

THE LOUISVILLE BICYCLE CLUB

Founded in 1897

www.louisvillebicycleclub.org

June 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
July 2012 issue is June 15***

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



The Louisville Loop Really Is Being Built

by Andy Murphy, LBC President

On Wednesday, May 9th, I took part in a bus tour of The Louisville Loop with Mayor Greg Fischer and representatives of nearly every local government agency. The tour was to review the finished portions of The Loop, portions under construction and portions being planned. The highlight of the tour was The Parklands of Floyds Fork. The park sits beside I-64 and is going to be a real asset to the community. The bridges over Floyd's Fork are very cool.

Even though the park is still under construction, there were families with kids playing on the swing sets and running through the spray park. Educational buildings are going up. There is even a "Mini-Teepee" being built as a nod to The Teepee that stands across from Hogan's Fountain in Cherokee Park.

It's projected that 60% of The Loop will be completed by 2015. One thing I've learned since I've been involved with this work group, is how much goes into putting a project like this together. Metro Parks, Public Works and Assets, the Metropolitan Sewer District and the U.S. Army Corp of Engineers are just a few of the agencies involved in planning and building The Loop.

Although it is hard to see sometimes, progress is being made on The Louisville Loop.

Life is
good
Murphy



One of the new pedestrian/bicycle bridges over Floyd's Fork which, by the way, is a tributary of the Salt River. (photo courtesy Andy Murphy)

PS The Big 4 Bicycle/Pedestrian Bridge is on schedule to open this coming December!

(more photos on p.16)

EMAIL NEWSLETTER DELIVERY

Don't Miss an Issue!

Keep your membership and email information up-to-date by editing your member profile at:

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

Thanks for your cooperation!

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**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

Abugosseisa, Sawsan & family	10203 Stone School Rd	Prospect, KY	40059 (502) 290-0408
Burge, Becky	14110 Pauleys Gap Rd	Louisville, KY	40272 (502) 468-7537
Castillo, Sabrina	3015 Beech Grove Ct #7	Jeffersonville, IN	47130 (502) 291-0615
Cischke, Dwight	9809 Hillary Ct	Louisville, KY	40291 (502) 889-5775
Crabb, Catherine	9026 Lyndon Lakes Pl	Louisville, KY	40242 (502) 523-7683
Crigger, Stephanie	103 W Collins Ct #2	Louisville, KY	40214 (502) 810-4584
Eline, Sidney	2211 Bell Tavern Ct	Louisville, KY	40207
Ezzell, David	1229 Reeds Ln	Jeffersonville, IN	47130
Griffin, John & Mary	1114 Metalwood Dr	Bardstown, KY	40004 (502)381-8241
Harlow, Bob	2178 Park Boundary Rd	Louisville, KY	40205 (502) 314-4422
Hawkins, Todd	1607 Woodluck Av	Louisville, KY	40205 (502) 643-5898
Hayden, Ken	3233 Richard Av	Louisville, KY	40206 (502) 931-5798
Hogan, Stefanie & Steve	1321 Everett Av #a6	Louisville, KY	40204 (859) 630-0476
Hughes, Justin	1828 Speed Av	Louisville, KY	40205
Johnson, Rebecca & Neil	1300 Barret Av	Louisville, KY	40204 (502) 744-6842
Lakes, John	1451 Nightingale Rd #2	Louisville, KY	40213 (859) 227-7085
O'Neal, Michelle	13208 Lavenia Ln	Louisville, KY	40272 (502) 609-5386
Pike, Caroline	2505 Tuckaho Rd	Louisville, KY	40207 (502) 742-6093
Pridemore, Ronnie	9212 Glover Ln	Louisville, KY	40242 (502) 767-2060
Ruckriegel, Michael	310 Buckingham Ter	Louisville, KY	40222 (502) 435-5528
Scheller, Greg & Debbie	709 Hollingsworth Pl	Louisville, KY	40207
Schwedler, Kyle	516 Monroe St	La Grange, KY	40031
Slaughter, John	4011 Elmwood Av	Louisville, KY	40207 (502) 895-8405
Smith, Richard	3924 Druid Hills Rd	Louisville, KY	40207 (502) 895-2951
Smithers, John	3308 Belmont Rd	Louisville, KY	40218
Tyson, Jon & Karen	3501 Rems Ct	Louisville, KY	40241 (502) 644-1719
Whang, Patrick	1210 E Broadway #2	Louisville, KY	40204
Wheeler, Mary Gwen	1012 Alta Cir	Louisville, KY	40205 (502) 895-9359

LBC Secretary DIANNA DECKER'S TOP 10

Top 10 reasons for renewing your LBC membership or for joining the Louisville Bicycle Club:

10. You will have the opportunity to meet and network with other cyclists (with similar levels of ability and interest.)
9. You will help to promote cycling and awareness about cycling.
8. You get to put a "Y" under Member? on the sign-in sheets (and have your stats tabulated.)
7. Being a member of LBC automatically gives you a feeling of closeness to other members. You share something that non-members don't have.
6. Being a member of the LBC club is an enriching experience. You owe it to yourself to do that.
5. You are exposed to wide varieties of club experiences as a member (picnics, banquets, and bragging rights.)
4. Other members will be encouraging and supportive of you.
3. As a member in good standing, you are provided liability insurance when participating in LBC scheduled rides.
2. You have a vote in LBC official business.
1. It looks great on your applications/resumes.

