



THE NEWSLETTER OF THE BLUEGRASS CYCLING CLUB

# OUTSPOKEN

Volume 32 -- July-August 2003 -- Number 4

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## **Memo from: the president**

*Clarissa Spawn*

### **HorseY Hundred kudos**

The HorseY Hundred was a huge success. Thanks so much to all the members and nonmembers who helped make this a fantastic event. I was especially happy to see all the family members and friends helping. I hope in a future issue to be able to give the statistics on the number of hours donated, but for now, THANK YOU. Good job, everybody!

### **FYI**

The HorseY Hundred is a critical activity to the club. In a typical year, the HorseY brings in about five times the income collected from dues. Last year, for example, dues accounted for \$2,521 in income, while HorseY net income (income minus expenses) accounted for \$12,857.

Amazing, huh!?

Another thing to consider is that last year's club expenses exceeded \$13,000. Expenses included the newsletter, web site, insurance, banquet and awards, and racing and touring sponsorships. What covered the gap between club dues and club expenses? The HorseY Hundred. Or, basically, the sweat equity of all the incredible people willing to give up their time to help with this event.

Without volunteers there would no HorseY, and as you can see from the numbers, without the HorseY there would be no club.

## Fourth Sixth of July picnic

Bill Daniels hit on a good thing when he decided to have the club picnic at Adena Park. It's a great place to hang out and a great place to ride from. Once again, the picnic will be held there and once again there will be plenty of food and opportunity to cycle. The club will provide meat and drinks, and everyone is requested to bring a dish to share. It's on July 6. More information is provided in the monthly ride schedule section of this newsletter.

Also, because the ice storm put the kibosh on our February meeting, we will again try to have a tire changing race. In case you've forgotten, here are the rules.

### Rules of the Race:

1) Everyone brings their own equipment, and there will be a pre-race equipment inspection.

2) What you will need to enter the race:

- a road clincher wheel with tube, mounted on the rim, and inflated to 100 psi
- a spare tube in a tube box or rolled up tightly, as you'd carry a spare tube
- the tire-changing paraphernalia of your choice
- the hand-powered pump of your choice. CO2 inflators are illegal, but you can use any hand pump you wish, including floor pumps.

3) After the gun goes off the winner is the fastest person to remove the tire completely from the rim, remove the old tube, put the new tube in, and inflate the tire to 100 psi. The winner's tire has to hold air at that pressure. So if you pinch the tube, you have to start over.

4) Valuable prizes will be awarded in three categories:

novice, experienced, and most entertaining. Sandbaggers will be persecuted.

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## **Bluegrass Cycling Club**

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The Bluegrass Cycling Club is affiliated with the League of American Bicyclists, the United States Cycling Federation, the Rails to Trails Conservancy, the National Off-Road Bicycle Association, the Adventure Cycling Association, the International Mountain Bicycling Association and the Randonneurs Mondiaux.

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## **Doin' the "du" Observations from a runner<sup>1</sup>**

*Stephanie Ross*

I will confess a hint of envy listening to fellow members of the Bluegrass Running Club engaged in talk about the 2003 Triple Crown road races in Louisville, as the series highlighted a very enjoyable spring racing season for me last year. After being sidelined by IT band syndrome in the fall, I only started consistently running again in early February, so I wasn't ready for a long road race when the series began in March. Having over-wintered in spin classes at the Y, I determined that my first race of the season should include an element of cycling.

After all, even if I wasn't in top running shape, I could take advantage of the lightning fast pedal speed I had developed to the tune of the Dixie Chicks' "Sin Wagon," right?

So, I loaded up my bicycle and headed to Caesar's Creek State Park, just north of Cincinnati, for the season-opening duathlon in the HFP Racing series <sup>2</sup> on April 13th. With its sprint-length format of 2-mile run/20-mile bike/2-mile run, I figured the event would be a kind and forgiving introduction to the sport. I was joined by Bryan Mitchell, a friend and fellow member of the recently-formed Bluegrass Multi-sport Training Club. It was a first duathlon for him as well.

Now, people competing in duathlons generally come from one of two camps (as the name suggests). They're either a runner or they're a cyclist. And it isn't too hard to tell the difference out on the course. With tongue firmly planted in cheek and foot firmly planted in the runner's

camp, I offer these observations.

