Kerns wrote an excellent article about this very subject in the February 2012 Louisville Bicycle Club Newsletter. If you haven't read it, check it out. This and all the Newsletters can be accessed in the archives on our webpage; <http://www.louisvillebicycleclub.org/>

Every time you are out and about on your bicycle, every other bicyclist will be judged by what you do. If you run a red light--"all those bicyclists run red lights". Maybe not every time, but people will make assumptions.

The League of American Bicyclists Traffic Skills 101 curriculum states "Cyclists fare best when they act and are treated as drivers of vehicles". That means it is imperative that we follow the rules of the road!

I am by no means innocent of making a stop sign a thoughtful pause. Or not signaling a turn properly. It's not right and I'm trying to do better. I hope we'll all try to do better. Ride safe.

Life is
good
Murphy



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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 (since Apr. 15)

Bird, Russell & family	2245 Lowell Av	Louisville, KY	40205	
Bonn, Mark	8105 Village Point Dr	Louisville, KY	40291	(502) 608-5139
May, David & family	710 Sentry Way	Louisville, KY	40223	(502) 599-5841
Rougeux, John & family	7112 Fieldridge Ct	Louisville, KY	40291	(502) 599-1090
Williams, Chris	11017 Fairmount Rd	Louisville, KY	40291	(502) 231-1953

First Annual Cedar Lake Metric Century: A ride to the Cedar Lake Lodge Arts and Crafts Fair and Sale

by Richard Heckler

May 19th, 2012----9:00am--63mi--#3.

Have you ever received a phone call from "Cedar Lake" requesting items for donation?

Did you wonder? What is Cedar Lake??

Now is your chance to learn more about this excellent organization which strives to enrich the lives of persons with intellectual disabilities.

Join us on Saturday, May 19th as we ride to the Cedar Lake Lodge Arts and Crafts Fair and Sale. The ride will depart from E.P. "Tom" Sawyer Park at 9:00 am, (9:15 am Wheelmen Time) and find our way to the Lodge, located 3 miles east of LaGrange. Once there, you will be able to browse through Arts and Craft exhibits created by the residents of Cedar Lake while experiencing first hand some of the aspects of Cedar Lake and how its existence helps create a better life for its clients. You can enjoy "Cookout" style food as you visit with some of the residents. There will be FREE hourly door prizes as well as "themed" raffle baskets. (One will include a one year membership to the LBC).

If you find (or WIN) something that you just can't live without, the item will be held and I will be driving back to the Lodge during the following week to retrieve it for you. Or, you could pick it up yourself. Either way, don't let the size of an item keep you from buying!!!

Cedar Lake.....they don't want to be your only charity....just your FAVORITE!

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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Fallen Respect

by Travis S. Kerns, Ph.D., LBC VP Racing

"I've fallen and I can't get up..." We've probably all seen the commercial for products that promise aid to some persons who want to live alone, but may have problems in certain situations. The tagline for these products is best known as, "I've fallen and I can't get up." These products offer nearly instant aid when a button is pressed in the event of an emergency and help is sent to persons in need. These persons have every right to their desire and drive to live life to the fullest, but, in at least one sense, folks facing this type of situation have become their own worst enemy. They've become their own worst enemy simply because the desire and drive for personal care is still there, but the complete ability may not be. Someone else is needed to help alleviate the occasional problematic or difficult situation. These individuals have become their own worst enemies.

Some of the riders who participate in our club rides are facing an "I've fallen and I can't get up" type of situation. This most assuredly does not describe the vast majority of riders who participate in club activities, however, as an ancient, and very wise, writer once asked, "Do you not know that a little leaven leavens the whole lump of dough?" Another way to express this adage is, "One bad apple spoils the bunch." In our situation, this thought applies in this way: even though the majority of our riders ride intelligently and safely, some do not and those who do not make everyone look bad. And, what's worse, when those who ride without thought to their actions and without safety in mind are called out by others, they do not seem to care. What we have here is not a failure to communicate as in "Cool Hand Luke." What we have here is a failure to show concern for the safety of others and a failure to follow the rules of the road. Indeed, we have become our own worst enemies.

When groups of cyclists get together, great things can happen: new friends are made; old friends are rediscovered; personal health and fitness are gained. Unfortunately, when groups of cyclists get together, bad things can happen as well: double yellow lines are crossed; stop signs are disregarded; traffic lights are ignored; cars are improperly passed. When good things happen, good results are normally (though not always) the effect. When bad things happen, bad results are normally (though not always) the effect. With respect to our particular situation of cycling in the Louisville area, bad things are happening far too often and surrounding communities are taking steps to restrict cycling. Cyclists have lost respect in the community and the majority of that loss of respect is our own fault. We have become our own worst enemies.

I often hear cyclists say they attend club rides in order to "get a good workout" or to "see how fitness is coming along." I hear discussions of "strategy" dealing with the most effective ways to be the first across some imaginary sprint line near the end of a club ride. Then, when groups get together and try to push each other on open roads, attempting to simulate a race situation, bad things start to happen. A group mentality, including a feeling of immunity from disastrous encounters with other cyclists or cars, takes over. Riders push themselves far beyond their own capacity of comfort, handling, and riding ability and become extremely erratic. Groups disregard traffic laws to "get away / off the front." When riders get dropped from a front leading group, they tend to begin disregarding traffic regulations for no other reason than to "bridge up" to the front leading group. This type of behavior, and other behaviors previously mentioned, are the precise reason why surrounding communities have started putting more bike specific regulations in place. We have become our own worst enemies.

Bike rides on open roads are NOT the place for things like race simulations, strategy, and the ignoring of traffic regulations. A rider can get a great workout on open roads and be pushed in ways that gain him or her fitness without the need for race simulation, team strategy, or ignoring traffic regulations. What we need are a few good men (and women). If you see a rider causing problems, riding erratically / irresponsibly, or ignoring traffic regulations, please let him or her know (albeit in a nice way: remember the golden rule). Let's not continue the path we are on of becoming a worse enemy to ourselves than we already are. Let's become our own greatest asset and it starts here.

