

BLUEGRASS CYCLING CLUB  
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The Newsletter of the  
Bluegrass Cycling Club

Volume 35, Number 1.

# OUTSPOKEN

RETURNSERVICE REQUESTED

## Marines - Toys for Tots

### Copy due dates

Submissions for the March-April issue are due February 17th 2006 - without fail!

Submit copy to Keith Batchelor :BCC, P.O.Box 1397, Lexington, KY 40588-1397

### 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](mailto: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/](http://sports.groups.yahoo.com/group/LexRacing/), or e-mail Royden at [rtkem@hotmail.com](mailto:rtkem@hotmail.com)

### Important Notice

All renewal of subscriptions fall due on January 1st.

The official weekend rides start in March! The weekend co-ordinator is Jay Falton [jayfulton@alltel.net](mailto:jayfulton@alltel.net). The weekday ride co-ordinator is David Earle [dearle@iwebworks.com](mailto:dearle@iwebworks.com). Please step-up and lead a ride in 2006. Thank you.



(c) Keith Batchelor LRPS

### Local bike community comes together to support the Marines 'Toys for Tots' program:

Front row left to right; Debbie Butler; Bike club -Special events chair, Andy Lanier - Schellers Fitness and Cycling, Helga Yates - Pedal Power Bike shop, Robert Underwood - Bike Club President, Steve Slone - Bike Club Secretary, Jack Geisler - Bike club President-elect, Wendy Trimble - Pedal the Planet bike shop, Sheri Bradshaw - Bike Club Treasurer

Back row Marines left to right: Lcpl; Romero, Lewis, Cpl; Lorenz, Brandon, Lcpl; Neville, Daniel, Lcpl; Klein, Adam, Lcpl; Waters, Alicia.

(Continued on page 2)

# 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.

## OFFICERS

President	Jack Geisler jgeisler@legregg.com
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The BCC in conjunction with Pedal Power, Pedal the Planet and Schellers Fitness and Cycling, came together to make Christmas a happy time for many underprivileged children and families with the give away of \$3000.00 worth of bicycles and helmets via the Marines 'Toys for Tots' program. The BCC provided the funds for the purchase, and the bike shops agreed to pass on the bikes at cost.

This was a tremendous sign of good-will and co-operation from the local biking community to help with a great cause, and brighten-up Christmas morning for 30 local families. We thank everyone for their support both, financially and physically for making this happen. Great job and special thanks to BCC's Debbie Butler and Sheri Bradshaw who pulled this all together!

## 2006 Ride of Silence

May 17th 7:00pm



(starting point to be confirmed)

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- GREAT SELECTION! We have an incredible merchandising mix. We don't just represent one or two bike brands like so many shops today.
- FREE SHOP RIDES! We will have lots of shop rides this year concentrating on beginning, family and intermediate level riders, some coached, some social and always fun.
- WE RENT BIKES!

**Monday-Thursday 10-7**  
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3 miles from I-75 (exit 104), 1/2 mile from Man 'O' War at 3450 Richmond Road

**Keep it simple** *by Steve Slone*

Someone once said “The older you get the smarter your parents were” or something like that. Truthfully I can’t really remember the exact quote or even who said it. It was probably Mark Twain or one of those other smart guys. Nevertheless, the idea behind it rings true. I’m sure there are several things, tidbits of information or reasons for doing things that are a part of your every day life that you can trace back to your parents. One of these tidbits that I can pull from my dad is to keep things simple. We’ve all heard of the KISS principle. This reminds us to Keep It Simple Stupid. Very often, this principle can guide us through even the most convoluted situation and help bring about the desired conclusion. I would submit that we could all apply a little more simplicity to our lives, especially this time of year.

