



THE NEWSLETTER OF THE BLUEGRASS CYCLING CLUB

OUTSPOKEN

Volume 32 — September-October 2003 — Number 5

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Presidential Message

Clarissa Spawn

Strict enforcement of helmet policy

The following information was posted to the listserv on July 28. I'm including it in this newsletter for those like me that don't read the listserv.

In 1987 the BCC felt strongly enough about the use of helmets that the following amendment was added to the constitution: "The use of hard-shell bicycle helmets is required on all Bluegrass Wheelmen rides and events. These helmets shall be approved by ANSI Z-90.4 helmet standards, the national standard for judging the performance of helmets."

This policy will now be strictly enforced on all rides, those with leaders and those that are leaderless.

The helmet policy has been upheld without complaint by the vast majority of BCC members. However a few club members and non-members have elected to attend rides either wearing no helmet, wearing a helmet that was clearly not certified, or wearing a helmet without fastening the chin strap. The club has been lax about enforcing this policy because many of us believed that we as a club did not have the right to force cyclists to wear a helmet. There is no local law requiring helmet use and the roads are open to all riders. We believed that if riders did not sign in, we would not be liable for them if they were injured during the ride.

Concerns voiced by several members and ride leaders

prompted us to investigate this issue. We hired a lawyer, Mindy Wilson, to determine if we were liable for helmet-less riders if they did not sign the sign-in sheet. We knew that it would be impossible to eliminate the potential for lawsuits, but our goal was to determine whether an unacceptable degree of exposure existed. If a liability exposure did exist, we wanted to know what policy changes we should make to limit that exposure.

If the lawyer had concluded that riding helmet-less but not signed-in posed no increased risk to the club, then the situation might have been allowed to continue. However, that was not her conclusion.

First, she pointed out that the Bluegrass Cycling Club felt so strongly about the need for riders to wear helmets that they amended the constitution on June 30, 1987 to require that helmets be worn on all Club "rides and events." She emphasized that "it does not merely say that members of the Club are required to wear helmets during rides" but that all riders must wear helmets. So to allow cyclists to participate in our events without a helmet was a violation of our own constitution.

Further she determined that "Given the existing case law and the language of the Club's constitution, it is my opinion that liability exposure exists for the Club if riders are allowed to go on Club rides or participate in Club events without wearing helmets. If a rider is injured while riding on a Club ride or event without a helmet, it is my opinion that grounds exist for the filing of a lawsuit."

Given this information and looking at our options, it was the consensus of the club officers (with one abstaining) that any rider choosing to participate in club rides or events be required to abide by the club policy of wearing a fastened, currently certified (such as Snell, CPSC, ASTM, or ANSI approved) helmet throughout the ride. All riders must sign the sign-in sheet, which is our waiver form and states the club helmet policy. Riders that are unwilling to abide by this policy will be asked not to ride with the club.

This liability issue could potentially affect all of us, as club members and individuals. I am sorry if enforcement of this policy places ride leaders or other club members in the uncomfortable position of policing their fellow cyclists. Hopefully cyclists wishing to take advantage of BCC organized rides will respect our policy and not put others in this uncomfortable position.

Call for nominees

I know it seems way too early to be considering the end of the year club banquet, but due to our newsletter schedule, it's got to be done NOW! So, here is the official plea.

Nominees for volunteer awards

Last year Bill Daniels and I discussed the need to increase the awards given to club volunteers. Volunteers really are the backbone of the club. Without them we would not have a club. So when it comes to prizes, they should get the best. Please e-mail me with suggestions of people (including yourself) you feel have donated a lot of time and energy to the club. No need to nominate officers as they already will be recognized.

Nominees for officers and committee members

Please e-mail me if you are willing to serve as a club officer or as a committee member. Committee members will be appointed, not elected but I would like to announce them with the officers.

