

"Springbike is a local cycling club..."

July
2002



BIKE NEW YORK CITY

Members Ride and Tell!

If you think the cycling in Springfield traffic is a challenge, try making the 35-block/4 mile run from Battery Park to Penn Station in New

York City on a Sunday afternoon. We didn't have to do that, but having done it we can really appreciate the kind, and courteous attention that Springfield drivers give to cyclists!

And what were you doing on a bike in New York City? Three Springfield cyclists looking for a new route found one when they signed up for the 25th annual Bike New York ride held May 5th. Mike Adams, Coy Hart, and Terry Whaley participated in the 42-mile traffic free ride, which is

routed over streets, across bridges and through parks as it finds its way into and out of the five boroughs of New York City. Billed as the largest ride in the country with 30,000 cyclists of all shapes and sizes it just sounded like something that needed to be checked out. And if it needed to be checked out this was the year.

Ride Day

Having checked into our backyard camping accommodations in

Club Officers & Committees

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581-4757

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www.springbike.org

Deadlines for The Tube are the 20th of each month.

Springbike is a member of the League of American Bicyclists.



Starting line

..whose purpose is to promote enjoyable safe cycling..

"The little things that make a good route can only be discovered by a cyclist."

On My Road

The little things that make a good route can only be discovered by a cyclist.

This is my old commuter route from Hwy.65 & Sunshine to Nixa. So grab a map and a highlighter, then go ride. A (D) means that a diagonal cut across a parking lot or business area is possible. You may want to first drive the route in your car.

From Sunshine & 65 turn R (north) on St. Charles (or Ingram Mill), L-Linwood, L-Meadowview, R-Stanford, L-Oak Grove, R-Sunshine(D), L-Lone Pine(D), R-Washita, L-Luster, R-Langston, L-Link, R-Kirkwood, L-Prairie, R-Kirkwood, L-Stewart(D), L-Brentwood, R-Wallis Smith, R-Glenwood, L-Glenwood Ter., R-Sunset, L-Edgewood, 3 choices: parking lot, alley, or R-Stewart (combination best), cross Battlefield on Stewart, then parking lot or behind stores (best), R-Erie,

L-Fremont, R-Deerfield/Kickapoo, R-Bradford, L-National (If on the sidewalk watch for wheel bending bumps), R-Canterbury Ln., L-Maryland, R-Plainview, L-Kimbrough, R-Manchester (Steiner Rd.), L-South (157), R-James River Rd, L-160, L at Wal-Mart to Main St. in Nixa.

The return route is the same except use Roanoke between Manchester and Kimbrough and use Darby between Maryland and National.

Enjoy!

Larry Bast

..for the members and the community."



(Continued from page 1)

Morristown NJ. the day before, we arose at 4:45 a.m. on ride day to catch the 5:31 train into the City. Arriving in Penn Station at 6:30 we headed for Broadway and 34th Street where the previous day's scouting trip found a marked bike lane that took us to Battery Park the official starting venue for the ride. With 30,000 riders the actual starting line was north past ground zero and some ten blocks away... we crossed the start line only 55 minutes after the official 8:00 a.m. start. It pays to get there early! From Lower Manhattan we headed north into Central Park, Harlem and on to the Bronx. We then traveled the FDR Drive along the East River and over the Queensboro Bridge into Queens and Brooklyn. The ride then made its way to the Verrazano Narrows Bridge and onto Staten Island.



Mounted Police



Across the street and east of "Ground Zero"

After a bit of food intake and the opportunity to purchase ride souvenirs we then had a great scenic down hill coast to the docks of the Staten Island Ferry, which sailed us past the Statue of Liberty and back onto the banks of Battery Park. Point of interest: The Staten Island Ferry's carry 65,000 passengers daily, or 20 million a year. Two of the ferries in the fleet can carry 6,000 folks at one time, making them the largest passenger ferries in the world. Once off the ferry and the ride officially over, we were faced with the challenge of getting ourselves back up to Penn Station. Oh sure, we could have taken the # 2 subway right into the station and been only steps away from our train back to NJ, or we could have traveled the Hudson River Greenway Trail to within just three blocks...but you don't go mountain climbing and then ride a chair lift to the top...we were there to bike New York City...so without the aid and protection of 1,500 vol-

unteers and who knows how many police officers (one estimate was 400) blocking traffic for us, we "Quick Silvered" it up the Avenue of the Americas...with visions of both victory and death in our minds we took on the New York traffic with streets full of curb to curb cars, taxis, and busses. We also negotiated pedestrian-filled crosswalks speaking six languages, maybe seven when if you count New York sign language. There were intersecting streets at cross-angles, which went nowhere and came from everywhere. There were signs, rules, and control lights for every possi-

ble traffic maneuver known to man or beast, all of which, both man and beast ignored. We found one interesting bicycle traffic light. It took us two days to figure out its purpose... at last, while on the bike and in traffic with all systems of the city at full power the meaning of the light come to us...but that is another story.