Renew your membership! or Join LBC today!

Dianna Decker



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EYEWEAR : OAKLEY-GIRO-TIFOSI

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CHAMPION-ENDURA

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Boots and Duct Tape (or, what's in YOUR tool bag?)

by Mark Rougeux, LBC Treasurer

On a recent century ride, one of our members had the unfortunate experience of flats on both front and rear tires.... and worse. His misfortune provides an opportunity for the rest of us, especially the newer riders, to learn how to be prepared for such occurrences. Here is his story:

About 27 miles into the ride, in beautiful downtown Pleasureville, he ran over some unseen debris and flatted his front tire. No big deal. He brought a spare tube and our intrepid VP of Racing, Travis Kerns, quickly and masterfully put in the new tube and inflated it with the pump he carried. Ride on.

However, at about mile 50 of the 100 mile ride, our rider experienced a blowout of his rear tire. If you've never heard a tire explode, it sounds like a gunshot. You can't miss it! Something in the road had slashed both his tire and his tube. Not only was his rear tube flat, but his tire had a good-sized hole in it! He was out of tubes and did not have a spare tire with him. And he was a long way from anywhere. What would you do?

Luckily, another rider had an extra tube he was willing to lend. But what about the tire? None of the group had a spare tire on them, and the new tube, when inflated, would just push right through the hole in the tire.

The solution is known as a "boot." A boot is something that can be inserted into the inside of the tire which covers the hole or gash in the tire. A boot keeps the tube from sneaking out the hole in the tire. Park Tool will be glad to sell you one, but a favorite among bikers is a dollar bill. (Other ingenious options include a Clif Bar wrapper.) The paper used to make dollar bills is strong enough to hold a tube inside the tire, if the hole small.

But this wasn't a small hole. It was a gash about an inch and a half long. Fortunately, a fellow rider had with him a homemade boot. It was an approximately 6 inch section of old



(photo courtesy Mark Rougeux)

tire, with the bead on each side removed. He had been carrying it for over 2 years, and never had a need for it. Until now. The boot was inserted, as well as the borrowed tube, and our century rider was back in the saddle on his way. He could feel the bump in his tire that the boot created, but hey, he was on his way!

Or was he? At mile 75, we stopped to check his tire. This is what it looked like (you can almost make out the outlines of the boot inside the tire):

The tire was disintegrating and the hole was getting larger. While the boot was still successfully keeping the tube inside the tire, the hole was threatening to become bigger than the boot could handle. It didn't help that it was a hot day, and the tire was a racing tire with a very soft compound. The tire also had a fair bit of wear prior to the ride. As you can tell by the photo, this tire didn't have a lot of life left in it.

So now what to do?

Extreme times call for extreme measures. The same rider who carried the boot also had a couple of wraps of duct tape around his CO2 air inflator.

The duct tape was wrapped around the tire and the wheel to hopefully keep the hole in the tire from growing further. A less severe situation might have been remedied with layers of duct tape over only the tire itself. But the condition of this tire called for more desperate measures, which you can see in the photo:



(photo courtesy Mark Rougeux)

The problem with this solution, and the danger that goes with it is this: wrapping the tape around the wheel means the rear brakes are pretty useless. Depending solely on the front brakes can be dangerous, (especially on a downhill!), and calls for great caution and a shift of weight rearward, to keep the rear wheel from coming off the ground under heavy braking.

Boots and Duct Tape (or, what's in YOUR tool bag?) (cont.)

by Mark Rougeux, LBC Treasurer

However, this solution worked. Our rider was able to safely and successfully make it back to his car, his tire remaining intact. This is what it looked like at the end: Boots and Duct Tape (or, what's in YOUR tool bag?)

Lessons from this story, especially applicable to longer rides:



(photo courtesy Mark Rougeux)

1. Carry more than one tube.
2. Always carry a pump or other method of inflating more than one tube.
3. Carry some form of boot. On longer brevets, riders typically carry a foldable tire in addition to several tubes.
4. Always keep a bit of duct tape with you. Tear off a couple feet and wrap it around something, even a pencil, and stuff it in your tool bag.
5. Carry a small patch kit in case you run out of tubes or friends with tubes.
6. Before your ride, check your tires for wear and look closely for small gashes that may go unnoticed by a quick glance.

