

"Springbike is a local cycling club..."



September,
2003

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

**See our website for classifieds
and late-breaking news!**

FROM OUR TEAM LEADER

Hi members,
This is a special **thanks** to Dave and Mary Sturdevent and Norb and Ann Bagley for organizing the Moon Light Ride. It was fun and a great ride!

Now the other news, I am going to Alaska to see our daughter and work some so I will won't be back in time to organize a fall ride. I know we have had some great Benefit rides and also MS training rides and there have been several

people doing the evening rides. I know several people are planning on going to Texas and do the Ride For Roses so maybe we could just meet at Turners Stations on each Saturday and just have a show and go ride. The riders that come can decide where they want to ride. We will start at 8 o'clock weather permitting until Oct.18th.

It is not too early to start finding people to take over the officer positions.

Have a good ride. Gary

MS 150 Training Rides 7:30 a.m. www.msmidamerica.org

Aug 30	Elwood	1440 N. State Hwy. AB	Springfield
Sept 6	Elwood	1440 N. State Hwy. AB	Springfield
Sept 13-14	Ozark MS 150 Bike Tour		Republic High School

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

Lake Freebird Triathlon and Duathlon September 7, 2003 Mountain Grove, MO --see the August Tube

Weekly Club Rides

Monday: Hickory Hill school or Turners Station to Stafford.
Tuesday: Turner's Station to Rogersville.
Thursday: Evans Road Church to Rogersville.
Saturday morning Show and go from Turners Station

Frisco Highline Trail

Every Monday evening (6pm)
Willard Trailhead Hwy Z & O.

Fellow cyclists,
The long awaited **Gorilla Century flyer** is now ready. Sep 7th in Pittsburg, KS ride starts at 8AM. 30, 62 or 100 miles with lot's of SAGs and SHOWERS afterward. Register by mail or day before or day of in person. All info can be found at <http://www.tailwindcyclists.com/news/localevents/TailwindPSU.htm> or call Tailwind Cyclists 620-231-2212.

Roger Lomshek



..for the members and the community."

MS 150: 2003

By Sheryl DeBoer

The MS 150 is almost here for 2003. It seems more people than ever are getting ready to ride. This is a very well supported 2-day tour. If this is your first experience with a long ride, you picked a great event. Here are a few tips for an enjoyable ride.

1. Make sure your bicycle is in good repair. If you don't know how to check it yourself have it checked at one of our great local bicycle stores. If you have more than 1500 miles on your tires, consider replacing them.

2. Start eating well 3 days before the ride, 60% carbohydrates, 20% protein, and 20% fat. Up to 70% carbohydrates is OK. It has been proven that pre event carbohydrate loading is beneficial to riding. If you are on a high protein diet, consider taking a few days off. Protein is the last nutrient the body can utilize during exercise.

3. Start eating small amounts of food 45 minutes into your ride and continue, eating small amounts and drinking plenty of water throughout the ride. Sports drinks will help replace electrolytes lost. If you use a sports drink be sure it is diluted. Rest stops are about 10 miles apart, so eat a small amount at all of them.

4. Of course eat 300 to 400 calories of carbohydrates within 15 minutes at the end of the ride, and a full meal as soon as possible. This should be done both days; it will help your recovery time immensely.

5. Cadence, (how fast you pedal) is very important. If you can, keep your cadence 80 or more revolutions per minute. Believe it or not your body is more efficient at a higher cadence. When you pedal slower, and push harder on the pedals you use your glycogen (sugar) stores a lot faster, pedaling at a better cadence will allow your body to use glycogen and fat stores more efficiently. This will allow you to have more energy at the end of

the ride.

6. If you are nervous about descending, it is ok to be cautious. When going up a hill or down, stay toward the right side of the road as much as possible. Remember: Relax, think ahead, brake ahead, and stay centered on your bike. When going around a corner keep your outside pedal down in the 6 o'clock position. If you pass, make sure the person you are passing knows you are coming around, and do not impede anyone from passing you. When someone is passing you, **HOLD YOUR LINE!**

7. Should you sit or stand on a hill? At a low to moderate incline it is much more efficient to stay seated. On steep inclines, standing and sitting are equal in efficiency. When you are working that hard, in my opinion, sometimes, it just feels better to stand.

8. Have a great MS 150!!!!

Happy riding!

Sheryl

Group Riding --From the League of American Bicyclists Website

1. Be predictable

In a group, your actions affect those around you, not just yourself. Riders expect you to continue straight and at a constant speed. Signal your intention to turn or slow down before you do so.