Winter, traditionally, is a time of rest and a time to keep it simple. We see it in nature with the trees in suspended animation, awaiting the first hints of spring. We see it in various animal species who keep it simple by just sleeping through the whole thing. Maybe they’re on to something...hmmmmmm. Unless you live south of the equator, winter *should* be a time of rest and simplicity. It should be a time to recharge and take it easy. Our bodies, at least in my case, tend to put on a little weight and slow down during this time of the year. Due to lack of consistent sunlight or shorter daylight hours or whatever, moods tend to change and activities get shortened or done away with altogether. That’s just part of the cycle of life. It’s nature’s way of forcing us to take a little time off, to keep it simple, to recharge and recuperate. Bena made a comment on a ride a few weeks ago that this is the time of the year you wonder if you’ll ever ride fast again. I can see what she means. I know my times have ballooned while my averages have flown south. Some would say it has to do with riding in colder weather or the types of clothes you’re wearing. I would say it’s our bodies telling us to keep it simple. Maybe we should listen.

Telling someone to keep it simple and doing it are of course two different things. Also, what I define as simple might not be simple to you. But since I’m the one writing the article, I get to tell you what I think...so here goes. I think simplicity means to just get out and ride-or don’t. This is an excellent time to hit the weight room or pool. This time of year, unless you’re riding a special event, there isn’t anything to specifically train for anyway. It’s the perfect time to keep it simple. Just relax and let it come to you. Take the computer off your bike and just ride for the fun of it. Winter riding is about just that-riding. Averages and speed and distance go out the window. Just putting in the time and maintaining that base is enough for now. They’ll be plenty of time from March to October for you to hammer and log miles and keep down averages and win county-line sprints and all that difficult, time-consuming stuff that gets in the way...For now, just relax and let it come to you. Enjoy the ride. After all, that’s what it’s all about.

“Out with the Old and in with the New”

*By Robert Underwood Jnr*

Well the end of my tenure has come and gone and what an..... “Interesting” two years it has been. Much has changed with the BCC, and myself. So I thought it might be appropriate and fun to look back and share my thoughts.

As with many things, it seems you always have grandiose plans to make a huge impact. My goals as a first year president of the BCC were no different. As times goes on however, the reality of time constraints, as well as willing volunteers to assist you, becomes all too obvious and those Goals and plans are adjusted. When I met with you in December 2003, I explained one of my main goals was to increase membership and to make the BCC a more visible driving force to push our goal of cycling advocacy. Looking back at a membership of about 300 back then, to close to 500 currently, I am pleased that membership is at an all time high. Although attrition is always an issue for volunteer groups, it does concern me that we continue to struggle with a revolving door of members. This is an issue I hope the executive committee and club will address in 2006.

With the Stacy King Tragedy (and the visibility and the unity for cycling it brought), Greg Hockensmith (Olympic Hand-crank cyclist) participating in the 2004 Red River Rally, The Share the Road plates, as well as numerous radio and TV spots, I am pleased with the new publicity cycling has received, and the fact that the officers, members and I were able to make the BCC more visible.

Moving the BCC forward with our website, was a goal that Jerry Johnson and I had from day one as officers. What an incredible journey that was, and more than once, wanted to scream. Although looking at the website now, and the innovative, progressive site, I am extremely pleased that we indeed have one of the best sites in the country. What is most reassuring as I step down from a leadership role, is knowing you as members have the ability to easily tailor make our website. I can tell you this, the day the list-serve died, made my outlook inbox more than happy. But hey, we now have the forum, and for all those “bomb” throwers a great place to talk. I am just happy that we as members now have the choice to either...join in....or opt out of the chatter.

I trust we have left a great foundation for Jack, the new officers, and you as the membership to continue to grow the club and support our mission. Back to back years where we had our largest number of riders at both The

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Horsey Hundred and Red River Rally and following that with our biggest profits ever for those events, was fantastic. Having that additional revenue, allowed the club to: support you the members, support cycling advocacy, and to give back to the community in numbers we have never experienced in the past. Fun, yes we had a lot of fun along the way, from cold rainy March rides, to Hot Brevet rides. Keeneland on Sunday mornings became a staple for many of us and a run to the river from Chinoe pub was always a great time. Being your president at many times was taxing, but as I look back more rewarding than I can express.