If you are a rider who wants to ride fast, like race-pace fast, utilize team strategy, and usually not be concerned about traffic regulations because the roads are closed, I am offering you a personal invitation. Send me an email (racing@louisvillebicycleclub.org) and I'll personally introduce you to the world of bike racing, a world that takes place in a controlled environment. Team Louisville, the racing team of The Louisville Bicycle Club, exists just for you. It exists to move cyclists who want to ride harder and harder and get faster and faster off of open roads onto racing circuits. Our team exists to develop occasional riders into seasoned racers who, hopefully, will ride with safety and traffic regulations in mind.

Please do your part to help alleviate this growing, and potentially very dangerous, situation.

Elimination Race

by Charlie Drexler, LBC VP Touring

With the "Ride of Silence" coming up on May 16th and the Touring Season well under way, now is an excellent time to think about Safety. The "Ride of Silence" is an annual reminder that riding our bicycles can be a dangerous sport and recreational activity. Over the last couple of months, your Executive Committee and the Touring Committee have been struggling over how our club can avoid putting riders and others at unnecessary risk.

There have been numerous recurring reports of dangerous and reckless riding practices on some of the club's more popular rides. Namely, the "Burdorf Ride" and the "Heine Bros. Ride." Specifically, some of the dangerous riding practices that have been reported include: riding at high speeds in large packs with 3 or more abreast, crossing over the yellow line, not stopping at stop signs, and not stopping at traffic signals.

It is easy for inexperienced and experienced riders to get caught

up in the moment and find themselves in a large group traveling at high speeds down River Road. In a split second something can happen with the result being an accident involving experienced racers, inexperienced riders, as well as seasoned riders. The end result is that one or more riders get hurt.

I know that as a Ride Captain, you can speak and tell riders what to do, but they do not always listen. I also know that some ride captains have tried a staggered start to try and break up some of these groups. In April, there were additional competing rides added to the schedule. While these rides have helped by providing some much needed alternatives, they have not lessened the problems. We have discussed reversing directions of the longer route and several other options. The most obvious solution is for each rider to follow the "Rules of the Road", and insist on those riding around them to also follow those same rules. Unfortunately, the obvious solution is the most frustrating, because that is not what happens. (cont.)

Elimination Race (cont.)

by Charlie Drexler, LBC VP Touring

As VP of Touring, I do not want to eliminate any ride!

However, the Executive Committee unanimously feels (me, included) that we do need to try and address these concerns. The ExComm and I need your help with this problem! Any good ideas?

I am hopeful that together as riders, ride captains and executive committee, we will find a good solution to this problem. If you

have ideas or suggestions, feel free to email me or an Executive Committee member.

Unless we can find a better solution, the Executive Committee has unanimously decided that beginning in June, we will only offer the shorter mileage option on the schedule for these problem rides. The longer option will no longer be offered.

Ride safe and enjoy the many rides that we have on the Touring Schedule! Charlie

RULES OF THE ROAD REGARDING CYCLISTS

- KENTUCKY DRIVER'S MANUAL

BICYCLES

Traffic laws, highway signs, rules-of-the-road, and safety requirements apply to bicycles the same as other vehicles. Not all people ride bicycles, but as a driver you must be aware of their rules and regulations. This section includes:

- Bicycle Laws.
- Rules for Cyclists.
- Rules for Motorists.

BICYCLE LAWS

Kentucky law states that cyclists shall: "Be granted all the rights and be subject to all the duties" applicable to drivers of any vehicle. A bicycle is a vehicle, not a toy, and, as such, must obey the traffic rules and regulations pertaining to all highway users. Motorists should regard bicyclists as they would any other vehicle.

A signal is required for a vehicle that is not a motor vehicle and may be given by either hand signals, signal lamps, or mechanical signal devices. The signal shall be given intermittently for the last fifty (50) feet traveled by the vehicle before the turn.

Hand signals shall be executed in the following manner when operating a vehicle that is not a motor vehicle:

- The hand and arm shall be extended horizontally from the left side of the vehicle to indicate a left turn;
- The arm shall be extended horizontally from the left of the vehicle with the left hand and arm extended upward from the elbow, or the right arm and hand shall be extended horizontally to indicate a right turn.
- Either arm shall be extended horizontally with the hand and arm extended downward from the elbow to indicate a stop or decrease in speed.

Some counties have local traffic laws called ordinances. These control the operation and parking of bicycles within city limits. As a driver, it is important for you to know what they are and to obey them at all times.

RULES FOR BICYCLISTS

- Never use Interstate and Parkway systems for cycling.
- Use hand signals to communicate your actions to other vehicles.
- Obey the instructions of official traffic control signals and signs. Stop at stop signs and for stop lights just like a motor vehicle.
- Operate a bicycle within posted speed limits or at a rate reasonable for existing conditions.
- Ride a bicycle on the right side of the road with traffic.
- Yield to pedestrians in crosswalks and on sidewalks. Give an audible warning (bell or horn) before passing pedestrians.
- When riding at night, operate the bicycle with a white light

visible from the front and a red reflector or light visible from the rear.

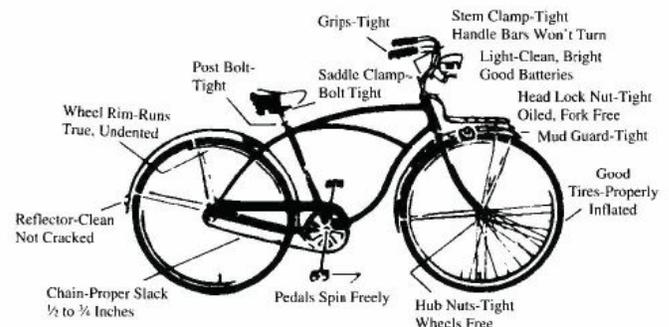
- Reflector tape may be used for added visibility.
- All slower-moving vehicles, including bicycles, shall drive as closely as practical to the right-hand boundary of the highway. Extreme caution should be used when moving out into the center of the road to avoid road debris, to pass another vehicle, or to make a left turn.
- **DO NOT RIDE ON THE SIDEWALK**
- Never park a bicycle on a sidewalk in such a way as to interfere with pedestrian traffic.
- Ride on a bike path adjacent to the roadway, if one is provided.
- Carry no more persons than the number for which the bicycle is designed and equipped.
- Never ride more than two abreast so as to interfere with the normal movement of traffic.

