

OUTSPOKEN

Wish you were here?

Musings & photograph by Keith Batchelor.



I've heard that the weather in Lexington on October 23rd, was cool, dull & damp –ah! But not in Austin! Yes folks – 5 of our BCC got to visit the 'weird' capitol of the world (Austin, Texas) to take part in Lance Armstrong's 9th annual 'Ride for the Roses'. All five brave souls took on the sun & wind during the full century ride to generate money for the LAF which raised \$7.8 million dollars over weekend from this event.

(continued on next page)

BCC

Bluegrass Cycling Club
www.bgcycling.org

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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Can you imagine arriving to the start of one of the premier bike rides in America late—way out of the starting arena? Nerves a-jingle - ready to get our bikes off the vehicle, some way-off from where we wanted to be. We happened to come across a professional photographer who told us that Lance and his merry band of followers would be passing right by where we were standing on their way out of the arena complex. Well - that meant putting the bike down and running back to get the camera from the car. The rest as they say is ‘history’.

We were part of 6,500 riders for the one day event, from all over the world (yes - there were 18 from Britain). Apart from seeing Lance Armstrong, George Hincapie, Robin Williams and Viatcheslav Ekimov, we had to keep ourselves amused!

The participants were Robert Underwood, Steve Slone, Sheri Bradshaw, Tom Finsand & Keith Batchelor.

**The BCC wishes everyone
 a very Happy Holiday and
 safe New Year.**

Annual Banquet 6th January 2006

Keep your calendar open for Friday, January 6th 2006. We are having our Annual Banquet at the Makers Mark room at The Legends Applebee's Baseball Stadium. Start time 7:00pm. Please RSVP to Steve Slone at stevenneil@hotmail.com by the **12th December**. There will be a reduced fee for club members as the BCC will be making a contribution towards the cost. There is a cash bar.

The following list of nominations and appointments for officers and staff were submitted to the attendees at the last meeting. Please look over this list as it will be considered during the banquet. The appointments will be effective January 6th 2006. **It's imperative that you attend and be part of the decision making process. Your opinions matter!**

President-Jack Geisler

Officer Positions

Vice President-Todd Shuey

Treasurer-Sheri Bradshaw

Secretary-Steve Slone

Editor-Keith Batchelor

Past-President-Robert Underwood

Appointed Staff

Asst. Editor-Linda Griffith

Special Events Co-ordinators-Debbie Butler, Tom & Bonnie Walters.

Statistics-Mark Underwood

Ride Co-ordinators- David Earle, Jay Fulton

Horsey Co-ordinators-Bill Daniels, Robert Underwood

Racing-Bena Halecky & Fred Steinbrecher

Public Relations-Rebecca Slone

Social Committee-Bridgett Starr, Peggy Literall, Rachel Peake

Web Site Co-ordinator-Jerry Johnson

The Brooks B17 Saddle

By Keith Batchelor

I never cease to be amazed at the advancements in bicycles and the materials used in their construction. We've come a long way from machines of the late 1800's that required the strength of Sampson to lift, yet alone pedal. We've now borrowed from the aerospace industry and Formula 1—hi-Tec materials such as Titanium, Kevlar, Carbon Fiber and Boron. This has resulted in total bike weights including components, wheels, pedals and saddles hitting the scales at around 12 lbs. This happens to be about 3 lbs under the legal limit for bikes in races such as the Tour de France. Interestingly Calfee Designs has a new bike (<http://www.calfeedesign.com>) made from bamboo...yes correct—bamboo!

However it is so easy to overlook, in amongst all this wonderful 'eye-candy', one bicycle saddle manufacturer that has been in continuous production for over 100 years — J.B. Brooks & Co. One particular model – the B17 – (although very non hi-Tec) is still regarded as the saddle of choice for many serious long distance riders.

In 1865 a young affluent 19 year old Englishman by the name of John Boulton Brooks (1846-1921) purchased a velocipede bicycle (a three wheeler) which at the time came standard with a wooden seat. John's father made leather saddles for horses so it wasn't really surprising that one year later in 1866 John set up his own company - the J. B. Brooks & Co, in Birmingham, England. His company made leather horse and bicycle saddles. You have to understand that the horse was still 'king' then in terms of serious flexible transportation. Bicycles were still very expensive and were more of a novelty item at that time.

Soon bicycle sales soared as the massive expansion of workers moving into the towns and cities drove prices down through mass production. The bicycle became a means of convenient and cost effective transportation, even if the streets and lanes were full of pot-holes, ruts and detritus. In 1870 Brooks went exclusively to the production of bicycle saddles. Brooks filed his first patent in 1882 for a sprung bicycle saddle - the first of its type.

