



# LOUISVILLE BICYCLE CLUB

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If you have something you'd like to share in the newsletter, send it to [Steven Jent](mailto:Steven.Jent).

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

## A statement from your Executive Committee

OKHT41 is in the books and what a great weekend we had! Guests from over 15 states joined us for a Labor Day weekend ride through some of the most picturesque countryside we could've imagined. We had a couple of brief cloudbursts, but for the most part, the weather was perfect--maybe even a little too hot! We'll try to remember that when we're freezing this winter!



The SAG Stops, as usual, were awesome! Our guests being served cookies and lemonade by players from "The Stephen Foster Story" at "The World Famous Cookie Stop" was a real treat! The "All You Can Eat Pizza Party", Sunday, was pretty awesome, too! We'd also like to thank "The Whiskey Bent Valley Boys" for providing the entertainment Saturday afternoon.

Enough can't be said about Heaven Hill Brands and their support of the Old Kentucky Home Tour. Having the ride centered at The Bourbon Heritage Center provided an excellent setting for OKHT41 to start and end each day. Thank you Heaven Hill and all the sponsors you see listed on the page below! If you visit one of these businesses, thank them for their continued support of the Louisville Bicycle Club and the Old Kentucky Home Tour!

**Mark your calendars'--The Old Kentucky Home Tour will return to Louisville in 2019! Details are still being ironed out, but OKHT42 will be the weekend of September 7<sup>th</sup>, 2019!**

Thanks again to all the sponsors and volunteers who made OKHT41 a tremendous success!

THANK YOU!

Life is good

Murphy

## Club Information

The Louisville Bicycle Club (formerly Louisville Wheelmen) is a cycling club in Louisville, Kentucky, USA, and serves the greater Louisville metropolitan area, including Southern Indiana. We are dedicated to promoting the sport of bicycling and advocating for the rights of all cyclists. Since its founding in 1897, the Louisville Bicycle Club has been one of the most active and progressive clubs in the Midwest.



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

**Annual Membership dues:**  
Youth (13-18): \$10  
Individual (18 & over): \$15  
Family (+ dep. Children) \$20

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# OKHT

## OLD KENTUCKY HOME BICYCLE TOUR



### About The Tour

A premier cycling tour through Kentucky brought to you by the Louisville Bicycle Club.

Be sure to check in soon for information concerning OKHT 2019 at  
<http://www.okht.org/>

One last special thanks to all of our 2018 OKHT sponsors!

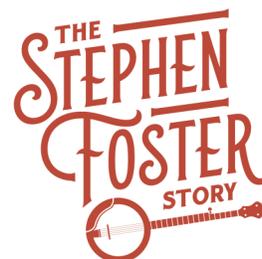
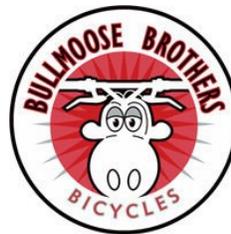
### Presenting Sponsor

# HEAVEN HILL™

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One last Special Thanks to our OKHT sponsors



## Announcements



**Shawn Purcell**



**Roger Bradford**

It is with sadness that we report that two of our friends and members have passed away. Roger Bradford passed away unexpectedly and Shawn Purcell, LBC member since 2001, has passed away.

Please keep Shawn's and Roger's family in your thoughts and prayers. Services were held in late August.

### Cycling Infrastructure

**Check out the New Albany Rails to trails Project**

<http://newalbanycityhall.com/home/2018/10/1/rails-to-trails-program>

Mayor Gahan will ask the New Albany City Council to appoint a small committee to begin discussions about the new opportunity for a Rails to Trails route from New Albany northward.

The route is 63 miles long and would traverse along the recently abandoned CSX route through some of Southern Indiana's most scenic and natural landscapes.

## Announcements

### Mayor's Healthy Hometown Movement



# 2018 NEW RIDER / BIKE HANDLING CLASSES



#### CLASS DISMISSED!

The 2018 Louisville Bicycle Club, New Rider Clinic presented by Baptist Health Sports Medicine in support of the Mayor's Healthy Hometown Movement drew to a close at Baptist Eastpoint. We had another great year, thanks to our sponsors, volunteers and students!

We'll be back at it next Spring, with a fresh offering of New Rider Clinic classes.

Thanks to everyone who make these classes possible.

THANK YOU!