RULES FOR MOTORISTS CONCERNING BICYCLES

A motorist must:

- Share the road with bicycles.
- Before passing a cyclist, look to see if there is loose debris on the pavement that might cause them to move into the center of the lane. Pass a cyclist only when it can be done safely, and give ample room (3 feet) between your car and the cyclist. Realize the air turbulence your vehicle can create at high speeds or in windy weather. Give the cyclist extra room if your vehicle has extended outside rearview mirrors. Return to the lane only when you are safely clear of the overtaken bicyclist.
- Look for cyclists. Because of their narrow profile you will need to develop your eye-scanning patterns to include bicyclists.
- When you are turning right after passing a cyclist, leave ample room so you don't cut him off when you slow for your turn.
- When opening your car door, check behind for cyclists.
- At night be extra alert and don't use your high beams, for they will temporarily blind the cyclist.

Remember, bicyclists are not special and privileged. They have the same rights, rules, and responsibilities as all other highway users.



SELECT a bicycle with proper equipment for safety. Keep the bike in good condition.

You Did What?

by Dr. Larry Preble

Ah, a good night's sleep, breakfast out, and an hour long massage are just what the doctor ordered. I just finished my first 400 kilometer brevet which was actually slightly more than the 400 km advertised. For the metrically impaired, I ended up with 251 miles on the odometer (404 km).

In my office today, people asked, "You did what?!" I am becoming almost reluctant to elaborate, because some think I'm joking, or perhaps a candidate for the loony bin. It's hard to explain, because long distance riding is an acquired taste.

Randonneuring is a long distance cycling sport characterized by a series of rides of 200 km or more. The brevets, or randonnées, are timed, non-competitive events. Riders are expected to complete each course within a specified time period with emphasis on self-sufficiency. Equal recognition is given to all riders regardless of their finishing order.

Our motley collection of 15 randonneurs left out of Shelbyville and traversed the hilly hinterlands of northern Kentucky. We passed through Campbellsburg, Carrollton, Sparta, Crittenden and turned around just past Carrtown on the Ohio border. According to a GPS mapping website, "ridewithgps.com," we climbed 15,334 feet during the brevet (and, of course, descended that many feet too.) I burned about 15,000 calories which explains why, despite having consumed well more than 4,000 calories yesterday, I still feel hungry this morning and am down a few pounds on the scale.

I made one rookie error on the way out. All my previous brevets had control stops with food, spaced every 25 to 35 miles. When I pulled myself out of bed just before 2:00 a.m., I didn't feel hungry. I thought, "Breakfast can wait. We start the ride at 4:00 a.m.; in a couple of hours we will stop, and I can grab some food." Mais non!

I started out riding near the front of the pack and was surprised when nobody stopped for food as we passed through Campbellsburg. Our first control point was not until mile 70! The experienced brevet riders had all brought food with them to eat as they rode—silly me! Of course, I could have stopped on my own, but was loath to leave my riding companions so early. I learned two things: 1.) Yes, I can ride 70 miles with no breakfast and nothing but water to drink and 2.) This is a terrible idea.

When I arrived at the first control point, I was beyond being hungry. I greedily consumed over 2,000 calories before getting back on the bike. I ate two sandwiches, two huge chocolate bars, some crackers, and drank copious amounts of chocolate milk—oh yes, so much better!

Then there was the rain: One rider had trusted the initial forecast for the rain to subside and had not brought sufficient clothing. He spent an hour and a half off the bike warming up at a store. He later caught up and made a strong finish—talk about tough! Fortunately, I'm used to riding in the rain and had prepared for it. My gear kept me warm, if not entirely dry; even so, it is always welcome when the rain stops.

Darkness: I am always on edge when riding at night. Careless motorists, unseen potholes, animals darting out into the street and general fatigue can spell trouble for the unwary rider.

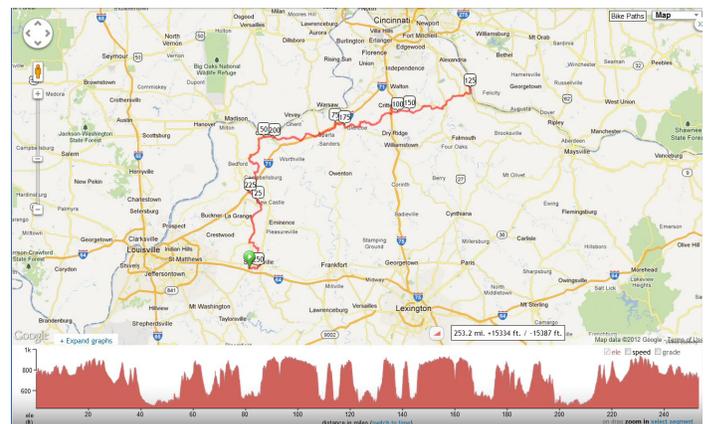
I was well pleased with the careful route planning shown by the organizer, Steve Rice. His chosen course was timed to keep us on nearly deserted roads during the dark hours. I recall one stretch by the little Kentucky River and beyond where I saw not one vehicle for over an hour.

Some months ago, I purchased one of the brightest light sets available, rivaling an automobile's headlights when set to full power, but also adjustable down to a low level to conserve battery power as needed. Any time I went flying down a hill, I would boost the brightness to the maximum. I could see every pothole and crack in the road far off into the distance. Of course, every brevet rider also wears enhanced reflective gear and uses multiple taillights—see and be seen!

Although I rode more than 140 miles alone, I was relieved to come across a fellow rider repairing a flat about 35 miles from the end. I helped him finish the job, and then we rode the rest of the way in together. A stalwart companion casts a cheerful light when travelling down murky corridors in the wee hours of the morning. I was also grateful for my GPS which helped me anticipate the proper turns along [tenebrous](#) unlighted roadways.