Thanks for allowing me to serve as your President. To Jack and the officers I pledge my continued support to the BCC and ask all members to be true ambassadors of our club and our great sport.

See ya on the road, And as always KEEP SMILING!  
Robert G. Underwood Jr. BCC  
President 2004 & 2005

See our new President's profile  
on page 15

## Club Supports 2006 MS150 Team

*By Byron Bell*

Buoyed by the continued success of the BCC MS150 team, the club has again agreed to support riders who wish to participate in this year's event and show that we are a club that does more than just sit on it's collective seat. I'm inviting everyone in the club to come join us on June 3-4<sup>th</sup>, the weekend after the Horsey Hundred, for this annual event. Hey, if you worked the Horsey, now you can let someone else do the work while you enjoy a weekend of riding!

The ride is Lexington area friendly, as it will start at the Toyota plant in Georgetown, head down through Woodford County to Centre College in Danville, then back the next day. There will be a 55 and 75 mile route each day, lots of well stocked SAG stops, and mechanical support along the way. There's even a shuttle back Saturday night if you want to make it a one day ride only.

But what this is really about is helping fight Multiple Sclerosis,

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Upon getting his drivers license, his bike was retired. Jack attended University of Kentucky with the initial intention of playing tennis for UK while he was working toward a degree in Civil Engineering. After his freshman year the tennis went the way of the bike. He did struggle through all the parties to get a BS and a MS in Civil Engineering.

Most of his professional career has been spent as a consulting Engineer specializing in Geotechnical Engineering in Central Kentucky. He did take a 13 year break where he was Director of Environmental Control for a coal mining company that had operations in Kentucky, West Virginia, Pennsylvania, and Arkansas. He is presently president of L.E. Gregg Associates, an engineering firm that specializes in Geotechnical Engineering and Construction Quality Control.

He had 5 children (great kids), 5 grandkids (great grand kids), and 2 ex-wives (not too successful in the tunnel of love, kept falling out of the boat.

He spent 15 years as a member of Central Kentucky Region –

Sports Car Club of America (CKR-SCCA) where he was very active in both road rallies and running time trials. As a member of the club he held various offices throughout his membership. Keith should be proud; Jack competed in Austin Healey's, Triumph TR-6's, and Jensen Healey's (all British roadsters).

He got involved in biking last winter when he bought an entry level bike to see if he enjoyed cycling. Four thousand miles later, I guess you know the rest of the story.

Some of his goals as president for the club are to continue making the club inviting for new riders (many of today's beginners are tomorrow's hammer heads), continue to try to present a positive image of the club throughout the community by donations of both money and time (such as the Christmas bikes to kids through Toy's for Tots), encourage more club riders to participate in fund raising events, encourage safety on the roadways, provide more social interaction for club members, and provide rides for all levels of riders on at least 4 week days and on Saturday and Sunday (he is confident that Dave and Jay can pull it off).



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### Our Website

The new website is finally getting underway. Check it out at [www.pedalpowerbikes.com](http://www.pedalpowerbikes.com) and stay tuned for lots of updates!

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which is all around you. I never heard much about it until I started going on these rides, but since then I've met a lot of people who have friends or family that have to deal with it day after day. If you work hard to stay healthy, active and physically fit, then you know how important it is to you to stay that way. MS pretty much robs you of such a lifestyle. This year, think about using your good fortune to help others, and join captain Suzanne Hart and the others on the BCC team - I guarantee it's easy to help, and raising the \$200 minimum is less trouble than you think - most people end up collecting a lot more than that without much effort.

The club has generously committed to paying the first \$25 of your registration fee, all you have to do is sign up by Jan 31st and you have no out of pocket expense to join the team. After Feb. 1<sup>st</sup> the registration fee goes up a little, so you would have to pay the difference. You can read all about it on the MS150 website, or give Suzanne a call at 502-863-5182 or an e-mail at [suzannehart@bellsouth.net](mailto:suzannehart@bellsouth.net) and she'll fill you in.