Questions? [education@louisvillebicycleclub.org](mailto:education@louisvillebicycleclub.org)

#### More From the Web

- ⇒ [Hit and Run on Westport Rd](#)
- ⇒ [Keep Up with the Louisville Loop](#)
- ⇒ [Tandem with the blind = Freedom](#)
- ⇒ [Watch out for those Deer!](#)

#### From GNC:

- ⇒ [Cycling Bad For Men - Um No!](#)
- ⇒ [How Are Cycling glasses Made?](#)
- ⇒ [Cyclocross Basics - Get off!](#)
- ⇒ [Tech: Perfect your shifting](#)
- ⇒ [Emma's Guide 4 Women's Clothing](#)

Louisville's bike share program  
is up and running!  
Read about it at [louvelo.com](http://louvelo.com)



#### Louisville Bicycle Club on the Web:



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



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



<https://www.facebook.com/LouisvilleBicycleClub/>

<https://www.facebook.com/OHKT/>



[www.strava.com/clubs/louisville-bicycle-club](http://www.strava.com/clubs/louisville-bicycle-club)

## Announcements

### Road Work



Starting on the 5th of October; Market Street between Brook and First will be closed for a sewer line cave-in repair.

The north side turning lane and driving lane will be shut down with traffic diverting to the two south side driving lanes.

The **bike lane** and parking lane on the southern side of the roadway will remain open.

The work is expected to be complete by the 14th.

### !!! Contributors Needed !!!

Do you fancy yourself a journalist? Do you have a Cycling interest, event or opinion you wish to share?

The LBC newsletter committee is always in search of quality article submissions and content.

To contribute contact:

[communications@louisvillebicycleclub.org](mailto:communications@louisvillebicycleclub.org)

### Did you Know...



...that LBC has a robust and active Strava Club?

Join the community at:

[www.strava.com/clubs/louisville-bicycle-club](http://www.strava.com/clubs/louisville-bicycle-club)

**It's free!**

### Schellers Fitness & Cycling 2018 Bicycle Maintenance Series COME LEARN WITH US

Registration required



**Our Flat Change Clinic will give you the knowledge you need to fix that flat roadside, trailside, or in your garage. Learn tips & tricks from our professional mechanics. This is a complimentary clinic. No need to bring a bike but feel free to bring a friend!**

**Oct 13 @ 10 AM  
Flat Fix Clinic**

**All Stores** - Learn the tricks and tools pro mechanics use to make flat changes quick and hassle free. We will look at proper inflation, valve types, tire/tube/wheel set-ups, basic tire inspection, and what to carry in your flat change pack.

*Clinics are about 1 hour in length and begin at 10 am.*

# LBC in the Community!

## LBC SUMMER PICNIC

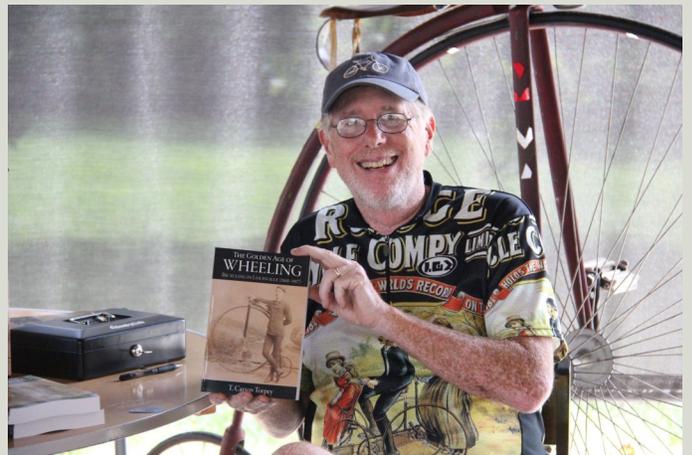


Your annual Louisville Bicycle Club Summer Picnic was held on August 19th. Paul Cappiello was kind enough to host the event at Yew Dell Botanical Gardens in Crestwood. Four different rides were offered of varying lengths: 14, 34 & 49 followed by a flat 5 mile joy ride with the penny farthings leading the way.

A swap meet and picnic lunch followed. Fried chicken and soft drinks were provided by the club and an assortment of tasty delights were brought by all.



Noted author and bicycle historian T. Carson Torpey was on hand autographing his new book "The Golden Age Of Wheeling" as well.



Photos by: Larry Preble.

### 14 Group Ride Etiquette Tips: How to Avoid Being “That Guy / Gal”

I'm getting ready for the first event of the 2017 Bucket List Calendar, the California Coast Ride. Over in Europe and in the Southwest US, pro teams are getting together for team camps. And despite rumors of the death of the local group ride, athletes around the country are still meeting outside bike shops and coffee houses for their Saturday morning club rides. It's early in the year, so there might be some new riders at the group ride, on your cycling team, or coming to camp. If you're new to group riding or want to make the new folks feel more welcome, it's important to remember good group ride etiquette.