We arrived a little after 1:00 a.m. and peeled ourselves off the bikes. (At least, that's what it felt like.) I could have used a hot pizza and maybe a beer, but alas, all the stores were closed; so, I drove straight home to where my lovely bride of 36 years was waiting to hear all about it.

Here's what Wikipedia has to say about Randonneuring: <http://en.wikipedia.org/wiki/Randonneuring>



A map of the 400 km route is available here: <http://ridewithgps.com/trips/607714>
(image courtesy Dr. Larry Preble, <http://kybikerides.org/>)



Larry Preble—All wet in Crittenden
(photo courtesy Dr. Larry Preble, <http://kybikerides.org/>)

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Continuing with Louisville's Bicycle Tracks

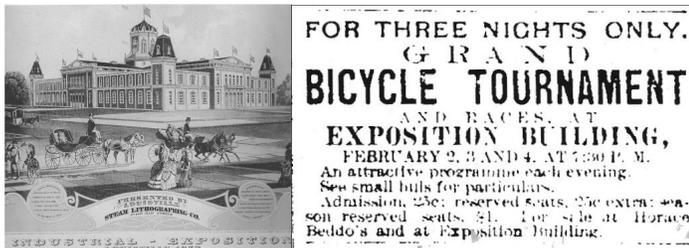
by Carson Torpey

While searching through the Filson Historical Society's website, I came across an entry for a six-day bike race in 1935 and searching the Courier-Journal papers of that year found the coverage of the race. There was six-days coverage plus a preview article the day the race started. What was most interesting to me was a human-interest story of an interview with Prince Wells (see LBC newsletter February 2012). Prince mentioned a track at 4th and Chestnut Streets and also one at 4th and Magnolia. There were some great photos with the articles but it was the information about the tracks that sent me back to the library to learn more.

The Louisville area bicycle tracks as they appeared:

The Industrial Exposition Building

The Industrial Exposition building was located on the north-east corner of Fourth and Chestnut St. It was built in 1873 to display goods manufactured in Louisville. Also located here was a skating rink where Louisville teams raced and played polo. During this time period, many bicycle races took place on skating rinks and so I believe it was so for the Exposition Skating Rink. An ad in the January 29, 1882 Courier-Journal announced the upcoming three day Bicycle Tournament running February 2, 3, and 4 at the Exposition Building featuring a traveling show headed by Professor Rollinson, champion of the world.



(photos courtesy Carson Torpey)

There was indeed three days of racing and fancy riding by Professor Rollinson and a fourth evening of demonstrations by the Professor and some drills by the Kentucky Bicycle Club. The track must have been indoors since the racing was held in February. There are references of other races held there but no stories as of yet.

The Industrial Exposition Building was sold in spring 1883 and demolished to make way for the new Custom House and Post Office.

The Kentucky Bicycle Club Race Track

This same year, 1882, the Kentucky Bicycle Club began building their own track. The "boys" joined an association with a racquetball club and a baseball league all to use the same space. Located on what is now St. James Court, that's right, the whole block, was an amateur baseball field with seating for three

thousand. The track was "twenty-five feet wide and one-quarter of a mile long. The solid clay foundation will be heavily covered and smoothly rolled with cinders." (C-J May 28) "The first annual meet of the Kentucky Bicycle Club will be held on their grounds back of Central Park, June 16 and 17. The grounds have been laid off nicely with the base-ball diamond in the center of the quarter-mile track. The grounds have been enlarged recently and the seating capacity alone is over 15,000.

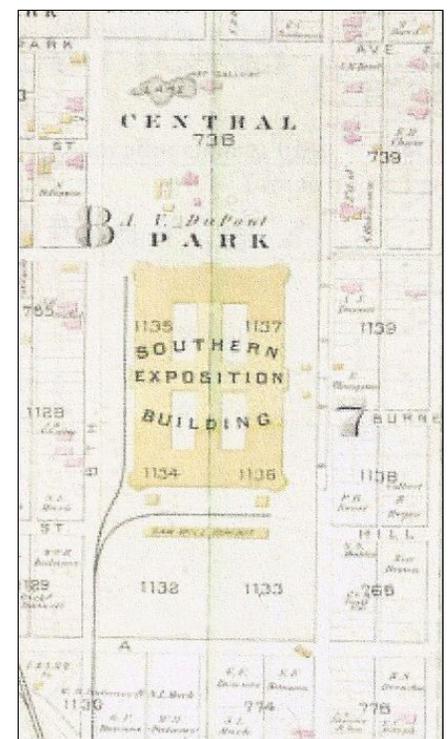
Because of a conflict with the St. John's Day League's meet, which is also is to have bicycle racing, the Kentucky meet was postponed to July where a light crowd assembled yesterday afternoon to witness the bicycle contests of July 4, 1882." The track did not last very long for in 1883 the site was used for the Southern Exposition buildings. At the time this quarter-mile track was the only one like it in the United States and the envy of the "boys" up north. Charles Jenkins on this city, set a world's 1/4 mile record on this track in 1882 and according to an article in the Southern Cycler, Prince Wells had a photo of this track.

The Armory, 1882

I do not know where the Armory was in 1882 but the Kentucky Bicycle Club practiced their drills there and maybe race practice too.

The Exposition Track

The second year of the Southern Exposition 1884, began with the building of a bicycle track behind the main buildings where an agricultural exhibition was held the year before. Another quarter-mile track was again constructed in the block south of where the one of 1882 was located. (C-J Aug. 13, 1884) "Yesterday the quarter mile track south of the building was completed. Here will take place the bicycle contests, ring displays of livestock, military parades, drills, etc. The ground enclosed by the track will be made perfectly smooth and will make a splendid drill ground. It is



(photo courtesy Carson Torpey)

Continuing with Louisville's Bicycle Tracks (cont.)

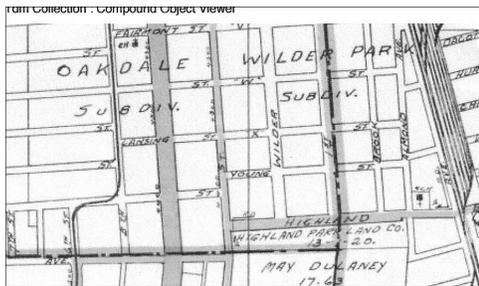
by Carson Torpey

surrounded on three sides by raised tiers of seats, over which will be stretched a waterproof tarpaulin roof. In the center of this space workmen are now engaged building the electric light tower, raised by the Jenny Arc Light Company. The tower is to be 125 feet tall, made of open iron work and will contain ten lights of 2000 candlepower each."