Finally: If you aren't completely comfortable changing your own tube, practice at home where you can do so under ideal conditions, without the pressure of your riding companions watching your every move! There are many YouTube videos that are helpful and show how to hold the wheel, and how to use the palms of your hands instead of your fingers to reattach the tire. One video shows a mechanic changing a tube in 60 seconds, from taking the wheel off the bike to putting it back on! With a little practice, you can do it – maybe not in 60 seconds – but much quicker than you might think. You might even impress your friends. Or better, you might be able to help them one day.

Some other suggestions: Duct tape can be used to wrap the innertube at the site of a tear before putting the tire back on, or preventively if a bulge or defect is detected before a blowout, to keep the tube from protruding through the tire. Any weakness in the tire wall or tread usually exhibits a rhythmic sound and feeling transmitted through the bike seat or handlebars and should be investigated immediately.

On a bicycle, 2/3 of your weight is distributed onto the rear wheel. Therefore, if your rear tire is seriously compromised and you must continue to ride on it, switch it to your front wheel. It may take extra time, but it will greatly reduce the stress on it. Also, save your ultra-light soft traction cornering racing tires for occasions when you have a team or neutral support car following you ;-)

Take an extra 60 seconds making sure there isn't a second foreign object penetrating your tire before inserting the new or repaired tube. - PaCkMaN

2011 Treasurer's Report

by Mark Rougeux, LBC Treasurer

In this issue of the newsletter you will find the Annual Financial Report for the calendar year 2011, as called for in the club's by-laws. You will also find a column for the prior year's results for comparison.

There are three parts to the report. The first is the Statement of Operations, which indicates the funds we took in for the year, and how they were spent. The second part is a breakdown of revenues and expenditures by program, and the final section reports our Changes in Fund Balances and membership statistics.

I am happy to report that your club is in very good financial health. Some key points from this year's report include:

- Overall, we had less revenues than in 2010, but we also spent less. Our expenditures exceeded revenues by approximately \$3200, slightly less than the shortfall of about \$4000 the prior year.
- The OKHT realized a surplus of \$17,846, which is the second highest surplus in its history.
- The racing team had a shortfall of about \$6700 due in part to the loss of a sponsor.
- Excluding the racing team, the club generated a surplus of about \$3500 in 2011.
- Fund balances for the racing team declined approximately \$6700 to just over \$22,000.
- Fund balances for the general account rose slightly to over \$64,000. [As noted in prior year's reports, our balances at December 31 are generally at their high point for the year.]
- The number of members increased about 6% from the prior year.
- Membership fees were substantially unchanged (likely due to the timing of payment.)

The club is well-positioned to have another successful year in serving its members and promoting the great sport of cycling. If you have any questions about these reports, you may contact me at treasurer@louisvillebicycleclub.org. Safe riding.

Mark Rougeux, Treasurer

Louisville Bicycle Club
Statement of Operations/Changes in Fund Balances
For the year ended December 31, 2011

Receipts:	2011	2010
Interest Income.....	\$ 212.38	\$ 249.26
Gross Sales of Products.....	\$ 13,788.00	\$ 17,704.00
Memberships.....	\$ 12,455.74	\$ 12,745.00
Program Receipts, incl. Racing.....	\$ 65,660.44	\$ 70,073.55
Sponsorships.....	\$ 14,700.00	\$ 17,300.02
Uniform Collections.....	\$ -	\$ 6,232.83
Other Revenue.....	\$ -	\$ 300.00
TOTAL RECEIPTS.....	\$ 106,816.56	\$ 124,604.66
Expenditures:		
Affiliations.....	\$ -	\$ 460.00
Awards & Door Prizes.....	\$ 14,360.53	\$ 15,332.36
Contractor Fees.....	\$ 1,564.00	\$ 3,647.96
Cost of Goods Sold.....	\$ 13,583.00	\$ 8,344.00
Donations to Charities.....	\$ 5,198.00	\$ 6,540.00
Entertainment (OKHT).....	\$ 825.00	\$ 825.00
Entry Fees.....	\$ -	\$ 6,087.15
Equipment Rental.....	\$ 4,100.39	\$ 4,163.16
Fees (Acctg, Banking, Paypal).....	\$ 374.17	\$ 123.26
Fees (Legal, Incorp).....	\$ 15.00	\$ 4.00
Food & Beverage.....	\$ 16,192.81	\$ 21,449.93
Insurance.....	\$ 4,174.63	\$ 5,160.76
Internet, Telephone.....	\$ 1,284.10	\$ 89.55
Postage & Shipping.....	\$ 476.82	\$ 2,844.29
Printing & Publications.....	\$ 2,789.23	\$ 5,216.90
Prizes (Races).....	\$ -	\$ 2,519.40
Program Expense, incl. Racing & Other	\$ 35,598.88	\$ 18,892.15
Rentals.....	\$ 6,183.05	\$ 5,701.75
Sales & Use Tax.....	\$ 1,384.33	\$ 2,680.50
Seminars, Classes.....	\$ 1,357.39	\$ 1,331.37
Supplies.....	\$ 248.74	\$ 333.29
Sympathy & Bereavement.....	\$ 302.05	\$ 377.18
Uniforms & Club Merch.....	\$ -	\$ 16,389.65
TOTAL EXPENDITURES.....	\$ 110,012.12	\$ 128,513.61
Excess of Receipts over Expenditures	\$ (3,195.56)	\$ (3,908.95)