It is extremely important that we get some volunteers for these positions. If we don't, we may need to discontinue some of our current functions, such as the Horsey Hundred, or the ride schedule. We are not looking for a life-time commitment. A year will suffice. And even then, it's not a contract. If you'd like to help but don't want to take on the whole task, find a friend to share it with. If we all do what we can to help, it will lighten the load for all of us.

We need volunteers for the following positions:

Secretary, Horsey Hundred Coördinator(s), Ride Coördinator(s), Route Master(s). We may also need volunteers for President, Vice President, and Treasurer (see the explanation below).

Club Officers. Officers are able to stay in their position for a maximum of two years. However, we have been told that legally we may need to tighten up our method of selecting officers by providing a ballot of nominees and voting for all positions, every year. I will verify this before the election.

We do need someone to fill Herb Goff's position as Secretary as he has served the two year maximum. But I would also appreciate hearing from anyone interested in serving in the other positions of President, Vice President, or Treasurer in the event that we are required to vote on a yearly basis.

Horsey Hundred Coördinator. Last year I agreed to be president as long as I didn't have to coördinate the HH. The offer still stands with the same limits. I'm hoping someone will step forward to take on this responsibility as I can not. I believe this should continue to be a separate position within the club, preferably a small committee. There are far too many demands made of the officers to add this to the list for any of us. If we can't find someone to do this, we won't have any other option but to cancel the Horsey or hire someone to fill this position.

Ride Coördinators. Some of our club members have gone way beyond the call of duty in the amount of time they've donated to the club. One in particular is Alan Mullins, the ride coördinator. Alan has expressed a willingness to continue working on the ride schedule IF he can get some help. I'm hoping that at least two people will step forward to share this role.

Route Masters. Another unsung hero of the club is Bill Fortune. He's been fielding the gazillion e-mails I get from people wanting to know about local bike routes. We sorely need a few more members willing to field this type of call so the burden won't fall on one person. I would also like to

create a bank of maps that can be accessed from a Web site so that we won't have to continue reinventing the wheel for people seeking information. I'm looking for volunteers interested in pulling together some accurate maps and cue sheets. I'm hoping that next year's budget can include the creation of a Web site from which to access these maps.

Thanks for your help. I look forward to hearing from you soon.

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Bluegrass Cycling Club

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Time Trials Dan Morris sbrldam@aol.com

Red River Rally David Earle

Statistician Jason Kaze jasonfkazee@hotmail.com

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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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Report from Masters Nationals

Woodson Smith

A small number of BCC members headed over to Louisville the first week of August to take a crack at the USCF Masters Nationals. Results were somewhat mixed.

Just to give you an idea of the scope of this event, press reports said that more than 1,300 cyclists registered to race. Competitors ranged in age from 30 to 85, racing in age groups of five-year increments, and there were three races for each age group: a 40-kilometre time trial, a criterium, and a road race.

Some of the competitors had some pretty serious credentials. For example, there was a guy in his 80s who raced in the Olympics back in 1932 and 1936. There were others who raced in much more recent Olympics.

The standout performer from BCC was Bena Halecky. Racing in the 45-49 year-old women's category, she placed a solid fourth in the time trial and nailed second in the crit. The crit was "flat and fast," Bena said later. "There were three laps over 32 m.p.h."

"On the last lap, first turn...the entire field took the turn too fast," Bena said. "Several of us actually touched the barriers, had to hit the brakes, and then pedal full out.

"It was a total 22 person field sprint. I followed a woman who went at about 1000 meters. She went really hard and died at about 400 meters to go. I just put my head down and went as hard as I could."

The hills got to Bena in the road race (on a hot sunny day in Cherokee Park), but she still hung on for 11th place. Her results in all three of these races got her third place in the best all-around for her age group.

Among other BCC members who raced, Sheila and Al Senft placed well in the time trial, too, with a third place in the tandem 70+ category (meaning the combined ages of the two riders was greater than 70).

Phil Needham raced well in two events in the Men 60-64 age group. He was 21st in the road race and 12th in the time trial. Woodson Smith placed 32nd in the Men 45-49 category.