The races were held two days before the opening of the 1884 Southern Exposition and several of the world's top professional racers came to this race. The following year, 1885, again saw bicycle races but this time only local riders competed. Even with the electric lighting no bicycles races were held at night. These are the only two races I have found so far and I do not know how long the track remained but it was definitely gone by 1890.

The Wilder Park Track

The Louisville Cycle Club wanted its own track and was able to secure a section of land in Wilder Park which was in the neighborhood of today's Wheelmen's Bench at Third



(photo courtesy Carson Torpey)

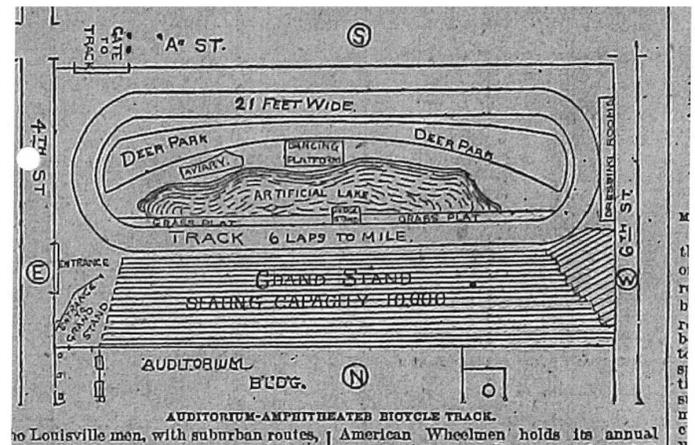
and Southern Parkway. This was once the site of the old State Fair Grounds. The club paid to have the land graded smooth and compacted to make it ridable. They held a race there in 1890, which was very successful and had a good turnout of spectators. The location however was difficult to get to as it was out in the country with no public transportation.

The Auditorium Track

Knowing the dissatisfaction the club had with its track, Daniel Quipp of the Ampitheater suggested the use of his auditorium as a track. Daniel Quipp, whose real name was William Norton II, was a philanthropist who regularly gave money to the needy. Mr. Norton took his name from the villain character of

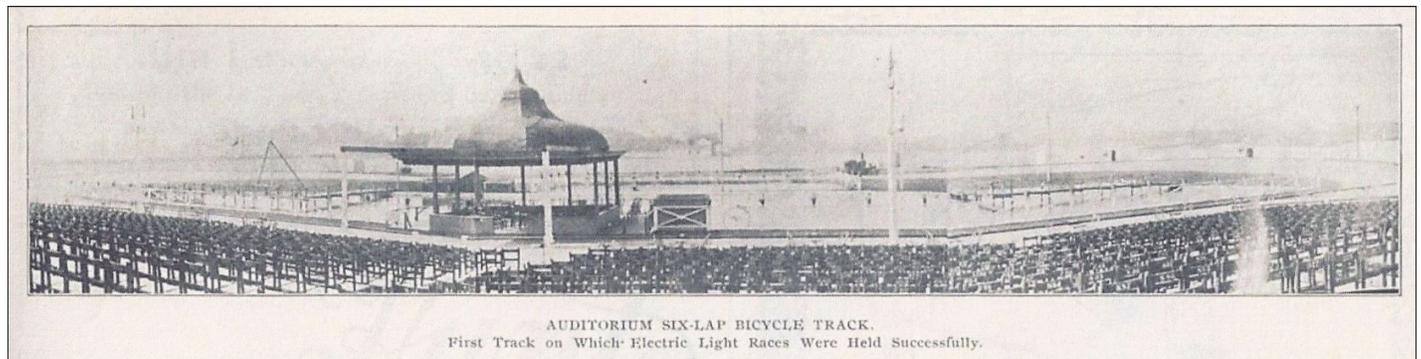
Charles Dickens' *The Old Curiosity Shop*. The Ampitheater had the second largest stage in America and saw only the grandest stage productions. It was built from the remains of the Southern Exposition buildings. When Daniel Quipp died in 1903, no buyers were found for the structure and it was sold to a real estate developer and torn down.

The Ampitheater Auditorium or just the Auditorium as it was called, was located at the southwest corner of Fourth and Hill went west to Fifth Street and south to "A" Street (Gaulbert). The track was built around a lake, which already had a grand stand capable of seating 10,000 people. The lake was a popular site for fireworks displays.



(photo courtesy Carson Torpey)

He made a proposition to the Louisville Cycle Club to build a track if they would raise \$2000. They raised the money by selling subscriptions or memberships that would entitle members to use the track whenever they wished. The track was built with broken slate packed with sand. On top of this was five inches of limestone screenings and all crushed down by a six ton steam roller. The turns were banked, the length was six laps to a mile and the whole thing was given a cement covering. And one special thing was added, electric lights! It was the only track in the United States where one could race at night. The track was opened in June 1891 just in time for the Kentucky L. A.W. meet held in Louisville.



The Auditorium Track in 1896 (photo courtesy Carson Torpey)

Continuing with Louisville's Bicycle Tracks (cont.)

by Carson Torpey

A few years later when the track was updated, the surface was repaved and a wide slot was cut in the track surface at the finish line. Electric lights were installed below the surface and some sort of clear material was laid over the lights so the racers and their fans could see the finish line better.