You'll recognize the runners as the ones who show up in an \$85 pair of shoes worn to perfection. This is the most valuable item in their gear bag, just above their 6-function sports watch. They plan to save precious seconds in the transition area by wearing their running shoes during the cycling leg of the race, which is fine since they don't have those clipless pedals<sup>3</sup> on their bikes anyway. Their bikes are outfitted with a "Runner's World" water bottle, and a light on the front in case they don't make it back before dark. Drag isn't really an issue since runners don't have drop handlebars<sup>4</sup> to begin with. They sit upright on the bicycle and, when the wind catches their black Rono running jacket on the downhills, they yell "Lookit me! I'm a bat!" and flap their elbows.

Runners wave at the volunteers on the bicycle course, thanking them for coming out on this sunny but cold morning, and moo at the cows in the fields as they ride by. They try to hold a straight line and stay out of the way as the cyclists go whizzing by with their \$4,389.57 worth of bicycle and gear, all precisely tuned and carefully measured to minimize drag and eliminate unnecessary ounces. The runners smile and nod, but the cyclists don't notice because they're all hunched over, apparently inspecting the little computer thingy on their handlebars. Sometimes, the cyclists will reach into one of those roomy pockets on the back of their bright, multi-colored jerseys and pull out a gel packet, which they are able to open and suck down while maintaining an even pedal cadence and exceeding the posted speed limit for automobiles traveling the same road. Runners are nearly forced off the road as they try to reach into the zippered pouch beneath their seats to pull out a toffee chocolate chip dipped Harvest Bar. They figure there'll be plenty of time for the bar to digest before they finish the cycling leg and have to run again.

And then the cycling is over. The runners drop their bikes in the transition area and set their helmets on the ground. They take a quick draw from their water bottle and eye

the finish line. Two miles. Only two miles. Two short, quick, glorious miles. Like the cyclists before them, the runners find the first few hundred meters of the aptly-named last leg of the race exceedingly slow and torturous, as their legs attempt to acclimate once more to the pavement. Before long, though, the runners find their foot speed and set their sights on the cyclist up ahead who pedaled swiftly past them earlier in the race. They quickly close the gap and reciprocate, feeling a secret satisfaction and renewed energy with each cyclist they pass.

A few yards up, the runners spot a white cotton tee shirt with the familiar spattering of sponsor names on the back, and are able to make out the word "marathon" across the top. They are at once comforted and cheered to be in the presence of one of their own. They shout out words of encouragement, and then get ahead to take a turn at blocking the strong headwind. Turning out of the headwind, they start down a hill sloping toward the edge of a lake that will lead them to the finish line. One yells "Go get 'em," and the two begin their final kick. The final kick - that surge of adrenaline that burns the race into their memories and ensures that, whatever the outcome, they'll come back for more.

While running will likely always be my first sport, I'm grateful for having discovered an interest in other sports, as well - cycling and climbing in particular. They got me through what otherwise would have been a very difficult layoff.

If you're interested in finding some people to train with for multi-sport events, including triathlons and adventure races, you can find the Bluegrass Multi-sport Training Club online at [www.geocities.com/bluegrassmtc](http://www.geocities.com/bluegrassmtc) There's a more traditional race review of the Caesar's Creek duathlon posted on the BMTC Message Board, which you can access from the web site, as well.

author and almost certainly do not represent the views of the Bluegrass Cycling Club, its members, officers, or directors. In fact, the author won't claim them as her own, either.

2. HFP Racing organizes a host of multi-sport races throughout the year in Ohio and surrounding states, including adventure races, duathlons and triathlons (both on and off-road). For more information, visit their web site at [www.hfpracing.com](http://www.hfpracing.com)

3. They can't figure out why the pedals are called clipless when you in fact clip into them, and then can't clip out of them, and then fall over, and then bust up your knee, and then can't run. Duh.

4. Those curved ones that bear a striking resemblance to a ram's horns.

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## **New and renewing BCC members**

*Herb Goff*

Frankfort: Bryce Fields; Harry Ryan; Woodson and April Smith; Donna Hecker.