(continued on page 6)



Trainer Night!

Starting in November we'll be having a trainer night each week that will include a spin class led by a certified instructor. Stay tuned to www.pedalpowerbikes.com for more details. Attendees will get 20% off trainers purchased during trainer nights.

Holiday Sale!

We'll be having a big Holiday Sale on December 1st- 3rd. Santa Claus will be here for the kids on Saturday the 3rd from 1pm to 5pm. There will also be cookies and refreshments along with big savings on clothing, bikes, accessories and lots of items perfect for Christmas gifts.

What a Year!

2005 is almost over and its been a great year for cycling. Lots of great events, an exciting Tour de France and much more. Pedal Power looks forward to helping you with your shopping needs this upcoming holiday season as well as more exciting events and sales in 2006!

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Sometime in the mid-1890's Brooks brought out the B17. This model then measured 8 1/2 inches wide in comparison to a modern standard 6 3/4 inches. The B17 was just one of many models produced by Brooks at the time. The B9, B10 & B11 were the top racing saddles of their day, the B17 being the time and trusted saddle for the majority of riders.

allow for greater leg movement. In 1937 the B17 Flyweight Champion was introduced with a significantly trimmed body. This saved 140g over its standard counterpart by using steel wires and aluminum cantleplate.

The B17 has undergone many small cosmetic changes including chrome plated rails in 1949.



Photograph by Alex Meade

In 1910 Brooks brought out the B17 Narrow (just 6 inches wide) which appeared and disappeared from the line-up throughout the 1920's. In 1936 the Flyer and Swallow were introduced. The Flyer was 5 1/4 inches wide - the Swallow was the same width as the Narrow (6 inches) but had cut away sides to

The B17F (a modified version of the Narrow with keyhole slots in the top) went on to become the Special in 1954. The B17 Standard (available with titanium rails) and B17 Narrow are still in production today. The B17 Swallow has been re-introduced and is currently made

in precisely the same way as was the original in 1936.

The B17 has become entrenched in the annals of time as a saddle that people grow to love for serious long distant comfort. Its shape slowly changes to mold itself into your own unique anatomy. This saddle however is not for the faint hearted. There are no springs or padding, just great quality leather that slowly shapes itself to offer support, comfort, and longevity.

Long may it reign for another 100 years!

Thanks to Cycling Plus, January 2005 (issue 107) Future Publishing. U.K.



Rest IS Training

There are easily 3 parts to becoming the best cyclists we can be.

Work, nutrition and rest. Mental preparation can easily make or break us, but other aspects such as the big 3 need to be addressed first. For competitive athletes the workload, sweat, pain and perseverance are not the problem. For some masochistic reason we find this the most enjoyable and easiest component to address.

Nutrition comes in a distant second in most minds as we operate under many false assumptions such as only eating during a ride if it's longer than 2 hours is a good thing because this way we burn excess fat for fuel. (Again, this is false) But the redheaded stepchild of the training equation is definitely rest. Rest isn't giving us the pain we equate with improvement. It doesn't give us the full feeling of a meal of pasta and breads. Rest is associated with sloth and laziness, all things opposite our work ethic. But rest is an equal component to the work and nutrition in our tripod. Rest is the ONLY component where improvement occurs. When we let our bodies recover from stresses placed on it through hammer sessions and base

mileage we are allowing it to rebuild itself stronger and more efficient in anticipation of the next workload. When your body senses damage in the form of overworked muscles, it repairs them but not to the level they were before. It repairs them and adds reinforcement in the form of muscle and lung capacity and more efficient pathways so that the next time this happens it will be better prepared to handle the workload. This does not occur during exercise. It only occurs during rest. No rest, no rebuilding, no improvement. Limit your rest and recovery and you limit your gains. No only does your body need daily rest, but it also needs weekly and monthly rest. This is why we work our bodies for a few hours then sleep at night. Why we work our bodies 5 days on average and rest 2. And why we work our bodies 2-3 weeks in a row and then back off for 1 week. We are addressing all the different cycles of growth, change, and recovery needed to give us the maximum gains.

