

OUTSPOKEN



Big BCC Presence at 1st Sunshine Ride

By Keith Batchelor

The BCC had a terrific turn-out at the 1st running of the 'Sunshine Ride' in Starlight, southern Indiana (08/06/05). The ride, in memory of Lori Lenfert Tilton, attracted 450 riders of all skill levels. Lori died of breast cancer at the age of 35 in 2004. Twelve members of the BCC and two TNT riders got the

opportunity to meet ex-7 Eleven, Motorola, and OLN host Bob Roll. Bob was looking very fit and rode strongly although he only did one loop of the **very** challenging 35 mile course. Most of the BCC participants completed two laps, totaling more than a metric century. 30 miles into the rolling ride we 'came across' a 3/4 mile climb that averaged 18% gradient - needless to say "we learnt how to suffer", as Paul Sherwin would say!.

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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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Chris Brewer of The Lance Armstrong Foundation assisted Kelly Lenfert (Lori's sister) in promoting the ride. This is what he had to say about the BCC.

"It was truly an honor and a privilege, thanks so much for all your club's support! - Cb... Cheers, Chris Brewer...LAF"

Lori was a major fund-raiser for the LAF and therefore got to have a personal ride with Lance at last years Ride for the Roses in Austin, Texas. The RftR is held in October every year. Three BCC members attended last years RftR, and are planning on returning this fall, to celebrate Lance's 7th victory in this year Tour de France and support the LAF cancer research..

As BCC members we should be very proud of such strong representation at this inaugural ride - well done! The participating BCC riders were; Dean Akers, Keith Batchelor, Sam Condor, Kevin Dalton, Jay Fulton, Joyce Fogleman, David Martin, Marrea Matthews, Steve Slone, Dave Turner & Helga Yates. Representing the Team in Training (TNT) - were Lauren Foster and Krista Green.

For more information on this ride go to www.sunshineride.org

What is Lance's Legacy?

I asked Steve to write this article for Outspoken. My objective was simple. Steve had watched every stage of the Tour de France live, and had posted an a great daily up-date on the ride and results on the BCC web site. But Steve and his family had undergone a tragedy, with the passing of his sister-in-law Rachel. She died at the young age of 24. She succumbed after a 4-year battle with Hodgkins-Lymphoma. We rode in remembrance of Rachel in the Sunshine Ride. As you will read, if there is one thing we can take away with Lance's victories and celebrity status is the fact he was a cancer survivor, and offer people more than anything else – hope.

I've been asked to do something extremely difficult. I've been asked to write an article for this newsletter about the legacy of Lance Armstrong. How does one do something like that? There's so much there. How does one answer the question "what is Lance's legacy?" To answer that question, I think we have to examine the different facets of his public life.

Lance's cycling victories.... How many were there? 84 yellow jerseys-22 individual stage wins-7 Tour de France victories. All those just in one race. The man is the most well-know cyclist in the world right now. Everyone knows Lance. Even the not so educated of our fellow Lexingtonians who go by on the roads yelling, "Go Lance" know who he is because of his racing career. It would be easy to say that cycling was Lance's legacy.

Last year alone, Lance's foundation awarded over 10 million dollars in research grants to people looking for a cure for cancer. That's \$10,000,000. That doesn't include all the money his foundation gave just to individuals to pay medical bills or to pay for trips or whatever. That's a lot of cash. With the "Livestrong" bands, Lance has sold over 55 million of them, he has brought new awareness to the cancer struggle, (oh yeah...and raised tens of millions of dollars in the process) It would be easy to say that his money was Lance's legacy.

To identify someone's legacy, I think we need to find what that person has done that has affected the most people positively. To do that, I'm going to get a little personal. 10-2...that is the date that forever transformed Lance's life. 11-26, that was my sister-in-law's date. These dates were diagnosis dates....cancer diagnosis. To so many, this is nothing more than a death sentence. The only problem with this sentence is that it isn't immediately carried out. The victim of this sentence and their families' get to endure countless painful moments over long periods of time before the sentence is ultimately carried out anyway. They fight and fight but in the end they lose....or do they? As everyone knows, victory can come in so many different ways that sometimes it is unrecognizable until much later on. While Lance's victory over cancer and then his subsequent domination of competitive cycling is easy to see, some of the more subtle victories that he helped to accomplish were less

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obvious. Measurement of these victories is also difficult to measure.