Steel Man

The Bike New York ride is a fundraiser to benefit non-profit organizations that work to promote and encourage bicycling and bicycle safety through education and public events. Beneficiaries include American Youth Hostels, and Recycle-A-Bicycle, a group that teaches respect for the environment, bicycle maintenance, retail skills and bike safety to inner city youth, and the Department of Transportation Safety for NYC Inc. an organization that teaches traffic safety to children through practice and use of the arts.

If you would like a similar "group ride" experience closer to home consider the Moon Light Ramble in St. Louis this August. It, too, is a fund raiser for AYH and is billed as the worlds largest night time bicycle ride... you'll need a nap for that one, start time is midnight.

From Terry Whaley



Mike Adams

Terry Whaley

Coy Hart

<http://www.springfieldnewsleader.com/outdoors/index.html>

Snippets from the Springfield News-Leader online edition of the Mark Twain Forest Adventure Race at North Fork River near West Plains:

The event runs Saturday with a 5 a.m. check-in for the 85 co-ed teams of four in the third annual multi-sport endurance challenge to benefit Ozarks Greenways. Starting from Twin Bridges Canoe Rental, the exact itinerary and distances are kept secret until race day. Participants reportedly trained for months, preparing to compete in the race's mix of running, mountain biking, canoeing, orienteering and mystery tests. A team can't proceed to another event until everyone has completed the previous one, which adds a tremendous cohesive need for the team.

Bruce Adib-Yazdi, works as an



Endorphins team captain Bruce Adib-Yazdi riding his mountain bike along the Sac River Trail in training for the race.

architect with Butler Rosenbury & Partners Inc. Since January, he has averaged six to 12 hours a week training. Running is at the core, topped by time devoted to mountain biking, canoeing, weights and yoga. His team is also entering the race for the third year.

"What this kind of training does,

not only prepares you for the race, but it prepares you for life," ... "this kind of training helps prepare you for situations that arise that you don't anticipate." Race day itself is not so much about the training you've done, but about team dynamics. At any point in the race, somebody could be having a down moment — it's up to the rest of the team members to help that one person along."

His team trains on a continuing basis, building stamina, endurance, mental strength and flexibility. The group's goal is to participate in a two-day adventure race.

It's hard to plan out race day to the last detail. The team can strategize, but each moment, the plan may change, so it means staying flexible and thinking on the fly, he said.

According to Bruce, "Adventure racing is not just a sport, it's becoming a lifestyle for lots of people" .

From Bruce:

These are my thoughts of the Ozark Greenways Mark Twain Forest Adventure Race that occurred at Twin Bridges on the Norfork River June 1, 2002.

The Endorphins had a great team, and a great race. Captain - Bruce Adib-Yazdi, with other team members, Frank Zanaboni, Christian Lentz and Lynee Pauk. Joyce Eiken and Heather Lentz were official team photographers and cheerleaders. Gayle Babcock and Janay Jacobs were on course race officials.

85 teams started the race - 50 completed the course, 25 DNF and 10 DQ. Final results are on the Ozarks Greenways website. The fastest complete team came in at 9:21:26. The last complete team

came in at 13:48:55

http://www.ozarkgreenways.org/mark_twain_race/race_results_2002.html

We finished the first leg, a 6.5 mile run which started with about a 1 mile 30 degree incline hill, in about 8th or 9th place. County gravel roads are not cut to minimize grade impact - they go straight up and straight down, one after another... Also, at this point we're carrying about 100 ounces of water each, plus food and other safety and nutrition supplements. As we would find out, we were short one crucial piece of equipment.

The next leg was a 10 mile canoe. The water was great - that is, it was great to have water. Both of our canoes (two people per canoe) did not miss a lick, and made it all the way down without

getting stuck, caught behind other canoes, or turned over. When we got to the end, there were only 10 other canoes on the bank - we were in 6th place!