This will be my 15<sup>th</sup> MS150, so either I'm a glutton for punishment, or I've found a good cause and a great ride. You be the judge.

We'll have more details next newsletter on the route, who's bringing the food, and any activities planned for the overnight at Centre College.

MS 150 website is at <http://www.kynmss.org/fundrs/msbike.htm>

## BCC Brevet Series

By Johnny Bertrand

**The BCC Brevet Series is 20 years old! Yes, believe it or not, the BCC first organized a brevet in 1987. Since then the BCC has become well known in the randonneuring community both domestic and international.**

**So what's a brevet and what's randonneuring? Randonneuring is long distance riding, but at a gentle, non-racing pace. Born in Italy and matured in France, randonneuring is a type of riding practiced worldwide. Randonneuring is governed by**

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Robert Underwood Jr hands over the reins to Jack our new President

## JACK GEISLER-PROFILE

Jack grew up in rural eastern Jefferson County. (Anyone knows that this had to be a long time ago, because there is no rural Jefferson County). He cannot remember ever seeing a dinosaur but he can remember Indians living on his Grandfather's and Uncle's farms). At some point in time his father gave him a Schwinn racing bike with four speeds. He and neighborhood kids use to have races several days a week in the summer. Also, they use to ride to St. Mathews where there was a bike shop that was a meeting place for any kid from the area. They use to covert all the new items that were on display and make out their Christmas and birthday lists. When not biking he began playing tennis. In an effort to further his tennis career, he attended high school at Kentucky Military Institute which had a fall and spring campus in Lyndon, Kentucky and a winter campus in Venice, Florida.

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**Awards BCC Banquet January 6<sup>th</sup>.**New Member of the year: **Jack Geisler**Most Improved rider of the year: **Debbie Butler**Volunteers/best Members of the Year: **Tom & Bonnie Walters**Most Rides Led: **Jack Geisler** 61  
Mileage numbers are broken down as (rides lead/number of rides attended/ total mileage)**Steve Liner (1/124/4129)****David Earle (23/91/3210)****Jack Geisler (61/108/3068)****Joyce Fogleman (0/78/2709)****John Skillman (11/71/2610)****Sheila Tolley (3/75/2526)****Jason Burnett (11/60/2415)****Sara Beard (0/76/2403)****Todd Shuey (1/65/2338)****Dan Jordan (0/55/2313)****Kevin Poe (0/70/2277)****Sam James (1/58/2174)****Jim McKenzie (0/54/2130)****Dan Geiger (0/60/2106)****Dean Akers (0/59/2022)****Dave Brown (0/60/2017)**

Ride Leader recognition members who led 15 or more rides during the year:

**Jack Geisler****David Earle****Tom Walters****Royden Kern****Robert Underwood**

Ride leaders leading at least 10 rides

**John Skillman****Jason Burnett****Todd Shuey****Keith Batchelor****Steve Lawson****Dave Turner****Ron Smolka****Brian Pelletier**

the Randonneurs Mondiaux (RM) and the Audax Club Parisien (ACP). The best known randonneuring event is the quadrennial Paris-Brest-Paris (PBP). This nominal 1200 KM event must be completed in 90 hours or less. And to get back to the point, such a long distance, timed event is a brevet.

Brevets typically come in 200 KM (13:30 HR), 300 KM (20:00 HR), 400 KM (27:00HR), 600 KM (40:00 HR), 1000 KM (75:00 HR), and 1200 KM (90:00 HR) varieties. There are even longer brevets, but 1200 KM is the usual longest distance. In the US, randonneuring is governed by Randonneurs USA (RUSA). RUSA is a member of RM and it assures that US brevets comply with RM rules. RUSA also handles the paperwork for US brevets, making sure that they are properly registered and sanctioned by itself, RM, and ACP. BCC is affiliated with RUSA.