The unofficial word is that the Masters Nationals will be in Louisville again in 2004. That means the time to start training is...now!

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Ask Uncle Tutu

Uncle Tutu

Hey Uncle Tutu, what do you think about club members who write letters to the editor of fancy, high-gloss mags (and get them published!) rather than the newsletter?

-Just Wonderin'

Thanks for writing, J.W. You ask an interesting question, but honestly I can't imagine such a thing occurring. If a guy actually had a letter published in, oh, say, VeloNews, I'd sure want his autograph. But I don't really hang out with celebrities.

Uncle Tutu, is there any truth to the rumors that Lance's fifth Tour de France victory was just TOO PERFECT because the whole thing is scripted in advance, filmed on a sound stage in Arizona (like the moon landings were), and that the whole thing is part of a plot for world domination by the French and the Trilateral Commission (or is it the Bilateral Commission, I forget). Also, I read somewhere that Mario Cipollini was really Jean-Marie Leblanc's son (you know, like Luke Skywalker actually turned out to be Darth Vader's son?) and that Jean-Marie Leblanc wouldn't let him back in the Tour even though he was world champion because he refused to play along with Leblanc's evil scheme. Any truth to that? Oh, one more question: What about those integrated headsets?

-Really Curious down Clifton-way

Dear Curious: First, put down the espresso maker. Turn off the TV and back away from the computer, slowly. What you know could get people hurt, if you catch my drift. Don't quote me on this, but YES, integrated headsets really are part of a vicious, evil scheme for world domination. It may be already be too late, but OH NO, THEY'RE COMING FOR ME.....

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Tips for successfully applying and updating your BCC membership

Herb Goff

Since Herb can't read too good, he needs you to write plainly with big letters. Use those pens which are almost out of ink for letters to the IRS.

Be especially clear with your e-mail address-sometimes we can make out the city and state, but e-mails are squirrely.

If you are renewing and nothing has changed-just send in the form with your name and a phone number or e-mail on it. If something has changed, you just need to indicate what is different.

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Fortitude

Jason Kazez

Screw Lance. Screw Nike. Screw OLN. Screw Subaru.
Tyler Hamilton is the true god of American cycling.

I realize the above declarations will probably come as a shock to most of you who've ridden with me during the last couple of years. I think it is safe to say that I am the club's unofficial "Postie dork." I ride the USPS bike, I wear the USPS jerseys, I even bought Lance's too expensive skid-lid to replace my broken helmet this spring. I use the power of consumerism to express my appreciation of the current state American pro cycling abroad.

I absolutely love what the USPS cycling team and Lance have been able to accomplish during these past five years. But right now, Tyler Hamilton is schooling the world on what true dedication, passion, and professionalism are all about.

Racing to a second place overall finish in the 2002 Giro d'Italia with a broken shoulder blade was amazing. The man rode something on the order of 15 stages with a pain so severe that 11 of his teeth were capped because he ground them so much during the race. How did he top that? He only became the first American to ever win a Grand Classic—the 2003 Liege-Bastogne-Liege (beating Lance in the process). He followed that up by winning the Tour de Romandie stage race the following week. This man is irrepressible.

So what is he doing right now? Only riding a 200 kilometer

(that's over 124 miles to you and me) road race in the 2003 Tour de France with a broken collarbone.

He came into this year's Tour de France as a legitimate candidate for a final podium position. One of Lance's former lieutenants was expected to give the "Boss of the Peloton" a strong dose of American competition in Lance's quest for five straight TdF victories.

But all that is gone now due to a severe crash at the end of stage one which obliterated the peloton in the final 500 meters of the stage. Levi Leipheimer-another American contender looking to improve on his 8th place last year in the Tour-broke his hip and was forced to abandon the race. I expected Tyler to do the same after hearing that his collarbone was broken in two places.