2. Use signals

Use hand signals to indicate turns and point out hazards to others. Left or right arm straight out to indicate left or right turn. Left arm out and down with palm to the rear to indicate stopping

3. Give warnings

Ride leaders should call out right turns, left turns and stops in addition to signaling. Announce turns before the intersections to give riders a chance to position themselves. Try to avoid sudden stops or turns except for emergencies

4. Change positions correctly

Slower moving traffic stays to the

right; faster traffic to the left. Pass slower moving vehicles on the left; announce your intention to do so. Announce passes on the right clearly as this is not a usual maneuver

5. Announce hazards

most cyclists do not have a full view of the road while riding in a group. Announce potholes and other hazards so others can avoid them. Call out the hazard and point down to it, either left or right

6. Watch for traffic from the rear

The last rider should frequently check for overtaking cars. Announce "car back" clearly and loudly. It is also helpful to announce "car up" on narrow roads or when riding two abreast

7. Watch out at intersections

Leader should announce slowing or stopping at intersections if necessary. Cyclists should not follow others through intersections without scan-

ning. Each cyclist is responsible for checking cross traffic; if you must stop, signal

8. Leave room for cars

On narrow road or during climbs, leave space between every three or four riders. Motorists will utilize the shorter passing intervals to pass the group. Good relations with motorists is the responsibility of every cyclist

9. Stop off road

When stopping for mechanicals or regrouping, always move clear off the road. Only if conditions permit should you move back onto the road as a group. Always yield to traffic in the roadway

10. Ride single file

It is illegal in some areas to ride more than two abreast. Ride single file between intersections; double up when the group stops. When taking the lane, double up and take the whole lane.

RIDING BY THE LIGHT OF THE MOON (and MARS)

August 10th started early for about 15 hardy Springbikers. Dave and Mary Sturdevant and Ann and Norb Bagley had led a moonlight ride a few years ago; however, it had been a while. So, a call came from our enthusiastic president, Mr. Day, suggesting a resurrection of the event. The first riders were there by 1:30am! Some riders had caught a few hours of shut-eye, while others stayed up or arrived "fresh" from a night shift. None-the-less, we were ready to roll by shortly after 2:00am--head & taillights in place. It was quite a smile-producing sight as we headed west "up the hill" on Battlefield to National. Traffic was light and many of the passing motorists honked & waived. A couple even politely waited for us to pass. No negative encounters, which was encouraging! North on National to Commercial, Boonville to the square where we "circled our

wagons" before heading south on Jefferson back to Battlefield. How could there be leg-burning hills both directions on the first/last stretch? Several of us had ridden MS training rides a few hours earlier and we could feel it--great training! If not now---when? As we headed in, visions of breakfast at Steak n Shake pushed us along. Seventeen miles of pleasant night air and views of the near-full moon in and out of the haze, we made note of the current Mars happening--visible even in the bright parking lot lights. The staff of TAKHOMASAC did a great job of replenishing our stores as we toasted the experience.

TOP TEN REASONS TO DO A MOONLIGHT RIDE

10. You can change your alarm to 1:00am and then wonder what's going on when it wakes you up.
9. You can see the wide variety

of bike lights available (some very expensive, Joyce)

8. You can ride on some of the busiest streets in Springfield with no cars on your tail.

7. You can skip the sunscreen.

6. You can be the first person in your neighborhood to open the morning paper.

5. There are almost no barking dogs to contend with.

4. It's a wonderful reason to justify eating a huge breakfast (including bacon) following the ride.

3. You can take a guilt-free nap the next day.

2. You appreciate the importance of REM sleep.

AND THE #1 REASON TO DO A MOONLIGHT RIDE:

Hanging out with people who look for any excuse to ride their bikes. They're GREAT!

From Ann Bagley

Naked Biking?!

Considering what to pack on my bike....

I don't know what I'd take off my bike (Bianchi cyclocross). If I only rode it 20 miles or so, I could chance only riding with a tube change, but I ride farther than that in places far from home.

I carry a chain tool and piece of chain (I have broken a chain), 2 inner tubes, pump and tire irons, cap for my Brooks (in case it rains --and it has), allen wrenches and wrench type tool for repairs (both I've used), a light for my helmet in case I get caught after dark (and I have).

The fenders are the lightest thing on my bike. I've sure appreciated them when riding through

fresh oil and not-so-fresh 'possum remains. The rack is heavy as well as the aerobars. I'd a whole lot rather carry a jacket on my rack than around my waist! The rack also gives me independence. I don't have to trust a gas station to be open for drinks and such, I can carry them even though heavy. I also use them to haul my panniers when I commute (25 miles one way). I really use my rack. The aero bars I could do without. I ride more "aero" in the drops and am more comfortable there, though I'm getting better with my aero position. The aero bars do give my wrists a break, though, and the best part is how they hold my little bags on the front! I carry my coin purse and keys there (they could fit in a pocket), my camera (that wouldn't fit very well), film and ex-

tra battery, sunscreen, wipe-rag, eyeglasses and maps with compass and teeny tiny magnifying glass; also my cell phone. That's a lot of junk to carry. And then water. Hm-m-m... don't know what I would do without. I think I tour when I ride and carry stuff like I'm on a tour. That's different than if I just rode club rides or had SAG support. I also carry hand wipes in little packages and liquid bandaid --when another person has fallen they were glad I had that. It's helped me too. I've used everything I carry.

Anyone else wish to chip in their thoughts here?

How do you do long rides with nothing?

Kathy Hudgens

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: _____



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