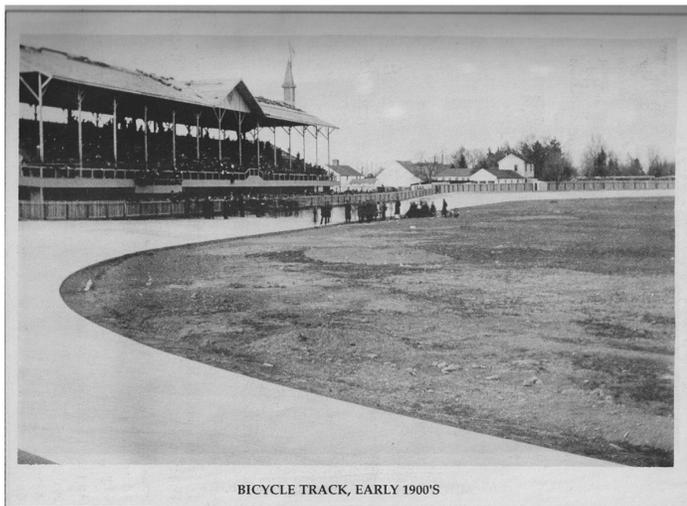


(photos courtesy Carson Torpey)

When Prince Wells started his series of races, the track races were held at the Auditorium and at night. After the Fountain Ferry track was built, afternoon races were held there and nighttime races at the Auditorium. Eventually the track was hosting National Circuit races with some of the nations top professional riders. The papers reported that Major Taylor was to race here but corrected themselves the following week saying the Major was to race in New Albany, Indiana instead. The next week the papers cried foul at both parties for not allowing him to race at either location!

Fountain Ferry Track

The Fountain Ferry Track was the finest bicycle racing track to be built in Louisville. Fountain Ferry Park was located at the end of Market Street and had amusements and rides, a miniature railroad, an elevated railroad, "bump the bump" and spinning swings as well as gardens and refreshments. Just like Daniel Quilp of the Auditorium, Mr. Tony Landewitch the proprietor of the park proposed to the Louisville Bicycle Club that he would build a track if they would build the grandstand!



BICYCLE TRACK, EARLY 1900'S

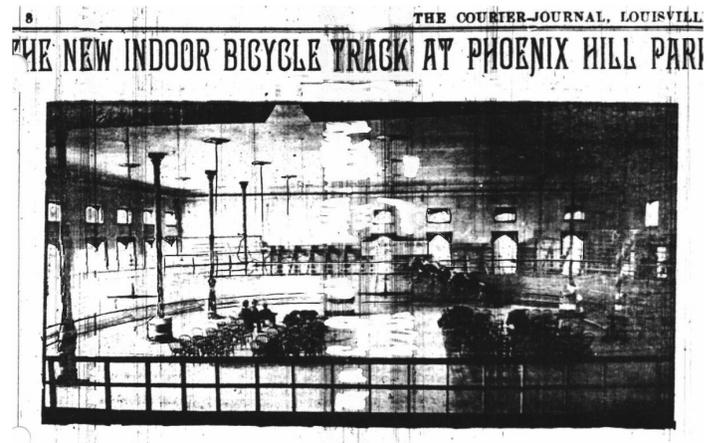
Fountain Ferry track (photo courtesy Carson Torpey)

They took him on and raised the money and he built the track even though it cost him three times his initial estimate. The Track opened in November 1894 first for a series of record

attempts in which nearly all the American records were broken! The track hosted the 1896 LAW National Meet races and many national circuit races during its years. The infield was also used for non-bicycle events. I don't believe the track ever made money but it didn't lose much money either. While many of the country's leading racers came and raced here, the track never had the budget to draw the top two or three "stars". The final race at Fountain Ferry was held in 1901 and was a 100 mile race with just two contestants.

By the way, many times I have heard questions about the name of the Park and track. Is it Fountaine Ferry or Fountain Ferry. Mr. Landewitch wrote to the Courier-Journal asking then to use the now familiar "Fountain Ferry" as that was the name in common usage and also the name used in the incorporation papers.

The Phoenix Hill Track



(photo courtesy Carson Torpey)

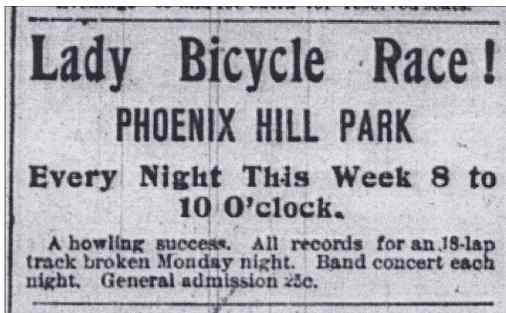
There has long been a tradition of a track at Phoenix Hill and indeed there was one just not what is generally thought of when one thinks of bicycle tracks. In 1897 a wooden track was built at Phoenix Hill Park for a women's six-day race. It was small compared to the other tracks in town being about 22 laps to the mile. And it was steeply banked in order to keep the riders on the surface, 45 to 50 degrees. The track built indoors for the race was held in March and the second series of races held the following year was held in the Dance Hall and of this track we have a photograph from the Courier-Journal Feb. 1898. The quality of the indoor photos is not very good but is better than the engravings used at this time period.

The 1897 races were held at night between 8:00 and 10:00 and there were actually seven races in this six-day. There was one Sunday afternoon exhibition race also, In 1898 there were two six-days in two weeks of racing. Included in the race was a Louisville woman, Zoie Leclair (her real name was Zoe Belle Linton), the Kentucky champion racing in her first six-day. After losing several miles the first night due to wrecking, she

Continuing with Louisville's Bicycle Tracks (cont.)

by Carson Torpey

was able to hold her own. In the second six-day she was one of the contenders and of course the crowd favorite.