Profit & Loss by Program in 2011:	Receipts	Expenses	Net
Advocacy.....	\$ -	\$ -	\$ -
Banquet.....	\$ 1,400.00	\$ 10,881.17	\$ (9,481.17)
Brevet.....	\$ 860.00	\$ 765.22	\$ 94.78
Communications.....	\$ -	\$ 301.10	\$ (301.10)
Discretionary.....	\$ -	\$ 200.00	\$ (200.00)
Education.....	\$ 1,500.00	\$ 2,410.77	\$ (910.77)
General.....	\$ 13,028.12	\$ 9,410.48	\$ 3,617.64
OKHT.....	\$ 67,142.00	\$ 49,296.24	\$ 17,845.76
Racing.....	\$ 19,482.44	\$ 26,226.07	\$ (6,743.63)
Socials.....	\$ -	\$ 1,080.14	\$ (1,080.14)
Touring/TMD.....	\$ 3,404.00	\$ 9,440.93	\$ (6,036.93)
Overall Total.....	\$ 106,816.56	\$ 110,012.12	\$ (3,195.56)

Fund Balances:	12/31/2011	12/31/2010
General Account CD's.....	\$ 34,443.65	\$ 33,976.55
General Account Checking.....	\$ 27,983.46	\$ 25,235.85
PayPal Account.....	\$ 328.36	\$ -
Racing Money Market.....	\$ 8,654.27	\$ 8,649.91
Racing Checking.....	\$ 13,452.90	\$ 20,195.89
TOTAL FUND BALANCES.....	\$ 84,862.64	\$ 88,058.20

Memberships:	12/31/2011	12/31/2010
Individual.....	561	538
Family (@2.5 members).....	245	226
TOTAL MEMBERS.....	1173	1103

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American Lung Association - BIKE TREK TO SHAKERTOWN - September 15-17, 2012

 AMERICAN LUNG ASSOCIATION.



The Lung Ride

The American Lung Association's Bike Trek to Shakertown has it all! The Trek is a 2- or 3-day, fully supported bicycle tour through gorgeous Kentucky countryside, featuring beautiful routes, great food, live entertainment and a visit to historic Shaker Village of Pleasant Hill.

The round-trip route begins in Harrodsburg on Saturday, with an overnight for all participants at Danville's Pioneer Playhouse. Three-day riders will spend Sunday night at Shaker Village, where they will be treated to a fabulous "Shaker" dinner and evening entertainment. The 2-day option includes the Saturday night stay in Danville and a visit to Shakertown, where riders will catch a shuttle back to the start point in Harrodsburg.

Among the event's amenities are a gear truck for luggage, on-road repair service, free massages, rest stops with refreshments and experienced tour leaders who "bring up the rear" to encourage and support the slowest riders.



The Bike Trek attracts cyclists of all ability levels. Choices include a basic route of 30-35 miles per day or a more challenging 69-mile, moderately hilly ride on Saturday and a similar option on Sunday. Monday's routes will both be shorter.

Proceeds from the Bike Trek help fund cutting-edge medical research, patient services, education and advocacy for public policy in support of the American Lung Association's mission to save lives by improving lung health and preventing lung disease.

Cost: Participants pay a \$65 registration fee and agree to raise pledges for the fight against lung disease. Pledge minimum: \$350 for the 3-day ride; \$250 for the 2-day ride.

Recruiter of the Year will be awarded to the participant who recruits the most new riders. The winner will receive a \$300 gift certificate from either Bicycle Sport in Louisville or Pedal the Planet in Lexington.

For more information: 877-893-5864 or www.biketrekto Shakertown.org.

[Click to enter!](#)

University

A proud member

June Touring Article, Best New Rides etc.

by Charley Drexler, LBC VP Touring

With the 2012 LBC Touring Season in full swing, I wanted to take this opportunity to remind everyone that part of the LBC "Best New Ride" contest for 2012 is that members who ride one of the new rides, and write a ride summary/newsletter article about the ride or submit photos from a new ride will be entered into a drawing for a prize at the Annual Banquet next January. Photos and/or Newsletter Articles can be submitted to editor@louisvillebicycleclub.org or communications@louisvillebicycleclub.org at any time. However, the 15th of each month is the general deadline for submitting information for inclusion in the next month's newsletter.