Usually one must do brevets in the order above, earning the right to do a longer distance by having done the one prior to it in the sequence. For most 1200 KM brevets such as PBP, you must

complete a series of brevets of the following distances: 200 KM, 300 KM, 400 KM, and 600 KM. In the randonneuring world, such a series is known as a full brevet series and applies to a given calendar year. It's become the qualification standard since it's the requirement for PBP participation.

In 2006 and again in 2007 BCC will be organizing a full brevet series, primarily in preparation for the next PBP in August of 2007. To participate in PBP in 2007 a rider must successfully complete a full brevet series in 2007 prior to early July. (BCC's PBP finishers over the years include: Jim Hilke, Gay Williams, Karl Josefchuk, Steve Royse, Steve Rice, Todd Williams, and Johnny Bertrand.)

As has become the custom in the BCC Brevet Series, this pre-PBP year will consist of a fairly difficult series. The 600 KM will be between Owenton, KY and Buckhorn Lake State Park near Buckhorn, KY, with the start/finish in Paris, KY. The shorter brevets will be subsections of this longer event.

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So the routes for the full series are: Paris-Slade (200 KM), Paris-Booneville (300KM), Paris-Buckhorn Lake State Park (400 KM), Paris-Buckhorn Lake State Park-Paris-Owenton (600 KM).

The first two brevets of the series are a challenge, but not overly so. They involve a couple of one-mile climbs, but nothing too steep. The typical century in the Bluegrass entails about 4000-4500 FT of climbing. These two brevets average about 6000 FT for 200 KM, or slightly more than the typical Bluegrass century. The 400 KM and the 600 KM, however, pack a much bigger punch of 8000 FT for 200 KM. So the latter two brevets are not to be taken lightly.

For these, save your knees and ride a triple!

The brevet dates are: April 1 (200 KM), April 29 (300 KM), June 3 (400 KM), and June 24 (600 KM). Registration forms and more details on the series can be found on the BCC web site. In the web site menu, look under Rides and then Brevets.

This year, in addition to the brevets, BCC will be organizing a 24 HR randonneuring, team time trial on April 14-15. This event is known as a Fleche. As with the brevet series, detailed information is available on the BCC web site as noted above. Fleche registration is required on or before March 1. So if you're looking for a distance challenge in 2006, you have it in your own back yard! Please consider the 2006 BCC Brevet Series! If after reviewing the information available on the BCC web site, you have any questions please contact me (Johnny Bertrand) at 502-863-9975 for further information.

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**"I would come and ride with you guys, but I can't keep up."**

I couldn't tell you how many times I have heard this phrase. It's nearly an automatic response when I ask people who have seen our group out on the road or trail to come and join us. Worst of all, I have never found an effective counter to this iron-clad, "no thank you."

I still try. I assure the prospective new rider that not all group rides are hammer

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"Think I'll see if I can squeeze Bud in the case?"



"Humbug - no room for Bud!"

## ***Son, do you fancy coming on a bike ride with me...? Sure dad where to? Africa!***

By Keith Batchelor

Now, I'm not suggesting that's how it was really put by 55 year old BCC member Mike Heitz to Cory his 29 year old son, but a 7,438 bike ride isn't to be taken lightly, especially when you think about the journey. They are taking part in the 4<sup>th</sup> running of Tour d' Afrique which starts in Cairo - Egypt, and heads south going through Sudan, Ethiopia, Kenya, Tanzania, Malawi, Zambia, Zimbabwe, Botswana, and Namibia before finishing in Cape Town - South Africa.

The father and son, both Lexingtonians will be riding 99 days out of 120 in the African heat on paved and unpaved roads. Mike is no stranger to long distance travel, having participated in the Los Angeles to Boston in 2004.

Mike 7' 0" and Cory 6' 7" tall, both played basketball. Mike for Virginia in his college days and Cory where he served in the USAF for ten years, where he recently completed tours of duty in the Middle East & Iraq.