#### **Point OUT hazards**

Flat tires suck for everyone, especially when you're in a group that stops to wait for the affected rider. Minimize flats by physically pointing to the holes, glass, and random car parts that litter the roadside. This hand signal needs to travel all the way back, so pass it on so the people behind you get the message. Different groups have different habits, but personally I reserve audible warnings for really dangerous situations. If you run over debris, use your hand (preferably with gloves on) to brush the surface of your tire. On the front tire obviously do it in front of the fork. For the rear tire, hook your thumb on the seatstay and use your fingertips to brush the tire directly in front of the stays. Hooking your thumb prevents you from getting your hand jammed between your rear tire and the seat tube. Trust me, that's an experience you don't want to have.

#### **Be proactive around safety and pacing**

Nobody likes being barked at constantly, and certainly not during a nice group ride. But there are some times when it's good to speak up. The riders at the back should let the group know when they need to single up to better share the road with cars, or when there is a particularly large vehicle coming around (like a dump truck).

The riders in about the 3rd row of a double paceline are in a good position to call for an adjustment to the pace. At this point in the group you can tell if the riders around you are struggling with the speed or the wind direction. Riders in the first and second rows can sometimes misjudge their pace and position relative to the rest of the group.

And of course, it's everybody's responsibility to watch out for potential bicycle-car collisions. If you see something, say something!

#### **Stay off the brakes**

You're going to need to make minor speed adjustments in a group ride, and you want to do this with air resistance rather than braking whenever possible. That means sitting up a bit and/or moving out into the wind a little to slow down, or tucking into the draft and pedaling a bit more to speed up. When you tap the brakes, you slow more abruptly and that signals the rider behind you to tap his brakes, and so on. Obviously there are times when you need to and should use the brakes, but try to make minor speed adjustments without braking to avoid a herky-jerky riding experience for everyone around you.

#### **Pull longer, not harder**

If you're feeling like superwoman or you're the fast rider of the group, don't ramp up the speed when you get to the front. It's not nice and it makes the pace uncomfortably hard for your friends. Instead, ride the group's pace and stay at the front longer. You'll get the training you want and give the rest of the group some extra time in the draft.

#### **Pull shorter, not slower**

If you don't have the fitness to take a long pull at the group's pace, you should still rotate through like everyone else, but just pull off quickly. There's no rule that says you have to take a pull equal to the rider before you. The rule is that you need to pull at the group's pace. Don't slow down, because then everyone stacks up behind you. For a smoother experience for everyone, keep it short and pull off.

#### **Pace the climbs for the middle of the group**

When the pack hits rolling hills it can be hard to keep the group together, especially when "that guy" drills it on the front. When drafting is less of a help to the riders in the middle and rear of the group ride, it's important for the riders at the front to consider everyone when establishing the climbing pace. On social group rides it's typical to wait at the top of longer climbs, but to minimize the frequency of these soft-pedal periods or stoppages, try to set a pace that's comfortable for the middle of the group. This may mean it's a bit easy for the fast guys at the front and pretty challenging for some folks at the back, but this pacing strategy is good for keeping the group together over the majority of hills.

## **Learn how to blow your nose**

True story: In one of my first pro races in Europe I was riding along, middle of the pack, and I turned my head and hocked a lugie... right onto the legendary Francesco Moser's thigh. A chorus of Italian curse words erupted around me and I slunk my way to the back of the pack for a while like I was in time-out. If it's time to spit or blow a snot rocket, do it when you're at the back of the group. If you have to do it around other people, aim down to the road not out to the side. Put your head down a bit and expectorate under your arm, almost as if you're aiming for the end of your handlebar.

## **Shift as you stand up**

When you stand up to pedal your weight shifts and your cadence almost always slows. This can result in what's known as a "kickback", where your rear wheel seems to kick backwards toward or into the front wheel of the rider behind you. It not only freaks people out, but if you end up tapping or overlapping wheels it can cause a crash. To avoid this, shift up once or twice into a harder gear as you rise from the saddle. With your full bodyweight over the pedal you can push a bigger gear at lower cadence and maintain your speed without causing a kickback.

## **DON'T...**

### **... pull so hard you drop yourself**

Social group rides tend to wait for dropped riders, which is great, but try not to make them wait for you because you were riding like an idiot. If you take monster pulls at the front and then get dropped, you're not making any friends. Learn to gauge your efforts and keep something in the tank to make sure you can latch onto the back of the group and stay on a wheel.