Georgetown: Randy, Cindy, Ben, and Eric O'Neal; Doug Ware and Jeannie Taylor; Doug and Angela Beall; John and Linda Simpson.

Versailles: Melody and David Hamilton; Wes Willoughby; Theodore Hill.

Bagdad: Morgan Jones.

Stamping Ground: Steve Pierce; Dan and Amy Sheehan.

Lexington: Griff Baute; William Taylor; R.R. Hornback; Darius Lepp; Keith Batchelor; Dave and Diane Robertson; Susan Bradley-Cox; Tom and Bonnie Walters; Jennifer Wills; Dixie Moore; Marianne Long; Jim McKenzie; Bill Daniels; Tom Eblen; Bud Myers; Wes Prince; Tom Blues; Rick Knowles; Billy and Helga Yates; Wayne Thompson; James Crutcher; Dana Manning and Scott Diamond.

Nicholasville: Stephen, Dexter, and Danielle Ayres.

Clearmont, Fla.: Glenn Olivenbaum.

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## **To climb**

*Jason Kazee*

What it means to us as cyclists: to scale, ascend, rise up, inspire, crest, crumble, challenge, defeat, explode over, implode upon, or humble ourselves by what God and man have conspired to place before us.

There is nothing as simple, or more rewarding, in our sport than to just keep going up.

We all know that no matter how painful it may be, or how slowly we may usher ourselves up the asphalt slopes that grace our roadways in every direction, there will be just reward coming down the other side.

For most of us, we relish the descent. That plummet back to sea-level which blatantly reminds us how quickly a good thing must come to an end.

But for a relative few, the true joy comes in the torture before the fall. We may not perform the act well or with great intelligence in the eyes of some. But to bury oneself into climbing the face of an arduous ascent makes for a spin of epic lore.

The great descenders are talented and skillful beyond compare.

The great sprinters are insanely crafty, reckless and precise.

The great climbers are revered.

Why else do thousands upon thousands of fans line the gigantic climbs of any legendary cycling event? Even those in the know spec out the climbs to witness the races of the amateur ranks. Why? Because nine times out of ten the moment of truth happens while going uphill.

And if that's not the case in all rides, then maybe it all comes down to one simple rule:

While there have been accidents, failures, and wrecks- nobody ever broke their bike, head, or soul beyond repair by going uphill.

These things were only set free to pursue their destinies alone down the other side.

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## **A primer in paceline etiquette**

*Danny Peake*

Last year our esteemed X-prez wrote about group riding etiquette and grouched about some issues that had been bugging him. I would like to expand on that topic and discuss pace line etiquette. This is based on some things I've seen lately on club rides, and I would also just like to pass on some general information about riding in a pace line for the first-time paceliners.

Of course, everyone makes bone-headed moves every now and then-but lately I've seen some people make some mistakes in pace lines that could potentially be very dangerous to your fellow riders. This makes me think that there are probably a few folks out there who don't know the rules of pace lining.

Regardless of your skill level, you can benefit from riding with a group in a pace line. For the uninitiated, a pace line is simply a group of riders who trade off the lead in order to share the brunt of pulling the group along and let the others rest in the draft created. You see pro racers doing this on television, or perhaps you've ridden in pace lines during group rides, training rides, or during your own races.

It has been estimated that you can save up to 30 percent of your energy by drafting in a pack, meaning that there is a 30 percent decrease in wind resistance when you are behind several other riders.

The more people, the better the draft, the bigger the

person, the better the draft (enough said of that). Pace lines are an efficient and fun way to ride, whether you're just out on an easy recreational ride or having some fun competing with your buddies. They are especially efficient when riding into the wind. I recommend that everyone try riding in a pace line, just for the fun of it. When you get in the right spot, you can actually feel yourself being sucked to the wheel in front of you.

To start, just form a single line with one person behind the other, with no more than about 1.5 feet in between each rider, and ideally only a few inches (the closer the better for more efficient drafting)-usually 2-6 inches is ideal. Try to never overlap wheels in the pace line, because if one person swerves, he could hit the overlapped wheel behind him. Then let one person set a pace. For a friendly ride set a pace that everyone can follow; with a more competitive group start out at a more challenging pace based on the group you are with.