But what do I hear as I arrive at work and type www.olntv.com into my Web browser? Phil Liggett and Paul Sherwen applauding Tyler during coverage of Stage 2!!! Tyler Hamilton is riding Stage 2 of the 2003 Tour de France!!! He's at the back of the pack, but he is still in the race! "Inconceivable!!!! Impossible!!!! Fantastic!!!! Stupendous!!!! Dear God that must hurt!!!!" all passed through my cheering heart at once.

Don't get me wrong, I still love Lance, the Posties, OLN and all American pro cyclists competing internationally (although I never have been a fan of Subaru). I will still be "Postie Jason."

However, I am awestruck by Tyler Hamilton. This man is a competitor whom almost nobody in the pro peloton is even remotely comparable. I only hope he can safely recover and come back stronger in body, mind and spirit for 2004.

I would love for Lance to win numbers five and six, but how cool would it be for another American to be the spoiler? And a former Lance domestique to boot!

"Forza! Allez! Just freakin' go, Tyler!!!"

[Editor's note: I suspect you realized as you read it that this article was written during Stage 2 of the Tour de France. Of course Tyler then went on to win Stage 16, and finished in fourth place on GC when the race reached Paris.]

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Biking and hiking the Canadian Rockies June 5-June 17, 2003

Marrea Matthews

The Route: Start west of Banff, west across the Continental Divide on the Canadian Hwy to Radium Hot Springs, north to Golden, east back across the Divide to Lake Louise, north along the Icefields Parkway to terminate at Jasper, 330 miles, 6 days.

Day 1: The van dropped us somewhere between Banff and Radium Hot Springs. On the first day we would travel only about 30 miles on the 4' wide shoulder of the Trans-Canadian Hwy. This gave us a chance to work some things out: adjust the bikes, experience our first Canadian climb, and for me, realize Canadian distances would seem much longer than Bluegrass distances on the heavy hybrid rental bikes.

At the top of Sinclair Pass, a "moderate steep 4.5 mile climb," we paused to let our hearts recover while we took in the vista of the divide between the Kootenay and Vermillion Rivers. Emboldened someone inquired about the comparison of Sinclair to future climbs. Sarah Watts, our absolutely awesome guide from Calgary, informed us gently that Sinclair would be our easiest. Shocked side-glances at one another revealed once proud chests deflate, just a little.

A long soak in Radium's hot spring relaxed the tight glutes and hamstrings for **Day 2:** the 70 long miles through the Columbia River Valley to Golden, British Columbia. I hooked to Regina's rear wheel and let the "Canadian-

Pacific" pull me along this "gently rolling" pastoral land. Light to moderate logging truck traffic had me looking forward to returning to the park environment on the other side of the divide.

A glimpse of the two spiraling railroad tunnels foretold of the steepness of **Day 3's** Kicking Horse Pass that would take us back across the divide to Lake Louise. One can watch the engine of a train emerge from one end of the tunnel as the tail enters the other end! Nancy Moore and Regina, from Utah, were the only two who chose to brave this "steep/moderate 7 km" climb in the rain!

The electrified five-foot bear barrier around the tent campground at Lake Louise raised my awareness of having returned to the wilderness. This campground has been closed the past two years due to bear activity. This experimental barrier seems to be working. I'm proud to have successfully participated in the study!

While Banff may be the most visited area of the parks, Lake Louise must be the most photographed. The azure color of the glacial lakes is unbelievable! Set these turquoise lakes in a cirque of snow-capped mountains and there you have the attraction that calls to busload after busload of tourists like night lights attract the bugs.

Day 4: The stretch from Lake Louise to the Athabasca Glacier was our longest day, around 80 miles. The Icefields Hwy was by far the most picturesque and a real pleasure to ride. Sarah had cautioned us that Days 4 and 5 would be our longest and most difficult. Not only would Day 4 be the longest but it also included the most difficult climb, Sunwapta Pass. We would have to commit to finish if we chose to begin the climb. Unlike on the previous days, the pullouts for our van and trailer were limited. We stood at the base of the pass and watched as the motor homes slowly, slowly crept up and up and up. Unbelievable!