While I am on the topic of the "Best New Ride Contest," new rides can be entered into the contest in two ways. First, the ride captain can submit their ride. Secondly, a LBC member can nominate a ride. So if you have ridden what you think is a really cool new ride that you think qualifies as a new ride, let me know at touring@louisvillebicycleclub.org and if it qualifies, I will add the ride to the list. So far I have the following rides entered into the contest (if I have accidentally missed any rides let me know at touring@louisvillebicycleclub.org):

- 25 Mile Thurman Hutchins Ride RC: Ron Dobbs.
- 32 Mile AIR (Alternative Iroquois Ride RC: Vicky Dobbs.

- 16 Mile Urban Triangle Ride RC: Jackie Green.
- 42 Mile Commisky Gravel Ride RC: Timothy Stephen.
- 26 Mile Trailer Park Ride RC: Gil Crenshaw.
- 63 Mile First Annual Cedar Lake Metric Century RC's: Richard and Mary Ann Heckler.

Thanks to a lot of work by Ron Deprez (LBC Club Statistician) and David "Packman" Ryan (LBC VP Communications, LBC-Webmaster and LBC-Newsletter Editor), all of the club's statistics webpages have now been moved to the club's website (Wild Apricot). This involved a lot of hard work by these two. THANK YOU!!!

On Sunday, June 3rd, Richard Heckler and myself will be hosting the "Good First Century". A couple of years ago, our club president Andy Murphy and John Cummings hosted this ride. While this ride was not offered last year, Richard and I both felt that it was a good ride to make available to those who would like to try their first century. This ride will be swept and is meant to be a "Good First Century". While the route will be a bit different than the past, it will have a couple of moderate hills in the first 50 miles and the last 50 miles will be essentially flat. The Century ride will end with a ride around the fountain at St. James Court and then return to Thurman-Hutchins Park. So if you have been wanting to do your first century, now will be your chance.

University of Louisville Hospital

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Tandemonium #9: Thinking for Two

by Dave Spittler

To continue our discussion of tandem bicycles and the people who enjoy riding them, it might be useful to begin by thinking about four components of the tandem riding experience. These components are: the Captain, who rides up front, the Stoker, who rides in the back, the bicycle itself and the totally integrated team that the Captain, the Stoker and the bike become. I include the bike on this team because when two cyclists come together on a tandem and they find that sweet spot that every cyclist is looking for and become totally hooked in to the zen of cycling, it becomes difficult to know where the boundaries are between Captain and Stoker and the bicycle. The team becomes so tightly integrated that it becomes impossible to discuss any one component without reference to the others.

"Captain" and "Stoker" are archaic terms, perhaps going back to the era of riverboats. I have also heard the Captain referred to as a "Pilot". The Stoker, then, would be the poor sole who labors down below shoveling coal into the fire to provide the power required to carry out the Captain's orders. The analogy of the Captain standing resolute on the bridge while the Stoker toils down below, might be apt, although these modern day Stokers get to see more of the scenery and breathe better air. I might also point out that the guards in the old Southern Prison Farms were often called "Captain" by the prisoners and that, unfortunately, is also sometimes an apt comparison.

Much of the time, the Captain is a man and the Stoker is a woman, but certainly doesn't have to be. The general rule is that the biggest and the strongest member of the team should sit up front because the bike is more stable that way. I have seen a woman on the front and a man on the back, as well as a woman Captain and a woman stoker and those configurations work just fine. I will generally refer to the Captain as "he", the Stoker as "she" because that is the configuration that I see most often, but I intend to change it round from time to time because I do not believe that that is the only way it can be.

This month, we will talk about the Captain, next month is the Stoker's turn. After that, we will discuss the bike and the team at some point.

In reality, the Captain and the Stoker are not so easily separated. We will talk about the Captain often in terms of the Stoker. This is only fair, given that most of the Captain's actions have a direct impact on his stoker, for good or for ill. For this reason, I think that the best way to begin a discussion of Tandem Captains is to put ourselves into the mind of the Stoker. If we were to be Stokers, what traits would we fervently wish in our Captain? What traits would we not wish to see?

Of course I can speak only for myself, but as a Stoker, I would have some very definite ideas of what sort of Captain I would want. My wish list, prioritized, would include the following.

1. Bike handling skills. I would want my Captain to be a competent, experienced bike handler. I would prefer a great bike handler with a ton of experience. In short, I want a Captain whom I believe is good enough to keep that bike upright and will try not to

make mistakes that result in anybody getting bounced across the pavement.