We can't always plan these cycles accurately on a calendar. Athletes need to listen to their bodies. When you find yourself working harder and harder for the same performance levels that you were easily hitting days or weeks before, its a message that its time to climb off the

saddle for a bit and let your body make the necessary adjustments. Chronic fatigue or dips in daily performance are but 2 of many signs that you need some rest. When I prescribe sprint training I always caution the athlete to only repeat these until performance drops for the same effort. At this point we are no longer seeing gains from the prescribed workload, but are only adding to the level of fatigue that will follow. The theory of 'if 5 is good then 10 is twice as good' can lead to serious disappointment in your training regimen.

Rest is essential. Rest is positive.
Rest IS Training.

Why do we ride?

By Steve Slone

We all have one thing in common. We like to ride our bicycles. No matter what walk of life we come from, no matter what our background, social status etc; we all have that in common. If we didn't, we wouldn't be reading this newsletter. What we don't all have in common is why we ride. Oh sure, some of us may share reasons for riding; but, on the whole, there are nearly as many reasons for riding as there are riders. So why do we ride?

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One of the most obvious reasons to ride is fitness. I would say, as I'm sure most of you would, that the bicycle and the act of cycling are together the most potent combination for achieving overall fitness. You can bang away all day, and that's exactly what you're doing, running the roads until you collapse. You still won't have the same overall fitness as you will if you ride. You also won't be able to walk as well later in life, unless you crave knee replacement surgery. If you have the time and energy, cycling can take you anywhere you want to go in the fitness area. This brings us to our next reason to ride.....Transportation.

Cycling is the most efficient mode of transportation going. You basically pay for the bike and upkeep and that's it. Of course it's a bargain when even the most expensive bike won't set you back the price of a car these days. When you throw in gas, insurance and the upkeep on a vehicle, the bike will win hands down. Of course there are negatives to this form of transportation, but transportation is definitely a reason to ride.

Joy is another reason to ride. This is the most dynamic reason so

far as joy can mean so many different things. To one person, the joy of riding is smoking someone on a county line sprint or climbing a hill faster than your buddy on a Sunday ride. To others, the joy of riding is a softer ride. It's tooling through a tree-lined roadway at walking pace on a quiet Saturday morning. You know what I'm talking about. It's that perfect moment when the only sound in the world is the friction of the chain on the cogs. The only sight is the beautiful scenery you can only enjoy from the saddle of a bicycle. The only feeling is the wind against your face. The only smell is the spring flowers or the summer, freshly-cut grass or the fall leaves or the winter snow. It's all about what makes you happy and what gives you that feeling.

Regardless of the reason or reasons each of us ride we each need to find that individual stimulus that makes us go. We have to find that reason to get out there on that bike and make some circles. Find your reason. When it's cold or wet or miserable or you're bored or tired or just plain old don't feel like it. Grab that bike and go for a spin. Even if it's just around the neighborhood get out there. Take your kids for a spin

and show them what riding is all about. Its fun and they'll appreciate it. There is a quote attributed to Lance that I think sums this up pretty well. It's even on a shirt I bought recently. The quote is, "I now only have good days and great days." In my opinion, any day on a bike is a great day.

Coastal Carolina Tour

By Jan Reeves

Picture this: fifteen people from various walks of life and various age groups, mostly full of testosterone, but a balance of estrogen too, all together for six days! "Who can they be," you wonder. Well, they are none other than Jack Geisler's Coastal Carolina Tour Group! That's right, we did it! We went, we rode, and we survived! What did we survive? We survived each other, over twenty hours together in moving vehicles, multiple bathroom stops, warped senses of humor, and 300 miles of riding.

This brave group started out passively and still half-asleep at the home of Tom and Bonnie Walters, where all luggage and bikes had been safely packed away into a trailer the night before. A calm few climbed into the Walters' Sequoia and the rowdier crowd piled into a 15 passenger van driven by the courageous Jack (Eventually, Lee was nice enough to take over). Some misinformed riders thought the drive was only about eight hours. NOT! It turned out to over 11 hours, including multiple bathroom breaks for fifteen people. We finally arrived in Myrtle Beach at 7:30pm, tired, grumpy, but happy to be there.

Day One: We mounted our "steeds" and headed off down the flat (but extremely busy) streets for our first day of riding. Various people took turns driving the sag vehicles, providing a stop for snacks, drinks and more laughter every 25 miles. To ensure that no

weight loss occurred on this trip, all riders stopped for a ninety minute hot lunch break at different restaurants each day. On this first day out, lunch was enjoyed at a pleasant outdoor restaurant in Merrill's Inlet, overlooking the coast. It was difficult to get on our bikes and ride after such a meal, but being the tenacious lot, we persevered and arrived at Georgetown in time for showers, rest, drinks and more food.