The next leg, the orienteering, took us tromping through the woods, trails and river bottoms, (complete with muck, stinging nettle plants and washed out debris) crossing the river several times. Christian did a great job of navigating and pushing through the woods. I put on my trekking pants, which offered protection from nettles and other plants, but acted like sails when crossing the river, and like sweat pants on a hot summer day. On this leg of the course, Lynee sprained an ankle, which we promptly taped up with duct tape. At the end of the orienteering, we

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"...regardless of how well you are doing, you need to stick to your pace, and when the going gets tough, it's time to stop, rest and reassess."



Florida Bicycle Safari

submitted by Terry Walden

After reading the excellent article about the "Oklahoma Freewheel" ride in the March issue of the Tube and how it brightened up the content of the Tube (especially the online version with color pictures), I decided that I need to contribute something back to the club and all the dedicated officers (past and present) that help to keep this club going. I loved the Oklahoma Freewheel article since it brought back memories for me of that same ride (the hilly one) I did in 1999.

As you may or may not know I am the one who rides the Easy Racers recumbent bike. I frequently read and par-



ticipate in the "recumbent" newsgroup on the Internet. There are many discussions and information found there. The upcoming Florida Bicycle Safari to be held April 13-18th was one bit of information posted there. The poster was describing how nice this ride was, especially the "catered food". But, he was also trying to interest more recumbent riders to show up for the ride. I thought I might be able to see some exotic lowracers (low like a skate board only a bike) if I went. The only exotic bike I saw was a tadpole trike (which is very low). Most of the bikes were regular uprights, some very fancy ones. Well, it sounded good to me getting out of the colder Missouri weather for a week so I sent in my application. None too soon either, as the ride gets sold out very early. I found out that many of the riders each year are repeat riders year after year. And, as you might expect most of them are from Florida and retired. The biggest group of riders were men in their 60's. The ride had 361 total paid riders. It was limited to 200 riders for the 6 day event. I guess the other 161 riders made up the ones that just did the 3 day event. Cost was \$250 for the 6 days, which was what I registered for. This provided all food, a place to camp by tent or in an auditorium, showers, SAG's, and rest stops. I believe there were over 60 members of the Florida Freewheelers bike club that donated their time and services to make this ride a memorable event.

The ride start point began in Live Oak, FL. The north central area of Florida. Each ride from here was a loop out and back of varying distance depending on

what you felt like doing that day. We had two days of out and back routes, then on the 3rd day the 3 day riders did an out and back loop then went home. The 6 day riders packed up their gear which was loaded on a truck for transport to the next camp site, Cherry Lake campground, a 4H youth camping area. The 6 day riders then rode on to Cherry Lake from Live Oak for their 3rd day ride. From Cherry Lake, we had two more days of out and back routes, then on the last day we rode back to the starting point Live Oak which ended the event.

Day 1 everyone was anxious to get started since the skies were overcast. My usual nervousness about starting any group ride soon disappeared once getting started. It



did start to rain lightly shortly after starting, but it didn't last long enough to bother putting on any rain gear. The slower riders who did not get back by noon weren't so lucky. As is often the case in Florida, it rains at the same time every day in the afternoons. This rain turned out to be a big downpour, which with this day of 60 degree temps would have been pretty chilly. The roads were very nice and had little traffic. This area of Florida didn't have the usual palm trees that you might expect, but lots of pine trees and many varieties of leafed trees. There was the

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"Spanish moss" which seemed to hang from everything, the trees, even light poles and power lines. This first day the riders that weren't out to just "smell the flowers and see the scenery" were raring to go.



I was no exception. I thought how great it would be to pedal on mostly flat roads and possibly do a sub 5 hour century. Well, the roads were mostly level, and I did manage to average above 20mph the first day, but I paid for it later. There is something to be said about spinning non stop without down hills to coast for a break. At the end of this 72 mile ride my knees started to become a little tender. And this was even though I road my bike commuting to work all winter. I guess 10 to 15 miles a day isn't quite like doing 72, 100, 65, etc. 6 days in a row. This slight knee pain didn't keep me from enjoying the ride, but it kept coming back each day. I did the maximum miles each day except on the 4th day. I decide to not do the century ride and do an easy shorter ride. The total of all rides' maximum distance was approximately 456 miles. I did a lit-



tle over 400.