I believe that Lance's strongest legacy cannot be measured in a traditional sense at all. I believe that Lance's biggest legacy is simply hope. People in general and cancer patients specifically look at Lance and find hope. The recreational cyclist looks at him and says, "he had cancer...if he can fight through that I can do this...." The cancer patient says, "he had cancer and beat it." I only have to look to Rachel to see this in the works. She was diagnosed in 2001 with Hodgkins-Lymphoma, a cancer of the lymphatic system. She fought this disease for nearly four years before passing away on 6/29/2005.....but she had hope. She had hope because Lance and people like him provide that hope for her. They provide a means for her to look and believe that she can beat this disease...that she can win. They provide an example of living...not giving up because you might happen to be sick. Because of this hope, Rachel went to New York, something she never would've done otherwise. She joined the church and became active in other's lives, instilling hope in them. It is this hope that gave her victory in the end. Yes...she died. Most people would see that as a defeat. But just as Lance's victories haven't always been as obvious, Rachel's victory in this case was something of the same sort. Her victory was hope. Hope for her family, friends and others who knew her story. She provided hope in her experience. People saw how she acted. They saw her attitude. They were made better for it. Everyone who knew or met her said they gained from the experience. That was her legacy. Just as that is Lance's legacy....hope.

Hope from Lance to Rachel...from Rachel to me....and from me to you. The former N.C. State men's basketball coach and cancer patient Jimmy V, said it best..."Don't give up...Don't ever give up". If that's not hope...I don't know what is. **LIVESTRONG**

Steve Slone

Up-date on David Moore

I'm sure most of you will be aware that David Moore had a serious coming together with a motor vehicle on the morning of August 14th, while riding to Keeneland to begin our regular Sunday ride. David was riding in the vicinity of Oxford Circle on Versailles Road, when a truck leaving a gas station pulled-out straight in front of him.

David was badly hurt, resulting in 13 stitches above his left eye, 4 in his finger, but broke his wrist in two places. The Radius was shattered, that resulted in a cast that David will have to wear for a total of 12 weeks. Normally a plate would have been inserted, but due to the nature of the injury, a plate was not possible. The motorist has been charged with inattention, and fortunately had insurance

I think it goes without saying, that we wish David a very speedy recovery, back to health and back to the roads. He is back at work, where his co-workers have suggested the predictable measures, such as 'training wheels' and 'airbags'. Personally I think we should be practicing "bunny hops" with lots of elevation to clear these idiots!



Ladies Night

We'll be having our regular Ladies Night on Thursday, September 15th and Thursday, October 20th from 6:30pm to 8:30pm. Be sure to join us for basic maintenance instruction as well as a Q & A session. We'll have drinks and food for attendees as well as something new planned for each night.

Upcoming Events

Pedal Power Cyclo-cross Race
Masterson Station Park
September 17th

GABRAKY Ride
Carrollton to Dale Hollow State Park
September 30th - October 2nd

Asbury College Adventure Race
Wilmore
October 8th

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The article below was published in the Independent of London on 15th August 2005. I thought it might put riding in the Bluegrass into context, as opposed to riding on the streets of London – England. Of course, should petrol prices continue to rise, we might see a similar situation!

The perils of cycling

Terrorism has driven thousands of wobbly novice cyclists on to the roads. Robert Hanks explains the pitfalls - and potholes.

In the last few weeks, since the bombs went off, cycling has taken off in London. At one bike shop I frequent, the staff reckon sales have gone up by 300 per cent; at another, they told me they'd doubled their takings. It has been reported that 50,000 extra cyclists have taken to the streets.

Since cycling makes people healthier, helps reduce congestion and doesn't cause pollution, this is good news. Not everybody feels this way, though. You may have seen a letter in this paper last week, from a long-term cyclist complaining about "the new influx of bikers - often incapable of riding in a straight line, ignorant of how to use their gears, bereft of road sense and clad in pointless plastic helmets which they seem to believe render them sufficiently indestructible to ride through red lights or against the traffic in one-way streets." Ah yes, because up until two weeks ago the sight of a cyclist riding through red lights or the wrong way up a one-way street was practically unknown. But this grumbler is not alone: one of my bike-shop acquaintances told me he'd had

a lot of customers complaining about newbies.