Day Two: Thankfully this day didn't have nearly as much traffic as the day before. Most riders maintained an even pace line with Steve Liner (the most steady rider in the world) leading the way. The end of this day of riding led us to Mount Pleasant, where we welcomed hot showers, ibuprofen and another trip to get more food (of course)! The smarter members of the group retired at a reasonable hour and the "fools" stayed up talking and laughing

until the wee hours (Some of us just don't get out much, you know).

Day Three: The morning started off with more beautiful weather, people taking turns driving the sags, and optimistic riders. First we were off to cross the Cooper River Bridge where the view of the ocean was spectacular, although the bridge was crowded because of a Charity walk taking place at that same time. Then we rode through downtown Charleston to the Battery. We stopped to sight-see a bit and take photographs. Leaving downtown Charleston we rode down some lovely tree lined roads, with Spanish moss hanging off of the branches. It was nice to be in a more rural setting, even though Dan discovered that there are ant hills all over S. Carolina, and just how dangerous it is to sit on one! We got lost a couple of times, but just viewed it as part of the adventure.

That is, until it got dark and we were lost (again). For some reason, the four different people we stopped told us four different ways to go, and the group ended up scattering like cockroaches when the lights are turned on. What a mess! Finally Griff came and "rescued" us and we were able to go wearily to our hotels in Yemassee, for a hot shower and, of course, food.

crossing some lovely bridges. Upon arriving in Hilton Head, several of us were so excited that we jumped into the ocean in our spandex, we just couldn't help ourselves! We then spent a leisurely afternoon shopping, walking around, soaking in a hot tub, or just lying on the beach! Later, of course, we went out for our final huge meal and more drinks. The lights were turned off



Our Final Day: We couldn't pedal fast enough knowing our final destination was Hilton Head. We wanted to hit the beach! For the most part the ride was beautiful, passing many waterways and

early that night, because the vehicles were going to be loaded at 5:30AM the next morning (sigh)..

So there you have it, the very first Coastal Carolina Tour. We had a great time, learned a few new things and formed new friendships. Tom Walters was the muscle behind our entire tour, and a super sport about driving extra sags. Kevin Bryant was our Most Valuable Peddler, always pulling up the rear and making sure no one was ever left behind. Thanks guys, and to everyone else, the first ever Coastal Carolina Tour was fun, fulfilling and great!!

Next year there will be 'the new and improved Coastal Carolina Tour'.

P.S. We missed you, Russ!

The Carolina Tour group was: Bill Sanborn, Lee & Debbie Butler, Jack Geisler, Griff Baute, Jan Reeves, Julie Lawless, Kevin Bryant, Linda Griffin, Robert Underwood (1 day), Sheri Bradshaw, Steve Liner, Tom & Bonnie Walters, Dan Jordan & Ralph Mullins.

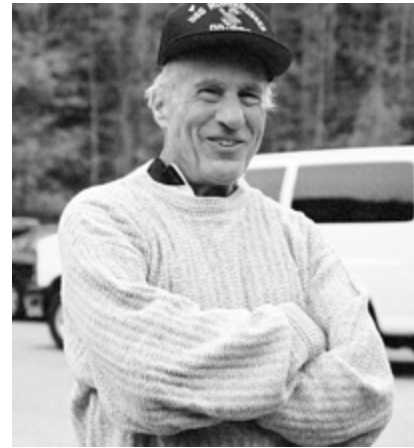
Jim Hilke – We salute you!

By Keith Batchelor

Jim couldn't make it up Sky Bridge on his first Red River Rally in 1973. His \$85 English Raleigh Sport - a 3 speed bought in 1954 (complete with Dynahub front wheel, headlamp, and fenders) weighed in at 37lbs. and was just a tad too heavy to peddle up this fearsome climb. That however was the last time Jim would walk up Sky Bridge. The very next year in 1974 he bought locally from a bike shop in Woodhill — a Japanese Azuki (10 speed with stem shifters).

Jim was born in Lexington 75 years ago, and was raised on Forest Park Road. Jim purchased the '54' Raleigh while he was a night fighter pilot, flying McDonald Banshee's out of Norfolk, Va. He purchased the bike to ride to and from the Officers quarters. Jim enlisted for the Navy in 1950 while the Korean War was in progress, but it would be 1951 before becoming active duty.

In 1976 he purchased a high-end Peugeot Racing bike (\$365 – a very expensive bike in its day) and currently rides a Cannondale that he bought in 1993.