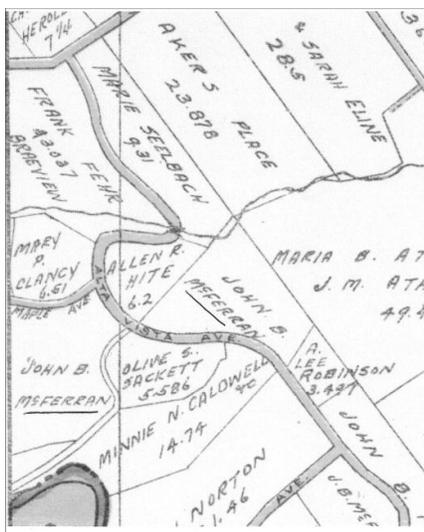
(photo courtesy Carson Torpey)



(photos courtesy Carson Torpey)

The McFerran Track

The Clifton Cycle Club held bicycle and athletic events at the McFerran Track in Crescent Hill. The track was about a mile from the entrance to the Eastern Park (Cherokee Park) on the Work House Road (Lexington Road). If one were going to the races, the instructions were to take the train to the Crescent Hill Station (Crescent Ave.) and wagons would be waiting for the rest of the journey. I asked



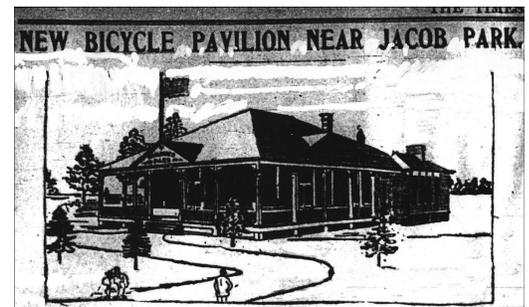
(photo courtesy Carson Torpey)

Sam Thomas, the author of *Crescent Hill*, if he knew the whereabouts of the McFerran Track. He replied that he did not but thought it might be at Alta Avenue. A few weeks later I came across an 1884 map of Louisville and saw the name McFerran associated with two tracts of land at Alta Ave. In 1882 a rider rode out the Brownboro Pike away and returned two days later. He mentioned the McFerran Track and how it would make a great destination for a moonlight ride. There is no evidence that the track was made for bicycle racing. It was more for general use, probably more for horses.

Iroquois Park Region

I have heard rumors of a track near Iroquois Park but so far have not found anything. There were other cycling related structures in the area. Near Woodlawn was "Cycler's Rest", this may have been a cyclist's club-house which was in the same area. After Fountain Ferry Track opened, the owner of a popular bike store, Mr. R C Whayne, announced he would build a track near Jacob's Park (Iroquois Park) and that it would have all the bells and whistles but I have not found any more information about it.

In 1897 a "bicycle pavilion" was built at the end of The Boulevard (Southern Parkway) at the entrance to Jacob's Park. It was a large structure and had glass walls that could slide open in the summer to let in the cooler breezes.



(photo courtesy Carson Torpey)

Other Tracks in Louisville

There was also mention of races held at the National Track but could not find any more information. Races were also held at the Fair Grounds which I think was the one east of the Grand Boulevard (Southern Parkway). Someone had a 16 laps to the mile track in his yard in the west end of town but his name wasn't ever revealed.

The Armory, 1935

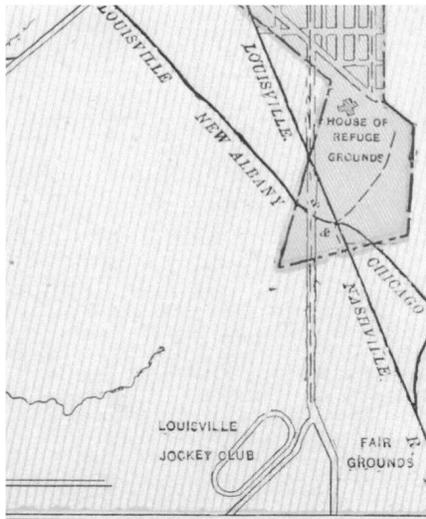
After 40 years professional bicycle racing came back to Louisville at the Armory, now Louisville Gardens, in 1935. A wooden track was built at the Armory and 13 teams began the 2400 mile six-day chase on January 31. This six-day race proved successful and another one was held in October of the same year. There may have been another in 1938 but

I haven't found it yet.

Freedom Hall

The last six-day ever held in Louisville was held at Freedom Hall at the present Fair Grounds in 1957.

Among those taking part was Peter Post of the Netherlands in his first year as a pro. He would have a very successful career on the track and go on to be the director of the TI_Raleigh and Panasonic professional European teams.



(photo courtesy Carson Torpey)

Jeffersonville, Indiana

In Jeffersonville Indiana, the city's wheelmen were preparing for a race and were preparing a new track that was probably a dirt one like the LCC had. For some reason their races did not take place. The city did however in earlier years have a bicycle riding school that would have resembled a track.

New Albany, Indiana

The New Albany Wheelmen held races on a track at the Fairgrounds. Many races were held there over a span of many years. The races included not only local riders but riders from out of town too.

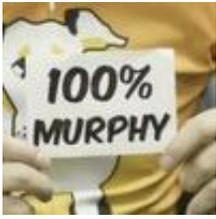
Charlestown, Indiana

The races at Charlestown were held at the Fairgrounds near the town. Many times the Louisville boys would ride to the town and take part in the races.

[Click to enter!](#)

University

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Pretty Cool...*by Andy Murphy, LBC President*

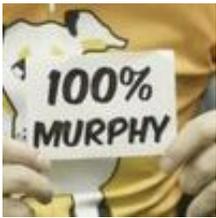
On Thursday April 19th, we had a couple from Midland, Michigan show up for the Louisville Loop 50 ride. Pete & Judy Stirbis joined us on this ride and several other rides during the week. They had been in town on business for a day last year and joined us for a ride. They had such a good time on that ride that they decided to take a week's vacation this year and come to Louisville to ride with the Louisville Bicycle Club. Pete said his Dad had been active in their local bike club years ago and he has followed his Dad's

lead by looking up local bike clubs when he travels and tries to ride with as many clubs as he can.

They took a week's vacation just so they could travel to Louisville, Ky from Midland, Michigan to ride with the Louisville Bicycle Club.

That's pretty cool!

Life is good
Murphy

LBC Commuters Group*by Andy Murphy, LBC President*

As of April 22, 2012, 66 members of the Louisville Bicycle Club Commuters Group have registered 10,508.63 miles. We would like to thank everyone who takes the time to commute, then logs their mileage.

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 log their rides.