### **... show up late and unprepared**

We've all been late to a group ride at some point, and we've all forgotten something important (like food) before. It happens, but it shouldn't happen often. Be on time and be self-sufficient. This includes tools and a pump. We're all nice people and we'll give you a tube or a Bonk Breaker if you need it, but try not to need it.

### **... half-wheel your friends**

The right way to ride in a double peline is handlebar-to-handlebar, not half a wheel ahead of the rider next to you. Half-wheeling pisses people off, especially when you accelerate to maintain the half-wheel advantage despite your partner's attempt to pull even with you. It also messes up the spacing for everyone in the peline behind you.

### **... Sprint Away from Stops**

When the light turns green, gradually build the speed back up to where it's supposed to be. Don't be that guy who does a standing start sprint at every traffic light. Depending on the size of the group, the folks at the back won't even start moving until you're 50 meters down the road, and then they're going to be maxxed out trying to get on a wheel.

### **... run red lights**

Just don't do it. Besides being unsafe, against the law, and damaging to our collective reputation, it's also disrespectful to all the groups who are working hard to convince communities to improve cycling infrastructure and enhance cyclists' safety. Unless you're in Idaho, which has had the "Idaho Stop" since 1982: cyclists can legally treat red lights as stop signs and stop signs as yield signs. Go Idaho!

### **... Get The Whole Group in Trouble or in Danger**

When you decide to join a group ride, it's like joining the Musketeers: all for one and one for all. For the safety and efficiency, the whole group needs to move with one mind. This is most important when you are at the front. Can the whole group make it through the green traffic light? Is there enough space in traffic for the whole group to turn left? Though everyone has to be responsible for himself or herself, try not to make riders at the back have to decide between a dangerous situation and staying with the group.

At some point on some group ride, a car will pass too closely or some unhappy person will yell at the group from a car. Escalating these situations can be dangerous, and during a group ride you are potentially endangering more than just yourself and involving other people in a situation they may not want to deal with. Individual cyclists and groups should absolutely defend the right to safely share the road, just remember that how you do that will reflect on the entire group. Be an adult, even when others are not. In the case of traffic stops, one hothead can get everybody ticketed instead of getting on with the ride.

In the long run most of these habits become second nature, and the longer you ride with the same group of people on a team or local club ride, the more you will be able to anticipate how the whole group is going to behave and the more comfortable you'll be riding close together in a nice, tight pack or pace line.

Have fun out there!

Chris Carmichael  
CEO/Head Coach of CTS

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Original Article: <https://trainright.com/14-group-ride-etiquette-tips-avoid-guy-girl/>

## Spotlight

**Valerie Pfeiffer**



In the spring of 2014, a good friend of mine in LBC (best ride captain around) invited me to my first ride. I decided to try the ride on my hybrid bike, which was the only bike that I had at the time. It wasn't long before I was signed up for the new rider clinic that same summer. Then before I knew it a road bike was on the horizon and I purchased a Scott Speedster, which I still enjoy riding today.

I guess you could say that I've been riding bikes all my life, as I cannot remember a time when I did not ride. How many of us started riding as a toddler on a tricycle and not too long after remember that final push on our first bicycle. Oh what a glorious feeling of freedom and independence, which never changes whenever I ride.

Probably my most challenging ride was part of my first OKHT (2014) and attempting to ride up Lilly Pike. I had volunteered at the SAG stop in Mount Washington and decided to ride on to Bardstown after helping to close the SAG stop. Wow what a surprise to discover the difficulty of that climb, which I had to dismount and walk up. (If you ever want to hear the long version of this story, just ask.) It wasn't until the following year (2015) that I successfully completed the ride up Lilly Pike. I discovered later that many other LBC members have found this a very challenging ride too. Naturally I highly recommend that new riders thoroughly check out the level of difficulty on rides before deciding to venture out. Also, watch out for those man hole covers!

Fortunately for me, in 2016, I was able to retire after teaching elementary school computer technology for twenty-five years. It wasn't long after that when I began to help LBC as the statistician, entering rides on our website. I enjoy riding whenever I can and getting to know people too. Some of my other favorite retirement activities include reading and mosaic art work. If you see me on a ride sometime, please don't hesitate to introduce yourself. Enjoy the journey!

By:

Valerie Pfeiffer

**MEMBER SPOTLIGHT** and **RIDE SPOTLIGHT** are new features that we are adding to the newsletter. Each issue will feature a member of our club and a popular ride. Do you know of a special rider deserving of recognition? Does a particular ride speak to you? Please, feel free to submit recommendations to the VP of Communications. Just be warned, you may be asked to write up the profile so be prepared!