So after having already ridden 65 miles, Nancy, Selena and Ilya set off. Regina and I waited. Sarah, our guide, was borrowing and adjusting June's ultra-light, totally tricked

out \$5000 road bike. This was Sarah's first opportunity to ride with us. Bouncing with pregame adrenalin, we sped off like tortoises up a scree slope, except for Sarah. While our resolve was just to make it, Sarah was set to climb it in the middle chain ring! Encouraged to note the altimeter as she climbed, Sarah said she thinks the highest was 12% grade, with the range running between 5-7% for 8 1/2 miles. I don't know if those numbers adequately convey the magnitude of this task, but I know I was very thankful to have a triple up front. Sunwapta Pass was the challenge I needed to make this trip memorable.

"But it is not our comforts we remember What is memorable is the misery. It is our dismay, our disbelief, and the fact that we made it through. There is some perverse natural law which makes adversity lead to inspiration."
Mary Morris, I Should Have Stayed Home

We stayed the night at the beautiful chalet across from the Athabasca Glacier. The museum in the basement is worth a look. In the morning of **Day 5**, a long but easy day, Ilya, the physicist turned engineer from Russia, dragged his bike up the tongue of the glacier. Still feeling quite pleased with the previous day's effort, we took turns posing as "Ice-cyclists." The short steep rocky stretch from the edge of the glacier back to the road was the only time the Norco bike shocks served as anything more than a siphon of energy.

A steep down hill had Ilya drafting a motor home. The rest to Jasper was along "flat and rolling terrain." Jasper seems like a really neat place if you're into outdoor sports: kayaking, mountain biking, free style riding, etc.

Nancy and I were dropped at Lake Louise on the van's way back to Calgary. We had an additional 5 days for some backpacking. Without going into the details, this was well worth the stay. We had a chance to head into and explore the mountains, valleys and climb the passes on foot.

The inspiring adversity on this leg of the trip was climbing Sentinel Pass from Paradise Valley. It's an understatement to say I was shocked that Nancy agreed. I often rely on my

friends to talk me out of insane ideas. She explained later that she knew we couldn't make it up the obvious route without a rope and harness, so there had to be a route that we just couldn't see from the valley floor.

Once we were 2/3 of the way up, we realized we would be climbing an unmarked route over loose scree with 30-pound backpacks; there was no way in that she was going back. We had come too far. We paused to catch our breath and look out over our accomplishment thus far. While we had light sleet dropping, down below the sleet melted into a brilliant rainbow that stretched from Pinnacle Mountain on our left to Mount Temple on our right! I felt blessed!

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Horsey Hundred bottles, anyone?

Bill Daniels

Calling all Horsey Hundred Volunteers! The 2003 HH water bottles, which we re-ordered way back when, are IN! And they are looking as cool as they ever! If you did not receive a water bottle, read on!

We have two distribution centers this year in Lexington! One is in northwest quadrant while the other is in the southeast quadrant of Lexington. This is to better serve our volunteers! For those living nearer to the NW Quad, contact Jason Kazee at jasonfkazee@hotmail.com. For those nearer the SE Quad, contact Bill Daniels at wedaniels1@prodigy.net. Either of these guys will help you make arrangements for pickup from their location.

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Jersey design art

Bill Daniels

If anyone who sent in an entry for the jersey contest wants their originals back, leave a message with Bill Daniels and it will be returned via mail. 859 271-6001 or wedaniels1@prodigy.net.

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The tribe has spoken!

Bill Daniels

Before I announce the winner of the BCC Jersey Contest (and most of you may already know, but...), I want to thank everyone who participated in the contest one way or another. I want to especially thank those who sent in their jersey design(s). I was surprised, actually, at the number from which the selection committee had to choose: there were 24 total in the end. That's terrific!