2. Judgement. This is somewhat tied to #1. I would want a Captain who might look at certain situations and back out rather than take a chance on getting his Stoker (ME!) hurt.

3. Compassion. If I am going to sweat and slave on the back of a tandem, PLEASE, let it be for a Captain who cares about me and makes sure that my needs are met, not just his.

To drive this point home, let us consider the Captain with whom I would least like to ride: we'll call him Captain Bligh.

A couple of years ago on RAGBRAI, I was in one of the Kybo's, another tandem captain (Captain Bligh) was in another of those Kybo's. While my Stoker got into a conversation with his Stoker. By the time I came out, my Stoker was tight lipped and fuming. We mounted up and as we pedaled away, I got an earful about how badly the other Captain was treating his Stoker.

"She says he drags her through every hole in Iowa 'til her butt is raw. He won't stop to let her go to the bathroom. He makes her go too long between food stops. He constantly belittles her and demands that she work harder." The list went on and on. "There", I thought, "is a Captain who won't be a Captain much longer because he won't have a Stoker. That Stoker's complaints are almost a classic list of things that Captains do (or do not do) that Stokers react to strongly.

The Captain rides in front and would seem to have all of the really important stuff to do. The Captain shifts the gears, works the brakes, handles the steering, sets the pedaling cadence and does most of the bike handling. Since the Captain's body blocks the Stoker from the road immediately ahead, the Captain is also responsible for seeing and avoiding road hazards and obstacles. In the little universe of this tandem bicycle and its two riders, the Captain would seem to have great power--all of the power, in fact, including the power to make his Stoker miserable.

But, as any fan of SpiderMan well knows, "with great power comes great responsibility". A cyclist riding on a single bike is responsible for him or herself alone. That cyclist must deal with issues of comfort, exhaustion, hydration and nutrition in a timely manner or face the consequences. If our single cyclist is a bad bike handler who pushes the edge of the envelope too hard and crashes, there is really no one else to blame for any road rash and broken bike parts that may result.

Our tandem Captain is responsible for himself, of course, but he is responsible for the health and comfort of his Stoker as well. The Captain must always be aware that he is thinking--and acting--for two.

Thinking for two is the first and most important responsibility of the tandem Captain. The good tandem Captain never forgets that there is a Stoker back there who has the same physical needs the Captain has but must negotiate with the Captain to answer those

needs. The good Captain makes very sure that his Stoker has plenty of opportunities to fill water bottles, eat and take bio breaks.

Good Captains try to ensure that their Stokers are well within their comfort zones as much as possible. Gear choices illustrate this point since the Captain selects the gears. If the captain prefers to turn big gears slowly (lugging), and the Stoker prefers to spin smaller gears, the Captain should try to hit some sort of compromise. Ideally, the Captain would try to spin the gears that the Stoker likes, but if she can't see her way clear to do that, she should try to find a gear somewhere in the middle. The captain should ask her stoker from time to time how the particular gear they are turning feels.

Stokers hate surprises and often become unhappy when they get surprised. Tandem Captains are aware that the ride goes best if the Stoker is happy. Good Captains try to avoid surprising their Stokers by telling them what they are doing and why.

Good Captains always try to avoid road hazards or at least maneuver to give their Stokers the smoothest ride possible. A good Captain avoids holes with both wheels. Stokers hate it when their Captain misses a hole with the front wheel and then drags the rear wheel through the hole because of the special geometry of the bike. That long frame cushions the shock of a rear wheel bump for the Captain but not for the Stoker. Even small holes that are mere annoyances for the Captain can deliver a spine compressing, teeth rattling jolt to the Stoker.

Some cracks and bumps simply cannot be avoided and the good Captain calls all of these out to his stoker so that she has time to rise up out of the saddle a bit and avoid the worst of the jolt. The good Captain should do this because he knows that his Stoker cannot see the road directly ahead and so cannot prepare without fair warning.

A good tandem Captain is considerate of his Stoker's feelings. Let's agree to deal with communication between Captain and Stoker in more detail in a later article, but right now I am going to state that a Captain should be positive and encourage his Stoker whenever possible. Any tandem team has good days and bad: no Stoker wants to be blamed for the bad days while his Captain takes credit for the good ones. Good Captains are philosophical about low energy days when Captain and Stoker cannot seem to work together and progress seems slow. After all, when the team is a well knit one, it becomes all but impossible to say who is having an off day, although some Captains tend to place the blame squarely on the Stoker.

Case in point. My stoker and I were beginning the climb up the 157 hill out of Sulphur, Ky; a hill that we climb on a regular basis. The day was hot and we were tired. I shifted into the lowest gear on the rear wheel and settled in for the climb. As we got into the steep part of the hill, I was shocked at the

minuscule effort I seemed to be getting from my Stoker. We both stood up and fought our way up the hill in what was fast becoming the sort of climb that one has nightmares about. And then, as we were about to crest the hill, I realized that we were in the big ring! We were suffering because of my shifting error and not because one or both of us were worn out or because I wasn't getting a good effort from my Stoker.