Pace lines are effective whether you are moving along at 12 m.p.h. or 30 m.p.h. The faster you go, the more drafting energy you will create. The time you stay up front varies, but the shorter the pull, the faster the group will travel. In fact, in a group that is really trying to make up some time the riders will rotate immediately after they get to the front; these rotations are so fast that you'll form a double line of riders instead of the normal single line. For more casual rides you can let stronger riders pull longer but ideally no one should pull for more than a quarter-mile, or two or three minutes or even less.

When finished with a pull, the lead rider peels off, making a hand gesture (or wiggling the elbow). Different riders make different motions, I don't think it's really that important what you do, just make sure the person behind you knows what you are going to do next.

If you're with a new group just do what the guy in front of you did. Remember, there is no need to pull way over to the centerline; just pull over enough so that the riders behind you have just enough room to get by (about shoulder width). The next rider needs to pull through at

about the same speed the first rider was pulling. At the same time the X-puller needs to slow down a bit and float to the back.

At this point, don't slow down too much or you may have trouble catching the group as it goes by. If the new leader wants to accelerate the pace, then she should give the rider floating to the back enough time to catch onto the back of the pack and into the safety of the draft, then she should accelerate gradually until reaching the desired pace.

Remember, if this is a competitive ride, then the front of a pace line is NOT the place to attack, unless you know for sure that you are much stronger than everyone else (and if that's the case, why do you need to prove it now? Wait for a hill or attack from the middle or the back; it will increase your chance of success greatly.) In most pace lines done on roads open to traffic, the leader will generally peel to the left. I've been in races where folks want to peel to the right depending on which way the wind is coming. However, peeling to the left is far safer because it keeps the entire group hugging the side of the road and only one person has to take chances in the traffic lane. If a car is coming from the back or you are going very fast down a twisty downhill I would suggest waiting to peel until conditions are safer.

How do you know when to peel off? Pull for about the same amount of time the rider in front of you did, or establish a pull time with the group before you begin. Or if you start pulling at one speed and then notice that you are getting slower the longer you pull, peel off for crying out loud! Not only are you getting on everyone else's nerves, but worse: my friend, you are about to be dropped! Do not take long, extended pulls if you are with a strong group or with an unknown group. You will not be able to catch on to the back of the group when you do finally decide to stop pulling. And if you are with an unknown group, don't decide to impress your new friends with your crazy long pulls, because guess what? Pulling at 20 m.p.h. may be fast for your normal riding buddies, but your new buddies may typically pull along at 25 or 26

m.p.h.! You'll have a nice ride back to the car all by your lonesome after you've pulled at your redline for two miles!

Communication is the key when in a pace line. Be sure that every one knows what you are getting ready to do. Use the common language (car up, car back, dog), point out road hazards if you can do so safely (not every cigarette butt in the road but anything that's dangerous), and - perhaps most importantly - if the riders in front of you suddenly hit their brakes or have a mechanical yell very loudly "SLOWING" or "STOPPING." This is very important because people will be very close to each other and some people may be getting tired and their reaction times will be slowed.

This brings me to another point. What if you get into a pace line and realize that you are in way over your head? Can't keep the pace? Think you suddenly have two flat tires or you feel like some boxing elf is standing on the back of your seat punching you in the kidneys? Or what if you know going into the ride that the other riders are faster than you? This introduces us to a new word, wheel sucker. This is me, this is you, this is everyone at one time or another.

If you get into a group and you know you'll be doing good just to keep up, then don't take a turn going up through the pace line. As the rider is pulling to the back, just create a bicycle-sized gap between you and the person in front of you and tell him to go on in. Of course, if you're in a race and you are doing this to save energy and then out-sprint everyone else to the finish, they may have many other names for you not quite as pleasant as wheel sucker (you jerk!).

Okay, so you start moving up through the pace line and realize that this is way too fast for you. Just try to stick it out until you get to the front, pull through, motion, then peel off immediately. DO NOT peel off at the same time the lead rider does if you are in second position and try to go back on his wheel. The result will be the person behind you will follow your move and so on and so on

and the guy trying to move back will get stuck on the front. Sometimes in a race competitors do this on purpose (but hey, racing is not supposed to be nice).