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

Life is good
Murphy

University of Louisville Hospital

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Bike MS: Bike The Bluegrass - Saturday and Sunday, June 2 and 3



Bike MS: Bike The Bluegrass 2012 is a two-day cycling adventure covering the most beautiful horse country Kentucky offers. Whether you're a hardcore roadie or just starting out, we have a route for you! Winding through the beautiful

rolling hills of Kentucky, riders will experience bluegrass, bourbon and bicycling. The two days journey begins at St. Catharine College just outside of historic Bardstown, Kentucky. Cyclists will have several route options (25, 50, 75 & 100 miles) all leading back to St. Catharine College where they will then be shuttled to Maker's Mark Distillery for private tours, dinner and a celebration.

Visit <http://www.bikemsky.org> or call 502.526.5303 to register.



Want this jersey?? It's yours when you raise \$1000 or more!!!

And look for the National MS Society – Kentucky Southeast Indiana Chapter as we host the World Famous Cookie Stop in 2012!

Tiffany Smith
Development Manager
National MS Society
Kentucky Southeast Indiana Chapter

Wayside Park Clean-up

by Andy Murphy, LBC President



We started our Wayside Park clean-up for the year on Saturday, April 21st, 2012. All the perennials we planted last year, have come back healthy this year. The big surprise of the day was the return of the Historical Marker that has been missing for a couple of years. When we first started

working at the park, the pole for the Historical Marker appeared to have been damaged by an automobile accident. We talked with the Olmsted Parks Conservancy folks about how we could get the pole straightened. Then, the Marker disappeared. Nobody knew what happened to it. The Olmsted folks didn't know. There had been no police report filed. It was a mystery. As mysteriously as it disappeared, it reappeared. We have no idea who to thank for this. Whoever got the marker back in place--THANK YOU!



The Historical Marker is back in place at Wayside Park.

Thanks to the crew that made it out to help with the clean-up at Wayside Park!

Life is good
Murphy



The Clean-up Crew at Wayside Park: Mike Blair, John Larson, Carson Torpey, Tommy Sutton, Doug "E Fresh" Brent, Dave Combs, John Cummings, Gil Crenshaw. (photos courtesy Andy Murphy)

SYKES is proud to support the 2011 Old Kentucky Home Tour!

“A family of global businesses delivering business process outsourcing services, SYKES sets the standard for excellence in customer service. Whether serving a credit card customer in Denver, a healthcare patient in Toronto, or a utility customer in Budapest - SYKES brings over 30 years of service expertise to every customer interaction.

Since our business is people-intensive, SYKES’ greatest asset is our people. We are dedicated to finding talented people across the world who are dedicated to our philosophy of always reaching higher. At SYKES, we challenge ourselves to do better tomorrow than we did today. This mission is what drives us in our development, recognition and retention of our most vital assets - employees.

Across countries, we are one team – dedicated to taking ourselves and our clients farther than we’ve gone before.”

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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 Luckett, club secretary, of email address changes.

BIKE CLASSES!*by David Wittry, LBC VP Education*

BIKE HANDLING CLASSES START APRIL 30. VOLUNTEERS NEEDED!

There will be three 6-week programs in all. The first of the three bike handling classes begins Monday, April 30 at the yellow lot. The second series is at Iroquois Park on Wednesdays beginning June 13. And the last class will be at Baptist-Milestone, again on Mondays, beginning July 23. The complete schedule is below and on the website under Programs/Education.

As usual, we depend on volunteers to help us with this program. Even if you can only help for a few of the classes, please don't hesitate to attend. Your participation is very important!

See you April 30!
David Wittry, VP Education

2012 LOUISVILLE BICYCLE CLUB
NEW RIDER / BIKE HANDLING CLASSES

SESSION 1: MONDAYS, 6:15 pm- 9:00 PM, APRIL 30 THROUGH JUNE 11
YELLOW PARKING LOT, WATERFRONT PARK

SESSION 2: WEDNESDAYS, 6:15 PM - 9:00 PM, JUNE 13 THROUGH JULY 25
AMPHITHEATER PARKING LOT, IROQUOIS PARK

SESSION 3: MONDAYS, 6:15 PM - 9:00 PM, JULY 23 THROUGH AUGUST 27
4900 BOWLING BOULEVARD (NEXT TO BAPTIST EAST/MILESTONE)

TOPICS TO BE COVERED INCLUDE:

Ses1 -- Ses2 -- Ses3
4/30 or 6/13 or 7/23
A-BIKE BASICS- BIKE/HELMET FIT, TRAFFIC LAW, ABC QUICK CHECK.
5/07 or 6/20 or 7/30
B-GEARING/SHIFTING-LANE POSITIONING-PARKING LOT DRILLS.
5/14 or 6/27 or 8/06
C- FIVE LAYERS OF SAFETY- RIDING IN GROUPS-PARKING LOT DRILLS.
5/21 or 7/11 or 8/13
D- NUTRITION/HYDRATION/CLOTHING PARKING LOT DRILLS.
6/04 or 7/18 or 8/20
E- TOOLS AND BASIC REPAIRS - TIRE CHANGING.
6/11 or 7/25 or 8/27
F- WRITTEN AND ROAD TEST AND EVALUATION.

PLEASE PLAN TO ATTEND ALL CLASSES OF ONE SESSION.
MAKING UP CLASSES IN ALTERNATE SESSIONS IS DIFFICULT.

EVERY CLASS INCLUDES THE FOLLOWING:

- One hour of instruction by seasoned riders followed by practice on your bike.
- An easy, 5 or 12 mile "practice" ride with traffic, signals, stop signs, lights, busy roads, park roads, and subdivision streets.
- Class participants are split into smaller groups of similar ability with instructors in the front and rear of each group. Individual instruction / assistance is provided if needed.
- Rest stops if and when needed – nobody gets dropped or left behind.
- Follow-up discussion and evaluation after the rides.

Certificates of Completion will be awarded to participants who attend five of the six sessions AND pass the written and road tests.
Take-Home educational material is provided to all participants.
THESE FREE CLASSES ARE SPONSORED BY THE LOUISVILLE BICYCLE CLUB IN SUPPORT OF THE MAYOR'S HEALTHY HOMETOWN MOVEMENT AND THE LEAGUE OF AMERICAN BICYCLISTS' "BIKE FRIENDLY COMMUNITY" PROGRAM

For more details, contact David Wittry at 502-645-0992 or
education@louisvillebicycleclub.org