A good Captain will encourage his Stoker to describe what she sees from the back seat and not slap her down for calling out the dogs and cars that he has already seen and heard. One day soon, the Stoker will call out a car or dog that the Captain has failed to see, perhaps helping to avoid an accident.

When cue sheets or maps are part of the ride, the good Captain hands his map sheet to his stoker and encourages her to call out the turns, even if the ride is marked or the Captain feels that he knows the route. Lastly, a good Captain gives his Stoker most of the credit for a good ride and accepts the blame for a bad one. It is easy to blame the stoker when things are not going well, but this is something that tandem Captains should never do.

A good Captain thinks about the health, happiness and safety of his Stoker always. There is no better place to demonstrate this than in bike handling. As we have already said, the longer frame means that the bike handles differently anyway. Add in the fact that the bike is heavier by definition making steep downhills really fast, and now think about the effect that a Captain's risk taking can have on his Stoker even if a crash does not result.

Dirty Harry said, "A man has GOT to know his limitations!" This goes for female tandem Captains as well, so let's amend Harry's statement a bit. "A Captain has GOT to know his (or her) limitations and those of the bike!"

Bike handling, the ability of the experienced cyclist to control the bike successfully and in all situations, is where good tandem Captains distinguish themselves from poor ones. If you don't know the bike very well, be cautious. If you are an inexperienced cyclist, be extra cautious. Take time to learn advanced skills. NEVER assume that you can do something well just because you did it once and got away with it. Think about the fact that if you mess up and a crash results, your Stoker may pay a higher price than you do, given the fact that she might not be able to see it coming.

Being a tandem Captain is not for everybody, but those who like it like it a lot. Tandem Captains are there because they want to be on that front seat. They like tandems and they know that it's good to be Captain. But every Captain must have a Stoker. Smart tandem Captains know that they are, in effect, interviewing for a chance to be Captain again soon: they think and act accordingly.

The 2012 Ride of Silence

by *Richard Heckler*

This would be my 4th Ride of Silence.

It started as most rides do. I arrived early to set up and prepare for the cyclists that were surely on their way. Then, at about 6:15, just about the time many would be on their journey to the Red Lot, the rain started.

“Not again” I thought, remembering the cold, gentle rain of last year’s Ride of Silence.

But, it was not like last year. It soon became a heavy downpour, with claps of thunder and bolts of lightning.

While about 20 of us huddled under what shelter we could find, I started receiving the calls. “We’re hiding out under an overpass. Waiting for the rain to ease up” and “We’re stuck under an awning. Is it going to let up?”

My spirits had been doused by the weather. I spoke with a couple of my mentors and we were ready to cancel the event.

Then, the skies began to clear. The rain slowed. Sunshine!!!! And then, the most spectacular rainbow appeared. A complete rainbow with no breaks! Spanning the sky 180 degrees, from ground level on the left horizon, to ground level on the right.

The Ride MUST go on!

I began with the normal statements offered at the beginning of any Club ride. Blah, blah, blah..... All important information. However, somewhat mundane and impersonal.

Then, I turned the mic over to my friend, Glenn Todd.

With his words, and the delivery of those words, Glenn immediately forced all of us to accept the very personal emotions that a cycling fatality would besiege us all.

While I can’t recite his full story here, in short, he told us of the cycling death of a 6 year old and how his family, friends and community would not fall victims of pain and loss. Rather, banded together and, on this night, May 16, 2012, held their first Ride of Silence.

Glenn further reminded us how 5 years ago, after the death of Chips Cronen, on the Second Street Bridge, Ed Tonini organized an event of awareness that involved 2,300 cyclists to

celebrate the “Sharrows” that were newly placed on the bridge pavement.

Then, Glenn asked for group involvement, “Who do you know that has been killed while riding on the streets?”.....Names were called out.... John Carr.....Darryl Benefiel.....Ben Hall..... and on..... Now, this became personal for us, too!

Glenn continued by asking us “Why are you doing this ride tonight? What about tomorrow and the next day? What message do we want to send out to the community?”

The crowd silently pondered these questions.

Glenn reminded us that our actions and behaviors on two wheels are just as important as those on four wheels.

Glenn closed his part by stating, “Tonight, we ride in silence. Tomorrow, let us remember why we ride.”

After that point, we all began our silent journey through the streets of Louisville.

My personal observation, while on the ride, was that onlookers acknowledged that we, as cyclists were conveying a message..... making a point.

Motorists were courteous and respectful.