As in all contests, only one can come out on top. The winner of the BCC Jersey Contest is...Jonathan Rayos. He is the creator of the winning jersey, design "D." If you haven't seen it on our Web site, it has a stylistic racehorse's head on the back and front, there are horseshoes intergraded into the overall design, colors of the jersey are blue/white/orange/black and there is the slogan, "Share the Road" located on the back, near the neckline. It's a nice looking jersey with a lot of energy that will represent the club well. During the final vote, it was evident that our voting members leaned towards the sporty, racing-styled designs more than that of the scenic/whimsical look.

Once again, thanks to all who participated and congratulations go out to Jonathan! May the excitement continue!

Finalists: Jonathan Rayos (D) Joyce Fogleman (A) Bill Daniels (B) Jason Kazez (C)

Creative Designers: Kelsey Shuler, Nate Cryder, Kevin Dalton, Dave Elbon, Susan Murch, Charlotte Myers, Brian

Pelletier, Doug Wagner, Lauren Foster, Mike Manns, Dixie Moore

Selection Committee: Mark Davidson (Winchester) Cathy Hill (Georgetown) Claudia Marin (Lexington) Dave Scott (Lexington) Fred Steinbrecher (Frankfort)

Web Assistance: Dave Elbon

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Three HH thank yous

Bill Daniels

Dear Cycling Club Members,

On behalf of the Fayette County SAFE KIDS Coalition I would like to extend our sincerest appreciation for the donation of \$1,363.00 from your club during the Horsey Hundred bike ride. This gift will certainly help us in our endeavors to keep children safe while they participate on wheeled vehicles.

I commend your club for being so generous with their giving and supporting the SAFE KIDS injury prevention program. This gift will allow us a greater opportunity to reach children and caregivers in the community and to educate and raise awareness on the importance of wearing helmets and obeying traffic safety laws while riding. Hopefully, our efforts will result in children and families spared from the tragedy of a severe or fatal injury.

Again thank you for designating SAFE KIDS as your charitable giving. I will keep you informed as to how we plan on using the money for our traffic safety program. I would like to apply it toward the purchase of a mini city that has cars, busses, homes stop signs etc. that can be set up anywhere to reach traffic safety education. Please give a special thank you to Mr. Bill Daniels of your club who has worked with our program before and initiated this fundraiser on our behalf.

Sincerely,

Sherri Hannan, RN

Fayette County SAFE KIDS Coördinator

(The club matched the \$681.50 donated by the HH participants.)

Bluegrass Cyclers,

Thank you for you generous gift. We plan to use it for some mission projects.

God Bless You,

Old Cedar Baptist Church

Dear Bill,

Please thank the club for their donation. Your support is needed and appreciated.

Let me know how I can be of help in the future.

Thanks again,

Michael Switzer and Switzer Covered Bridge Authority

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Red River Rally 2003

David Earle

Join us for the 32nd annual celebration of the fall season in the Red River Gorge! We invite you to ride the valley of the Red River, climb the old logging road up and through Nada Tunnel, ride past wonders of Nature in the Red River Gorge Geological Area then you'll test yourself with the short but challenging climb up to the rest stop at Sky Bridge. After a rest, ride the "rollers" in the forest to Pine Ridge and Rogers. Finish the 38-mile moderately hilly loop back to Natural Bridge State Resort Park by continuing through Zachariah and Torrent, or take the hilly 65-mile loop over Big Andy Ridge to Beattyville and then north to Natural Bridge.

In 2002 we had "improved" weather for the RRR (compared to previous years), so in 2003 we're hoping for exceptionally beautiful fall weather.

Since few folks are really hungry after 17 miles of riding at Sky Bridge, we will have only water and maybe a few snacks there but strongly suggest that all riders take a breather there. As last year, we will have burgers and hot dogs at a cookout at the Sky Lift Picnic Shelter from 1:00 p. m. until the last riders get in from the 65-mile loop.