Personally, I'm a cyclist not simply in the sense that I ride a bike, but in the sense that some people are socialists or Christian fundamentalists or ethical realists - that is, cycling is my ideology, a system of thought based on purity and economy of motion, kindness to the environment and drop handlebars, and I want to convert others. With this in mind, I offer some basic advice for the novice cyclist.

GET A BIKE

It doesn't much matter which one. The quality of bike manufacturing these days is simply superb. Drop handlebars are more comfortable and more elegant, and take very little getting used to, but many people just feel more secure with flat handlebars. Get a bike with lots of gears - young, fit people in bike shops will tell you that gears aren't important in London. That's because they haven't got dodgy knees yet.

Get toe-clips, or even cleated cycle shoes and pedals to match. Many people think that securing your feet to the pedals is dangerous, but in 24 years with toe-clips I've never had any trouble whisking my feet out when necessary, and the mechanical advantage of being able to pull the pedals as well as push them is tremendous.

After some adventures with a Brompton (a folding bike), I've taken against folding - smaller wheels make for a less comfortable ride, and the gearing isn't enough for my knees. But if space or commuting make it essential, don't let

me stop you.

ACCESSORISE

Get panniers to carry your chattels around. Failing that, use a rucksack. The shoulder-bags that couriers use will land them up at the osteopath's in 10 years' time; stuff falls out of baskets and can get tangled in wheels.

Get small, bright lights - flashing ones are supposedly illegal, but (speaking here as a driver) far easier to see. Get some maps - Transport for London's website will send you free cycling maps, and they're excellent. Get a good bicycle maintenance book.

BE BOLD...

In traffic, with lorries thundering around you and impatient cars hovering at your elbow, fear and good manners suggest that it's a good idea to keep in to the pavement. This is the worst possible thing to do. If you meet with trouble, you've no room for manoeuvre. Cars coming out of junctions can't see you. Motorists will take your acquiescence as an encouragement to overtake even when there isn't the space to do it. When you encounter a parked car - and it's the car that's parked rather than the one that's moving that is the cyclist's worst enemy - you'll have to swing out into traffic, and that's when accidents happen.

Far better to be out in the traffic in the first place - not right out in the middle of the road, but enough so that if the car in front screeches to a halt you've got some options about where to go. Out here you've got space and visibility, the cyclist's friends. Motorists are forced to treat you as another vehicle, not as a

mutant pedestrian who has wandered off the pavement. You aren't going to be killed by some person opening a car door.

...BUT BE CAUTIOUS

In statistical terms, the idea that cycling is a safer alternative to public transport, even when public transport is under terrorist assault, is laughable. Cyclists are the most vulnerable creatures on the roads - moving fast, precariously balanced, and with only the human body's natural crumple-zones and padding to protect them. You should wear a helmet, unless you've got a good reason not to.

In any case, cycling is freedom, and we all know what the price of freedom is, don't we? All right, then, it's eternal vigilance. Keep both eyes open and both hands on the brakes (except when signalling a turn). Be paranoid, because even if they aren't actually out to get you the effect is the same. Keep looking over your shoulder, and if you can't do that without veering off course then for God's sake don't try riding in traffic: take the bike to a park or a cul-de-sac and practise until you can. In between looking over your shoulder, listen out for engine-noise - so no iPods, no mobile phones.

If the road feels too crowded, or you feel too hassled, there's no shame in getting off your bike and wheeling it if the roads feel too hostile. Cyclists in this country are unnecessarily macho about this - they think that getting off the bike is admission of defeat.

Never assume that a driver has seen you, or if he has, that he cares. In any case, give the car in front lots of room,

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because bicycle brakes are, compared with car brakes, absolute rubbish: he can stop much more quickly than you can.