I caught up with the Mike and Cory at Pedal Power on the 7<sup>th</sup> January, when they were being shown by Bud Myers, how to disassemble and reassemble their custom built Independent Fabricators bikes a few days before they left for their epic journey.

You can keep up with their exploits via <http://www.tourdafrique.com/>

We wish them a fun time, great journey and safe return.

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sessions resulting in the execution of the last rider to finish. I promise them that if they show up and give it a try that I personally will ride with them no matter what the group does. I tell them that we aren't trying to find new riders to drop on a hill and embarrass. We have found that when it comes to group rides, the more, the mo' better. That riding with a group increases everyones enjoyment. But it is all to no avail. I have trouble remembering how we ever got more than 2 riders to join our core group of zealots.

The "embarrassment factor" is often the sole reason that cycling, and its resulting fitness, weight loss, and quality of life benefits, are dismissed by so many prospects. Nobody wants to be the last one picked for the team, or the last one to the rest stop. Nobody wants to think of themselves as the one that is potentially holding up the group and raining on the fun of the majority. So where does that leave us as dedicated cyclists who are trying to introduce our passion to others? It leaves us with a big responsibility.

I remember being the rider at the back of the pack. And I mean WAY in the back. It seems like when I finally did make it up to the waiting group, they were rested, talked out, and primed to

ride on right then, even though it was me who really needed a 5-minute break. But I decided that the best I could do was an apology to the group for being the guy holding everyone back and I kept coming in the hope that someday, years from then, I would be able to ride near the leaders. What I didn't know then but is obvious to me now, is that my apology was never needed. Now, after years of showing up and coming in from the ride dead last, I am often among the first to the rest stops. What I realized when this first began to happen was that I never felt anything negative at all toward the new riders coming in back of the pack. On the contrary, I honestly respect them even more than my hammerhead buddies. Why? Because they are there. They are working it. They are facing up to what scared me and what keeps so many from coming to ride at all. They are the ones who are hurting the most, and yet they are still driving on. I realized that I had this stuff all wrong for many years. The new riders are the brave, strong, determined ones on the ride. How easy is it to show up for a group ride when you are one of the club badasses? Hell, it's a piece of cake. Whats the worst that's gonna happen, you get a leg cramp and finish the ride 4<sup>th</sup> out of 10 riders when its not

supposed to be a race in the first place? Try working up the courage to come to a group outing knowing with little doubt that you will be the slowest, most fatigued, heaviest, least skilled member of the pack. This is the rider I respect. This is the rider I want to hang with. This is the rider I want to be like. The skills, endurance and speed will come to anyone who consistently shows up and works it. But the courage and fortitude coming from those beginners who just keep coming back for the pounding they know they aren't going to escape, this is what I find most admirable.

New riders, overweight riders, inexperienced, too young, too old, too out of shape, listen to me. Its all about consistency. Keep coming to the group rides. Don't try to adopt the doomed-to-fail strategy that you will ride by yourself till you are in shape enough to join the group rides. This never works for a number of reasons. Either you wont keep the motivation to consistently train, or you wont be pushed to improve yourself when there is no other riders in front of you, or you will lose interest due to the boredom of going it alone. I know I am asking a lot of you. I am asking you to be brave, to be strong, to open yourself up to a barrage of hurt

on every ride where you struggle alone at the back of the group. But trust me on this, the payoff is so big and so worth it. You will not only gain a new, stronger, healthier body, but you will have overcome one of the most crippling tethers that humans endure. You will break the psychological shackles you have placed on yourself.

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### ***Wow - two's company, but three's a crowd!***

*Yes boys & girls, we now have three bike sponsored racing teams in town: Pedal Power, Pedal the Plant and Schellers - Commonwealth Eye Surgery*

*Not sure if any of our home teams will end up facing each other head-to-head in the racing season, but there sure will be a lot of talk and bragging between the bike shops to keep all the tires filled in Lexington with 'hot air'. We'll keep a keen eye on how our local shops do and report back once they get under way.*