The Food! It was unbelievable. This ride has been put on for 22 years I think. And, I believe they have had this same caterer by the name of the "Dixie Grill" provide the food for much of this time. The Dixie Grill owner, and his helpers transported huge ovens/smokers, commercial grills, wash sinks, and some of the huge steel pots that you can see in their pictures from the Florida Freewheelers website. It was like a restaurant on wheels. The food was of a quality like a very expensive restaurant even though it was made in huge quantities to feed the 361 people that attended. Some of the items prepared were smoked grilled salmon & tuna (the best I have had). Also, slow smoked, BBQ ribs on the last dinner day. It was supposed to be breakfast and dinner catered and I thought I would have to buy lunch. Well, to my surprise, the bike club volunteers provided cold pop, chips & dip, and grilled hot dogs just after you got back from your ride to tide you over until dinner. And, even more surprising is that 4 out of the



6 days, they also had cold beer on tap from a keg and a huge pot of boiling corn on the cob to go with the beer. And, it was free! In fact I did not spend a dime on anything while there. This "in between" snack time was something not mentioned in the information on their application form.

I talked with several of the bike club members directly responsible for organizing this event and they



said that a lot of the money goes to benefit the club. But, also some of it goes to help purchase 100 bikes for kids of low income families. I got to thinking that if SpringBike club could put something on like this ride, it would help bring in additional funds to help the club, and perhaps increase membership. I would like to see some of our club members to try this ride to see if it might be something that could be done here. Even if not, the Florida Bike Safari ride would not be a wasted trip. I saw no one I knew from this area at this ride, but I did see a couple from Rolla area that participates in the "Diabetes" ride. They are the couple on the website of pictures that have jerseys showing the flag and the words "these colors don't run" on the back. One

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“Live, Race and Learn.”



(Continued from page 5)

member of the Florida Freewheelers bike club was the official photographer. He took digital pictures of each day's activities and riders. They offered a CD copy of the pictures for \$10 which I received in the mail. They are excellent. The Florida Freewheelers website no longer has the information about this ride or the application form, but they do have the 2002 Safari pictures posted for you to see if you have a computer and Internet service. They may have all the 500+ pictures that is on the CD. The website address is:

www.floridafreewheelers.com

Contact Information can be found on their website, but for those who don't have Internet access here it is:

The Florida Freewheelers, Inc.
P.O. Box 916524
Longwood, FL. 32791-6524
Phone: (407) 788-BIKE
Email: ffwclub@aol.com

Cheers and see ya' on the road

Terry Walden



(Continued from page 3)
were in 10th place.

The mystery event was a bean bag toss into bicycle tires - had to get 300 points before the team could move on. It was pretty simple, and we tossed for a few minutes before we got the required points.

The next event was mountain biking. The first 2 miles were up hill, then a nice downhill. The next up hill, about 3 miles into the mountain bike leg Christian broke a chain, and we did not have a chain tool. I was starting to fatigue, so I went on while Lynee, Frank and Christian worked to find a chain tool. The muscles on the inside of my thighs started cramping and I decided to call it a day. I checked out and Christian took my bike and the three of them finished the race as an unranked team. The rest of my team said the mountain bike course was a good challenge.

Frank said he rode the last long hill (which was probably 2 mile long) 'for Bruce'.

The three of them crossed the finish line at 9:26 +/- Which means if we had been able to continue as a full team, and we kept the pace that Christian, Lynee and Frank finished up with, we would have come in second place overall. What a bitter-sweet feeling.

They say mistakes are not so bad as long as you learn from them - I learned a lot from this race. I learned that you should always carry a chain tool, that regardless of how well you are doing you need to stick to your pace, and when the going gets tough, it's time to stop, rest and reassess. All things I knew, but had to have this kind of opportunity to learn.

Live, Race and Learn.

Bruce Adib-Yazdi

Ozark Greenways Joins MS 150 Team Roster

I have been ask by several folks over the past few weeks if Ozark Greenways was going to have a team in this years MS-150. Several thinking of riding with us, some thinking of which team to support, and still others taunting me from their ENDORPHIN hideaways!

With a clear head, and a cause to do good I have decided

and the answer is.... **YES**, Ozark Greenways will have a team in this years MS-150. I am hopeful that last year's team will make up the core of our group and that we might double our team size.

Spread the word. You are invited to ride with us, sponsor us, or wish us luck...