This year's RRR will be on Sunday, October 12, starting at 10:00 a.m. You can pre-register for \$5.00 (postmarked by Sept. 27) using the enclosed form, or register on the day of the ride for \$8.00. Registration begins at 8:30 a.m. at Shelter #2 at the Sky Lift parking lot in Natural Bridge State Resort Park at Slade, Kentucky.

To get to Natural Bridge, from Lexington take I-64 east to the Mountain Parkway. Follow the parkway 33 miles to the Slade exit, proceed two miles south to Natural Bridge via Rt. 11. Turn right into the park, and then another right, proceed mile to the Skylift parking lot. For further information, check the BCC web site at www.bgcycling.org and link to "Red River Rally"; or contact David Earle, 859 268-0791, dearle@iwebworks.com or Bill Daniels, 859 271-6001, wedaniels1@prodigy.net.

We will soon be calling for a few volunteers to help with this ride!

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Copy Due Dates

· Nov.-Dec. Issue: October 1, 2003

· Jan.-Feb. Issue: December 1, 2003

Submit copy to Woodson Smith, 224 W. 4th St., Frankfort, KY 40601, (502) 418-4787, or jwsmith@plangraphics.com

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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 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 or www.truesport.com.

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NOTICE: All leaderless rides are canceled

Clarissa Spawn

The greater good of the club must come before the enjoyment of a few; all leaderless rides starting August 30, 2003 are canceled. Please read this entire note to understand why. This applies to all rides described in the ride schedule as being leaderless. This includes but is not limited to the Tuesday night ride from the firing range in Lexington, the Wednesday ride from Russell Cave Elementary school in Lexington, the Thursday night ride from Hartland Shopping Center in Lexington, and the Thursday night ride in Frankfort. Starting on this date, the only rides that are sanctioned by the BCC are those rides listed in the ride schedule as having a ride leader. As stated in a previous posting, even for rides with leaders, all participants must agree to wear a currently approved bicycle helmet and sign the release of liability form for it to be considered a club ride.

Please be aware that group rides not meeting these criteria are not sanctioned club events and are therefore not the club's responsibility. They are also not covered by our insurance provider. Sign-in sheets, which might appear at leaderless rides, will not be recognized as valid.

I am sorry that I must again make it clear that club membership comes with obligation. The BCC is not a social group; it was not even organized as a social club. It is a non-profit corporation. It has goals that extend beyond the pure fun of riding a bike, most importantly in this case the goal of promoting safe cycling. Like all corporations, we have articles of incorporation, a constitution and bylaws. Like all

corporations, we have rules that either serve to further our goals, maintain the official status of the club, or protect the club, its members, and its officers from liability. When you join an organization, and especially when you choose to accept a position as an officer, you've agreed to either uphold those rules or work to change them through appropriate channels. It is not appropriate to ignore them, especially when it puts the club and your fellow members at financial risk.

In this case, we have only one rule relevant to all members: all participants in club rides must wear helmets. For those on last week's Tuesday and Wednesday night leaderless rides, I understand that it was difficult to confront Mark as he knowingly violated this rule. I am sure it was even more difficult to do so since club officers were present and unwilling to confront him or to cancel the ride. However, I consider allowing a helmetless person to ride on club rides to be a liability risk and a risk that the club has absolutely no obligation, nor good reason, to accept.

Further, as an officer, and especially as president, I feel I have more responsibility in this issue than other club members and I am not willing to take on the additional personal liability that accompanies that responsibility. If you do not agree with me on this issue, nominations for club officers are currently being accepted. As an officer, you will have the opportunity and responsibility to help make these decisions. And you can make changes. But for right here, right now, you must allow that as a volunteer for this club, I am under no obligation to accept what I consider an unacceptable risk to myself in order to enable my fellow club members to stay in their comfort zone.

It is apparently impossible to ask club members to ensure that our helmet policy is upheld. It is impossible for me to monitor leaderless rides. Because I am not willing to accept the risk either as a representative of the BCC or as an individual, the only option I see is to cancel all leaderless rides.

Sincerely,

Clarissa Spawn

President

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