Walkers allowed us to pass through the crosswalks even though they had the right of way.

Patrons and servers at the outside cafes stopped their discussions and ceased the clattering of dishes to watch us roll by.....silently.

On this ride, the Ride of Silence, we as cyclists, sent a respectful message.

And, through my observances, the receivers of this message, our community, were equally respectful.

Richard Heckler
Local Organizer (Louisville)
Ride of Silence 2012

"300+ locations, 7 continents, 24 Countries, 50 States, 0 words spoken, millions of powerful memories"

LBC Commuters Group

by *Andy Murphy, LBC President*



As of May 15th, 2012, 66 members of the Louisville Bicycle Club Commuters Group have registered 13,288.1 miles. We would like to thank everyone who takes the time to commute, then log 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 log their rides.

Life is good
Murphy

The 2012 Ride of Silence in Pictures

photos courtesy Richard Heckler



Bike To Work Day, Spring 2012

by Andy Murphy, LBC President



Friday May 18th was National Bike To Work Day. Mayor Greg Fischer led the Spring Bike To Work Ride from Seneca Park to 4th Street Live. This year's crowd was the biggest yet with 60-70 riders! Gil Crenshaw, Laura Trachtenberg, Tom Armstrong and Lynn Luking were on hand at Seneca Park and then at 4th Street

Live to help with the day's activities. Thank you all for your help and thank you to everyone who showed up for the ride. I suggested to Mayor Fischer aka The G-Man, that we start a monthly Bike To Work Day. He said that organizing these rides sounds like a good job for me. It looks like I may have talked

my way into another unpaid job!

One of the coolest sights of the day, was the quadcycle built for 15 at 4th Street Live--that's right, 15! The Thirsty Pedaler seats 15 and is powered by the folks sitting at the bar. This quadcycle can be rented for tours around downtown with stops at pubs along the way to allow pedalers to take in fluids to help keep their energy up! We took the Thirsty Pedaler for a spin around the block and the reaction from passers-by on the street was really cool! People were taking pictures and waving.

Life is good
Murphy



Murphy, LBC member Jim Fisher and Mayor Greg Fischer at the Bike to Work Day ride start. (photo courtesy Greg Fischer)



The Bike To Work group at Ledges and Lexington Rd. (photo courtesy Andy Murphy)



Quadcycle built for 15. (photo courtesy Andy Murphy)



Joe Ward and I took no chances. We had our gloves and helmets on as we stoked the Thirsty Pedaler! (photo courtesy Andy Murphy)



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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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.

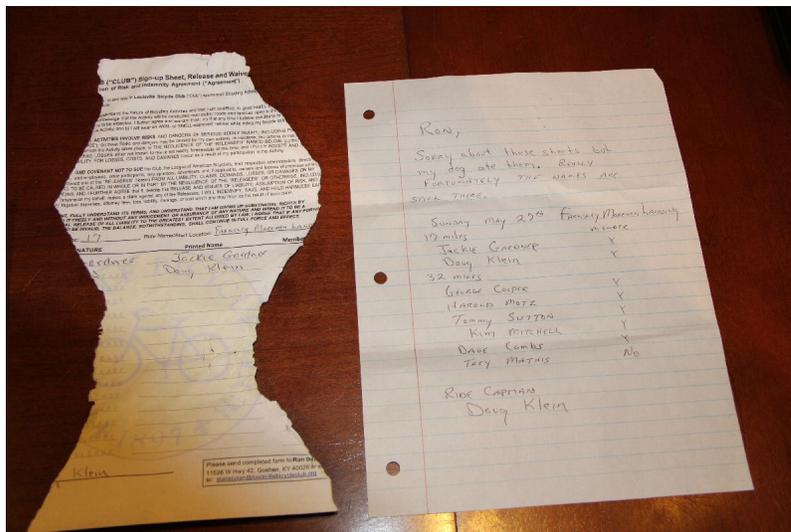
The Louisville Bicycle Club reserves the right to edit all submitted articles.

See cover for deadlines.

The newsletter is sent by email only. Please notify Barry Luckett, club secretary, of email address changes.

Hmmm.

Ron DePrez, LBC Statistician



Being the Statistician does have its moments. "Ron, Sorry about these sheets but my dog ate them. Really. Fortunately, the names are still there. Ride Captain Doug Klein" (photo courtesy Ron DePrez, LBC Statistician)

The Louisville Loop (cont. from p.1)

by Andy Murphy, LBC President



Mayor Fischer and the group listening to an explanation of the work being done at The Parklands of Floyd's Fork. (photo courtesy Andy Murphy)



The Mini-Teepee rises. Thank you Teepee at Cherokee Park for the inspiration. (photo courtesy Andy Murphy)



The Murphmobile looking good on the front of the TARC bus. (photo courtesy Andy Murphy)