BE NICE

We like to think that motorists hate us because they envy our freedom, but mostly it's because we ignore the rules and we lack consideration for non-cyclists. Cycling on pavements is fine, but remember you are the pedestrians' guest, and behave accordingly. On roads, give clear signals whenever you can, obey red lights, and if you do end up in a dispute with a motorist, try smiling and apologising: my experience is that the motorist will be so surprised he will drive off in a daze.

Life's little lessons

Not trying to get too deep here-of course some of you would argue that I would be out my depth in a mud puddle-but I believe that cycling has a lot of lessons to teach us. These lessons usually parallel the lessons of life. Sometimes, however, they can veer of in decidedly different directions. So, here are some of life's little lessons, with a cycling perspective.

Lesson #1

Life's lesson-What goes up, must come down.

Cycling perspective - **What goes up, may keep going up.**

Lesson #2

Life's lesson-The harder you work the better your chance of success
Cycling perspective - **Save your energy, you never know what's around the bend.**

Lesson #3

Life's lesson-Keep your friends close and your enemies closer.

Cycling perspective - Keep your enemies close and your friends closer. (This especially holds true on county-line sprints.)

Lesson #4

Life's lesson - All men are created equal.

Cycling perspective - **YEAHRIGHT!!!**

Lesson #5

Life's lesson - **Life won't throw anything at you that you can't handle.**
Cycling perspective-**One word-Skybridge**

Well, I hope this has been an interesting foray into cycling philosophy. Join us again next time when the topic will be "French Newspapers-reading material or litter box liner." Stay safe out there.

Steve Slone

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Rules of the Ride: Road Etiquette and Safety

With more than 400 members, and rides routinely drawing 50 to 100 riders now more than ever the BCC needs to focus on safety (during our rides). I pulled information from various cycling organizations and large organised rides to get a broad perspective to what these groups are doing to promote safety and their "rules of the road". To follow are excerpts from. Bike Virginia, BRAG (Bicycle Ride Across Ga) Ride for the Roses (Lance Armstrong's ride) USA Cycling and RAGBRI (Register's Annual Great Bike Ride Across Iowa)

Most all riding safety and etiquette is common sense!

The biggest violators of road etiquette are, surprisingly, the riders who ought to know them better than anybody, the speed demons. Somehow they believe that if they are riding 20 M.P.H. or faster, they are absolved from having to be polite to anybody. Au contraire! They should be the examples. Of course, if they're going that fast, nobody's going to catch up to them to chew them out. C'mon speed demons, just say "on your left" when you whip by us to keep us from soiling ourshorts!

What is a cyclist called who does not wear a helmet when riding? - Organ donor!

When you ride in a pack, you are at the mercy of everyone in the pack. If one goes down, you all go down, keep your hands on your handle bars especially when in

a big group!

1. Ride single or double file and as far to the right of the road as is safely possible. Pass on the left side only.
2. Communicate with your fellow riders using proper cycling terms such as "on your left," "car back," etc.
3. Do not cross the yellow center line at any time.
4. Obey all traffic laws and signals.
5. Ride in control of your bike at all times (no sudden braking, maintain a straight line as much as possible)
6. Use Signals: Use hand and verbal signals to communicate with fellow cyclists and with other traffic. Hand signals for turning and stopping are as follows: left arm straight out to signal a left turn; left arm out and down with your palm to the rear to signal slowing or stopping; and for a right turn, put your right arm straight out or put your left arm out and up.
7. Be Predictable: Group riding requires even more attention to predictability than riding alone. Ride in a manner that others can predict where you're going and what you'll do. Be sure to point out potential hazards to other riders, and follow the rules of the road.
8. ANSI/SNELL APPROVED HELMETS ARE MANDATORY.

For cyclist there is nothing more exciting, thrilling and fun to enjoy a great ride. Safety is everyone's responsibility!

KEEP RIDING & KEEP SMILING Robert G. Underwood Jr.

Bluegrass Cycling Club President

!!!!NOMINATIONS!!!!