Another scenario: If you hit a hill and you can't climb to save your grandmother's life DO NOT peel off from the middle of the pack (riders may be coming from behind to pass everyone (an attack) and you will inadvertently cause them to either a) crash, b) swerve recklessly, or c) hit you. The proper behavior is to just sit there like the slug you are and yell "GAP." This way riders will know that you are losing ground and will come around you on your left side. If you just have to peel off from the middle of the pace line just make sure you yell a lot and make some exaggerated motions to let the people behind you know what you getting ready to do.

Remember, since the people behind can't really see what's in front of you they will generally do whatever you do in order to miss bumps, sticks, etc., in the road. Pace lining is a real exercise in trust.

Well, this was my tongue-in-cheek guide to pace line etiquette; if you're still reading this...thanks for listening.

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## **Rails-to-trails ride**

*Dixie Moore*

The third annual Bluegrass Cycling Club Ride along the proposed Lexington-Big Sandy Rail Trail on National Trails Day, June 7, was a rousing success. This was the 11th National Trails Day with the goal of bringing attention to our need to use trails to become active and stay fit. An alarming number of Americans suffer from obesity, heart disease, and other ailments brought on by a sedentary lifestyle.

A U.S. Dept. of Health and Human Services report estimated that physical inactivity costs the nation 300,000 lives and \$117 billion per year. The American Hiking Society that sponsors National Trails Day urges us all to get out and use a trail. Over one million trail enthusiasts outdoors were estimated to celebrate their favorite pathways across the country on this day.

The ride started from the new Pleasant Ridge Park in Autumn Ridge subdivision behind Andover on Todds Road. We had working restrooms for the start of the ride! At least we did after Keith Lovan got to the park with the key. This park and its facilities is a designated trail head for the two-mile Brighton East Rail Trail in Fayette County, a section of the larger proposed Lexington-Big Sandy Railtrail. There is an underpass under I-75 that can be used for the trail. While there is yet no asphalt down on the trail, there is more anticipation that the county government has cleared the last of the negotiations with land owners so that construction can begin.

The major news of the day was that IT DID NOT RAIN!

As ride leader I was all prepared to sit in my car and tell the few brave souls who showed up that the ride was cancelled due to the rain. An hour before the ride the Weather Channel at weather.com said 80% chance of rain for the entire morning. Then cars began to trickle in the parking lot. I really liked the riders who said they did not even check the weather reports; now that is optimism. We had 20 riders signed in. I think if it had been a day that threatened less rain we would have had more riders. With a phone call and fax ahead of time, we had a police escort as we turned from Autumn Ridge Subdivision on to Todds Road and on over the I-75 overpass. This was really nice; no worry about cars passing us on that narrow and busy stretch of road. Thank you Fayette County Police.

I anticipated more riders of different skill levels, so I had marked the road. This year I stopped being timid and got really bright paint. The first year I used dark green, the second year I moved up to white and this year florescent red from Wal-Mart. The can says that it will wear off quickly. However the day before I was a little bit sleepy and disoriented in the early morning hours and the first few markings had conflicting arrows; since you cannot erase fluorescent paint, I am glad that nobody wound up in the wrong county.

The ride distance was 52 miles (turning halfway between Winchester and Mt. Sterling) or 71 miles to Mt. Sterling and return. The ride route roughly paralleled the proposed rail trail along the abandoned CSX railroad bed that goes from Lexington to Mt. Sterling. It is on the northside of Todds Road, goes by the Pine Grove grocery, the old depot in downtown Winchester and then out Iron Works Road, through L & E Junction, Klondike, and on into Mt. Sterling. The proposed railtrail is a way to showcase our regional heritage in central Kentucky and provide a safe and excellent site for many recreational activities. West of the trail head on the rail corridor is Cadentown, which is rich in African-American history. The railtrail will be used by walkers, joggers, skaters and bikers. By coming out and supporting the ride the Bluegrass Cycling Club shows their support for the construction of this trail.