While his son was in the Naval Academy in 1986, Jim attended an organized bike ride. The organizer told all the cyclists that she would be riding at the back to help the older and slower riders (looking in Jim's direction). Jim (56) was the first person back! Rule No.1 – never judge a book by its cover.

In 1994 at the age of sixty four, Jim took part in a coast-to-coast ride organized by the Wandering Wheels, riding from Seattle to Rehoboth Beach, Delaware. He covered the distance in six weeks. That year he logged 8,000 miles.

Jim regularly rides over 2,000 miles annually, and it's the calling of the church where he sings in the choir on Sunday mornings, that keeps him away from his bike(s).

He has one son, one daughter, and one grandchild.

When asked if he has any advice for those of us who would like to remain on the bike until we're his age he recommends four things: (1) to keep riding. (2) to not overdo it. (3) to cross train & (4) to do weight bearing exercise.

In addition he had some advice for the club – that our classification system for the 'A' rides should be revised so as not to deter beginners.

Jim has come a long way since riding to the swimming pool at Joyland Park in his 20's on his single-speed. He still owns all four of the above mentioned bikes.

Jim Hilke is an inspiration to us all and shows us what a remarkable cyclist he is. We salute you Jim!

“Are you gonna ride or are you gonna hide?”

Lance Armstrong

New Year's Resolutions *by Steve Slone*

As is tradition, the New Year is seen by most as a time to start anew. It's a time to let bygones be bygones, to clean the slate and to start fresh. It's also a time to make a commitment to improve different facets of your life. Because I care, I've created a suggestion list of possible cycling related New Year's resolutions for you. To make this a more user-friendly list, and to keep it contemporary, I've made it into a top ten list. You may feel free to borrow from this list to help make your cycling year 2006 the best one you've ever had.

10. Ride somewhere you've never ridden before.
9. Don't take anything, or anyone for granted.
8. Contribute to something (not necessarily talking about money here)
7. Eat better.
6. Stop smoking (you know who you are)
5. Lead a ride.
4. Bring someone into cycling.
3. Spend more quality time with family.
2. Become an advocate for something important-make a difference.
1. Ride more (DUH!)

This is just a partial list of course. We could go on and on with the number limited only by the time we have. The only item I will add is: facilitate the future. Help bring a kid into cycling. Like many of you, one of my fondest memories of childhood is riding my bike. The positives that a bike represents to a child are immeasurable; and, the cycling experience is something they will remember and cherish for the rest of their lives. It's a total win-win situation. If that sort of thing doesn't resonate with you then how about this....The next Lance Armstrong or Eddy Merckx is out there somewhere. Maybe all he, or she, needs is a little push.

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Winter Wonderland

By Keith Batchelor

The wind is calm,
 Though the sun is still low in the sky, it hits the black pavement hard,
 40 is still a long way away as the air is still, clean, sharp,
 It sings my nostrils when I inhale and makes my lungs ache,
 I hurry past puddles frozen with their dangerous coating,
 Waiting for one false move from me,
 How they long for me to find them...

Nature's rich golden colors have long since blown away from their warm weather hosts,
 Now they too, try to entice me into their lair of mystery and jeopardy,
 I am able to resist as I plow this sea of black and calm,
 The sound of tires on tarmac and drive-chains is cathartic, although no ones speaks,
 If my mouth dares to open, the cold tingles at the masses of amalgam in my mouth threatening to overwhelm me.
 I should have listened to my mother....

The descent down to the river reminds me that I was once warm,
 As cold finds its next victim, it robs me in broad daylight as my friends look on, unable to help as they feel the cold grip around them too.
 The river is shrouded under a whispering white mantle,
 The air is thick with Moisture that must be in cohorts with its friend - Mr. Frost,
 These two thieves conspire to dull my senses, and to send me whimpering back to my cozy abode.
 But they will take no prisoners here today, I summon up the troops within and carry-on the good fight.

As I'm now warm on the inside and out...

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Submissions for the Jan-Feb issue are due January 15th 2006 - without fail!

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If you move...

Let club secretary Steve Slone 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 Steve Slone via e-mail at: stevenneil@hotmail.com_or send a change of address card to the club address: BCC, P.O. Box 1397, Lexington, KY 40588-1397.

Local Racing info

To keep in touch with all Lexington area racers, subscribe to LexRacing YahooGroup. Information such as racing schedules, car pools, and rides are posted to this group To Join go to sports.groups.yahoo.com/group/LexRacing/, or e-mail Royden at rtkern@hotmail.com

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