As we wrap up 2005 we look back on a great year for the club and look forward to 2006. With 2006 there will be some changes for the club as several officer positions become open as well as committee chairs etc. We need your nominations for club officers, committee chairs and awards. Below is a listing if you have a nomination for any of these whether it be an officer, committee chair, committee member or award nomination please forward them to: BCC Nominations, P.O.Box 1397 Lexington, KY 40588-1397

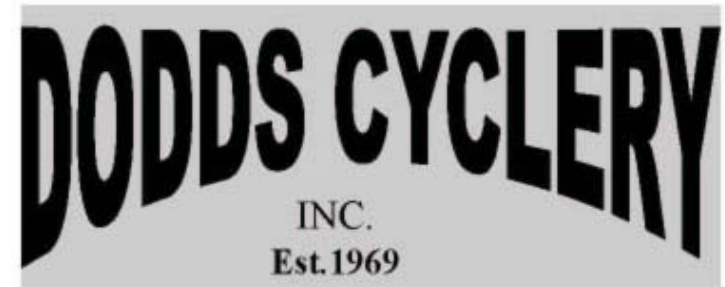
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		<u>Seeking nomination?</u>
		<u>Term Expires</u>
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Vice-President	open	open
Secretary	Steven Slone	yes
Treasurer	Sheri Bradshaw	yes

Committee Chairs

• Horsey Hundred	Robert Underwood/Bill Daniels	yes
• Newsletter Editor	Keith Batchelor	no
• Club Clothing	Bill Daniels	
• Social	open	
• Information	open	
• Racing	open	
• Time Trials	Dan Morris	??
• Scheduler	Weeknight rides	open
	Weekend rides	open
• Statistician	Mark Underwood	undecided
• Tandem	Doug Wagner	undecided
• Touring	Bill Fortune	undecided
• Brevets	Johnny Bertrand	undecided
• Rails to Trails	Dixie Moore	undecided
• Community Contact	open	
• Red River Rally	open	

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MULGABILL'S BICYCLE

'Twas Mulga Bill, from Eaglehawk, that caught the cycling craze;
 He turned away the good old horse that served him many days;
 He dressed himself in cycling clothes, resplendent to be seen;
 He hurried off to town and bought a shining new machine;
 And as he wheeled it through the door, with air of lordly pride,
 The grinning shop assistant said, "Excuse me, can you ride?"

"See here, young man," said Mulga Bill, "from Walgett to the sea,
 From Conroy's Gap to Castlereagh, there's none can ride like me.
 I'm good all round at everything as everybody knows,
 Although I'm not the one to talk - I hate a man that blows.
 But riding is my special gift, my chiefest, sole delight;
 Just ask a wild duck can it swim, a wildcat can it fight.
 There's nothing clothed in hair or hide, or built of flesh or steel,
 There's nothing walks or jumps, or runs, on axle, hoof, or wheel,
 But what I'll sit, while hide will hold and girths and straps are tight:
 I'll ride this here two-wheeled concern right straight away at sight."

'Twas Mulga Bill, from Eaglehawk, that sought his own abode,
 That perched above Dead Man's Creek, beside the mountain road.
 He turned the cycle down the hill and mounted for the fray,
 But 'ere he'd gone a dozen yards it bolted clean away.
 It left the track, and through the trees, just like a silver steak,
 It whistled down the awful slope towards the Dead Man's Creek.

It shaved a stump by half an inch, it dodged a big white-box:
 The very wallaroos in fright went scrambling up the rocks,
 The wombats hiding in their caves dug deeper underground,
 As Mulga Bill, as white as chalk, sat tight to every bound.
 It struck a stone and gave a spring that cleared a fallen tree,
 It raced beside a precipice as close as close could be;
 And then as Mulga Bill let out one last despairing shriek
 It made a leap of twenty feet into the Dean Man's Creek.

'Twas Mulga Bill, from Eaglehawk, that slowly swam ashore:
 He said, "I've had some narrer shaves and lively rides before;
 I've rode a wild bull round a yard to win a five-pound bet,
 But this was the most awful ride that I've encountered yet.
 I'll give that two-wheeled outlaw best; it's shaken all my nerve
 To feel it whistle through the air and plunge and buck and swerve.
 It's safe at rest in Dead Man's Creek, we'll leave it lying still;
 A horse's back is good enough henceforth for Mulga Bill."

By A.B. "Banjo" Paterson

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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

Check your label!