Terry Whaley

- 12-21 Shimano Hyperglide Cassette \$20.
- Specialized Road Shoes w/LOOK cleats. Size 44 \$25.
- LOOK "Arc" pedals \$25
- Shimano HG91 Hyperglide Narrow Chain (new) \$20
- Contact Lamont @ (417) 725-6521



Weekly Club Rides

Monday : Hickory Hill school to Stafford.

Tuesday : Turner's Station to Rogersville.

Thursday: Evans Road Church to Rogersville.

For more information call Ann-Marie at 581-4757 or Gary Day at 581-6390.

RIDE THE BAB --Bike Around Branson

All bikers are invited
When: Every Saturday
Starting Time: 7:00 AM
Skill Level: All skill Levels Welcome!
Ride Length: Self-guided Show 'N Go format.
Rides will vary from 10 miles to 50 miles. All rides will be self-guided with no SAG support.

Where: All rides will start and finish at Downhill Bikes

All riders assume their own risk on each ride. These rides are not sanctioned or sponsored. It is recommended all riders wear helmets and follow all safety precautions.

3rd ANNUAL L.J. FUNd RIDE

Sunday, July 14th 2002

9:00 am (rain or shine)

Register by mail to:
L.J.FUND

**4240 Somerset Dr
Battlefield, Mo 65619**

Or Morning of ride 7:30-8:45

**Starting at
The Farmers Market
321 E. Commercial**

The L.J. FUNd along with A & B Cycle, Cycles Unlimited, Sunshine Bike Shop, Willard Bicycle Shop, The Commercial Club, and The Victory Mission, present a community bike ride to raise money for the L.J. FUNd. This Fund has been set to furnish athletic equipment and accessories to those in need.

This ride will consist of 3 routes, designed to be as flat as possible. 6 mile for the children and beginner riders, a long with a 20 and 40 miler.

HELMETS REQUIRED.

The fee for the ride will be: Adults \$10.00 Children under 12 years old FREE.
(Children must be accompanied by a parent or guardian)

All proceeds go to the Foundation. Lunch will be served after the ride, donated by The Victory Mission. Plus wonderful door prizes that were so generously donated by local the above bike shops.

Name(s) _____

Address _____
City _____
State _____ Zip _____
Phone () _____
E-mail _____

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT

IN CONSIDERATION of being permitted to participate in any way in SPRINGBIKE BICYCLE CLUB sponsored Bicycling Activities, I for personal representatives, my assigns, heirs, next of kin, and myself:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities, and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that: (a) BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS, AND DEATH: (b) These risks and dangers may be caused by my own actions, or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, of THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW: (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either known to me or not

readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I incur as a result of my participation in the Activity.
3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, LAB, their respective administrators, directors, agents, officers, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lesser of premises on which the Activity takes place. (Each considered of the "Releases" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the "Release's", I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES from any litigation expenses, attorney fees, loss, liability, damage, or cost, which any, may incur as the result of such claim.
I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND WITHOUT AND INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

Participant's Signature _____

Printed Name _____

DATE _____

Parent or guardian signature
(IF UNDER AGE 18)

****An adult must accompany children****

The Tube



www.springbike.org

Springbike Bicycle Club's Newsletter

"Springbike is a local cycling club whose purpose is to promote enjoyable safe cycling for the members and the community."

MEMBERSHIP FORM

Name: _____
 Address: _____
 City: _____ Zip: _____ Phone: _____
 State: _____ Email: _____

____ New membership
 ____ Renewal (Due each April 1)

One year membership
 ...\$15.00 per household
 Two year membership
 ...\$28.00 per household
 Three year membership
 ...\$40.00 per household

Springbike Bicycle Club cannot be held responsible for any accident that may occur during, or as a result of, our activities. Participants ride at their own risk. For the safety of participants, Springbike Bicycle Club requires that approved helmets be worn on all club-sponsored rides.

Signed _____
 Date: _____



Springbike Bicycle Club
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 Springfield, MO 65801

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These Springfield area bike shops support the Springbike Club with member discounts, and donations of time and merchandise for special events. Return the favor and support these shops with your business. Shop your local bike shops first!



Willard Bike Shop
 106 E Jackson
 742-4465

Sunshine Bike Shop
 1926 E Sunshine
 883-1113

SportsXtreme
 3433-E S Campbell
 883-8100

Cycles Unlimited
 1254 E Republic Rd
 887-3560

A&B Cycle Inc.
 220 W Walnut
 866-6621