The country side was beautiful, the weather was calm, the temperature in the 60s, just right for road riding. Only one flat tire and no accidents. Again we had a great map created by Dave Elbon. In Mount Sterling, they were having a street fair and the old depot was surrounded by antique John Deere and Farmall tractors. Berryman's, the local hot dog and ice cream stand, has now literally moved up town and has taken over the old Dairy Queen location on Main Street.

We had great sag support from Alan Roberts, a member of Kentucky Rails to Trails Council. He drove behind the ride in his SUV with a flasher on the back and the National Trails Day Banner with the slogan "Healthy Trails, Healthy People" on his bumper. Because the ride was made up of experienced riders I told Alan that he could leave the ride after Pine Grove and if anyone had trouble I would call him on his cell phone. But Alan stayed with us, it was a real luxury not having to worry about cars, they would slow down for Alan and then slowly pass us. It also was great PR for promoting more trails. Many thanks go to Alan. Now I will have to get him on a bike, but then who would sag for us next year?

Pictures of the ride taken by Alan Roberts are on the Kentucky Rails to Trails web site [www.kyrailtrail.org](http://www.kyrailtrail.org) If you would like more information on Rails to Trails, just click around the web site. You can download a membership form. The webmaster, Rose DeJarnette, and her husband, Alan DeJarnette, were on the ride.

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## **Post-HH raffle, a surprise, and a Horsey bit**

*Bill Daniels*

The post-Horsey meeting and raffle went well; thanks to those who attended. Several good suggestions and concerns were brought up and discussed. The many volunteers who rode AND volunteered gave us a valuable, dual perspective. And as with the Horsey event, we held a mini-raffle for the volunteers with some good and gag prizes being handed out. The good prizes went to well deserving individuals. The two \$50 bike-repair certificates given to the club by Scheller's went to Steve Troyer and Robert Underwood. The large Horsey Hundred route map which was on display at the Horsey, went to Claudia Marin. And...a bag of Butt'r from Dodd's went to the one and only Ms. "Road Warrior" Fogleman. Gag gifts went to...well they probably don't want to be mentioned for they might have to say what they received. For example, one gag was a helmet cover with horns and a tail! When was the last time you saw one of those? Beware, you may see it on the road, literally.

Besides the raffle, we had a surprise visit from a former BCC president who was involved in the Horsey during her heyday. While driving by, she saw the Horsey Hundred signs posted in the yard and decided to stop in to see what was going on. I, not recognizing her, thought she was one of the volunteers Brian had picked up along the way. As it turned out, she happened to be Jan Durham! Many of you from the old days may have known her by the name of Jan Bryant. What a delight it was to meet a former president who I had only known by printed name and then to talk about what has and hasn't changed.

The Horsey bit is that the Horsey Hundred riders helped raise \$681.50 for the Safe Kids Coalition, led by the University of Kentucky Children's Hospital. That's fantastic! The money will go towards educating children about bike helmet usage, traffic rules, fire and other general safety concerns. Nice job, riders!

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## **Masters Nationals in Louisville**

*Woodson Smith*

The United States Cycling Federation (USCF) Masters Nationals Championships will be held in and around Louisville August 4-9, 2003. The winners will be honored with the title of the best cyclist in their age group in the United States and will wear the Stars and Stripes jersey as an honor.

This is a huge event and a real coup for Louisville. For more information, schedules, etc., go to the web site at [www.mastersnationals.com](http://www.mastersnationals.com)

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## **Thanks!**

*Bill Daniels*

Thank you, Horsey Hundred committee members and volunteers for putting your personal touch on Horsey Hundred 2003. All your ideas, commitment, and individual and group efforts, as well as the talents that you brought to the table, made the Horsey weekend that much better. I, along with many of the riders who participated, want to thank you for making this one of the best Horseys! Great job everyone! It is always exciting to see the knowledge, experiences and energy shared between our generations of volunteers.

Brian Pelletier, who thought he'd go to the first HH 2003 meeting just for the heck of it and to learn a little bit about the Horsey...ha, ha, little did he know...ended up being a major player! Brian gradually (and willingly I might add) accepted the responsibility of organizing our work force. As the Horsey kicked off, it was fun to watch him in action; working the crowd and volunteers with such energy and enthusiasm that it couldn't help but wear off on the rest of us. Thanks for managing the 100+ volunteers with such intensity and assisting the HH participants. And thanks for being my voice during the raffle and for the other public announcements - my hoarse voice was wearing thin. I do believe Brian now knows what the Horsey is all about.

Dave Elbon had it easy this year (yeah, right) as the routes stayed pretty much the same as last year. (I'm just waiting to see what the gas bill will be for this year!) Thanks for keeping us headed in the right direction, for showing the riders what they came to see, and for all your

route checking, map making, and placement of signs.

Robert Underwood came up with so many ideas that it was hard to contain him! Thanks Robert for bringing in the ham operators. Next year we should probably incorporate some of your other ideas that were proven to be necessary during this year's event.

Jason Kazee, the "I'm only doing T-shirts" guy, thought he was only communicating with the artist and then placing an order. Jason ended up doing more, of course, especially when it came down to the last-minute panic.

Woodson Smith took the road marking duties with ease. Woodson assembled his own crew and went on to see that it got done. You made our lives much easier and kept us all on track. I didn't hear of one rider who had to be pulled back in after wandering off the route.

Georgetown College had a terrific crew who supported the HH staff and forced us to keep on schedule. They provide an excellent service to the Horsey and make our planning such a pleasure by relieving us of the so many detailed requirements of hosting such a large number of riders.

Dave Scott seemed to get in as many finger-miles on the key-board as he did in leg-miles on the road. Dave did a fantastic job of not only compiling all the registrant's info but also of answering the many requests that poured in pertaining to confirmations.

Dorothy Kern, as I came to find out, has a new checking system, which hopefully made the financial world of the Horsey a bit easier. Thanks, Dorothy, for handling all those \$\$ and for handling all the bills that are yet to come.

Steve Royse must not have liked the hot dogs from last year. Steve contacted and then coördinated with Midway College to see that we all enjoyed lunch a little more. Midway College did a terrific job with the deli lunch as well as with the set up. Thanks, Steve.

Steve Troyer had to deal with the unknown. Steve had to figure out how hungry the riders would be at such-and-such rest stop and what they would need to satisfy their hunger. After determining what that would be, he had to go out and buy it! (I wonder if he does his own grocery shopping, hmmm.)

Dixie Moore is such a schmooze! But I'm glad she is! Dixie got us in and smoothed over some rough edges with our route through and around Keeneland. Thanks, Dixie!

And Doug Wagner! He got off easy this year. He got a massage! Thanks Doug (and yes, I know better).

Again, I give my many thanks to the committee members and to ALL the volunteers for being there and supporting the club, your club, our club. You did it with gusto and you let the excitement shine through. Thank you.

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## **HH supporters**

*Bill Daniels*

I would like to specially thank, on behalf of the BCC, several local and regional business/organizations for supporting the Horsey Hundred in one way or another. They helped us by donating their time, talent, or a product of their business or good will. They are as follows: Pedal Power, Cingular Wireless, Scheller's Fitness and Cycling, Dodd's Cyclery Inc., the ladies at Caney Creek Baptist Church, Walmac Int'l Bedford Farm Division, Keeneland, the Kentucky Horse Park, author Joe Ward, Red Bull, and Fazolli's. They all made life in the HH lane a bit easier and more enjoyable for all. Thank you for your help and participation.

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## **Found**

One visor cap. Left at the post-Horsey Hundred meeting in May. If not claimed, you may see it at the banquet!

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## **Copy Due Dates**

Copy for the September-October issue is due August 1.

Submit copy to Woodson Smith, 224 W. 4th St.,  
Frankfort, KY 40601, (502) 418-4787, or  
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### **If You Move...**

Let club secretary Herb Goff know your new address so you'll get your newsletter; they are not forwarded by the post office, and if BCC forwards them, it costs us extra postage.

Contact Herb via e-mail at: [hgoffs@aol.com](mailto:hgoffs@aol.com) or send a change of address card to the club address: BCC, P.O. Box 1397, Lexington, KY 40588-1397.

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## **Racing Info**

Check the [racing pages](#) on the BCC web site for up-to-date race information, schedules, and results. Also check out area racing at: [www.ohiovalleyracing.org](http://www.ohiovalleyracing.org) or [www.truesport.com](http://www.truesport.com).

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