

# "Springbike is a local cycling club..."



September  
2002

## Club Officers & Committees

<b>President:</b> Ann-Marie Shy 581-4757	<b>Special Event Route Organizer</b> Kevin Umlauf
<b>Vice President</b> Gary Day 581-6390	<b>Program Director</b> James Allen
<b>Secretary</b> Carol Gough	<b>Membership</b> Jim Freeman 724-2701
<b>Treasurer</b> Tony Miller	<b>Webmaster</b> Steve Hargis www.spring bike.org
<b>Tube Editor</b> Kathy Hudgens khudgens@sprynet.com	

*Deadlines for The Tube are the 20th of each month.  
Springbike is a member of the League of American Bicyclists.*

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Missouri commuting!  
--thanks for the pix goes to  
Bruce Adib-Yazdi

## Looking for a Scout...

Is there someone who would like to scout around for rides available for us? I need someone to help keep up with what is out there. Or, if you all would send me the website address for a ride, its name and when it is, I'd try to include it in our calendar. Thanks, Kathy Hudgens khudgens@sprynet.com

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

**MARK YOUR CALENDAR**

## Monthly Meetings Resume!

**September 10**  
Library Center 4653 S. Campbell  
Conference Room  
6 PM exec. Meeting  
7 PM All members

MS 150 Sept 14-15 Ozark Branch  
Sept 21-22 Eastern KC Branch

Tour of the Ozarks ADA Sept 21, Rolla  
touroftheozarks.org

## COURTEOUS CYCLING

**W**e start our Thursday night ride at the church at Evens rode and we all appreciate it. The church did ask us not to park on the grass and we have been abusing that situation. The neighbors to the north came to me and asked if we would please not park on their grass and not

block their street. There is a parking lot just south of there, so let's all respect their wish. If you see somebody doing wrong, please inform them. Let's be good representation of the Springfield Bike Club.

Ride safely and be careful.  
Gary Day V.P.

# ..for the members and the community."

# SPRINGBIKE CYCLING ADVOCACY COMMITTEE UPDATE



August 9, 2002

Marc Thornsberry,  
Director  
Department of  
Public Works  
City of Spring-  
field

Dear Marc:

**A**s chairman of the Springbike Bicycle Club Advocacy Committee, I would like to thank you for incorporating bike lanes into the design of the Grant Avenue road widening project (Norton to North City Limits - see attached photo). Not only will this facility provide safe bicycle access to two future greenway trails, Hillcrest High School, the Broadway Avenue bike route and the fairgrounds, it also provides a safer route for many of our club members to access the rural roads that we regularly use on our MS-150 training rides. Indeed, such a facility should significantly reduce the risk of bicycle travel on Grant Avenue as referenced in the Springfield/Greene County Transportation Plan's "Bicycle Route Suitability" study.

Springbike feels that designated bicycle lanes, that are both signed and striped, are an essential component in the city's overall bicycle network. Having just returned from a trip to Boulder and Ft. Collins, CO - both of which have implemented excellent bicycle networks - I experienced first hand the impact these kinds of improvements have on the quality of life in a community. The positive psychological affect on both cyclists and drivers is immeasurable. Cyclists are provided with confidence knowing that there is a sec-

tion of the road meant exclusively for them. Drivers are less aggressive toward cyclists because they are provided with a visual reminder that there is a portion of the road rightfully meant for bicycle transportation.

While we are pleased that the city has taken a leadership role in bringing this progressive bicycle facility to Springfield, I would like to offer our organization's support in the design of future bicycle lanes. While striped, the bicycle lane on Grant Avenue seems somewhat narrow. In addition, there are not yet any markings within the lane, or signage to indicate that this is a bicycle lane. Please let me know if these items will be addressed prior to final completion of the project.



Consistent with my understanding of the Springfield / Greene County Comprehensive Plan, (Vision 20/20), Springbike views this new bicycle lane as only the beginning of a greater network. In fact, the wide automobile lanes on Grant Avenue, extending south from Norton Road (and signed for "no parking"), provide the opportunity for an immediate extension of the Grant Avenue bike lanes. In addition to planning, the Spring-

bike Advocacy Committee would be happy to work with city staff to prepare grants, and raise funding for this and future projects.

Once again, thank you for providing Springfieldians with a road improvement that "improves" the facilities for multiple means of transportation.

Sincerely,

Bruce Adib-Yazdi  
Springbike Cycling Advocacy  
Committee Chairman  
417.881.8510 Home  
417.521.6164 Work  
1946 S. Holland  
Springfield, MO 65807

## DIDN'T KNOW THAT

**I**f your wheels are at least five years old or older, when have you checked the condition of the rim tape? The little strip of tape inside of the rim. This should be done very time you have a flat. especially if your rims are deep dish. Only takes a few seconds. The tape which covers the little hole where the spoke is, tends to get rotten and will break through, allowing the tube to bubble down into the little hold, causing, you know what, A FLAT. I replaced four tubes in a row before I found out the cause. It is very easy to apply a new tape and the tape is very inexpensive.

Thanks to Ray W.

## NOW I KNOW!

Looking for a fun ride hosted by a friendly small community that knows how to pull all the stops out and learn some history about the Mississippi River and the Civil War in the bootheel of Missouri? Then pack your bags and bike and make plans to do the Tour de Corn out of East Prairie Missouri next year!

East Prairie is located 10

greeted by 3,416 people that live there plus many other folks that are there for the Sweet Corn Festival.

There were a total of 177 riders that enjoyed the first ride put on by this community and boy did they do it right!

Five members of the Springbike Club rode in the ride. If you talk to any of them, be sure to ask them what it is like to get to ride 60



miles east of Interstate 55 on Hwy 80 in the boot heel of MO. There you will be

miles of flat land!

The five members from the Springbike Club were



Cecil and Naomi Davis, Gary (Farmer) Day, Susan Klepac (not pictured), and Tony Miller. All are planning to ride again and would enjoy your company.

From Tony Miller



### JOIN THE MS 150 BIKE TOUR

The National Multiple Sclerosis Society (NMSS) is registering cyclists for the 2002 MS 150 Bike Tour taking place Saturday and Sunday, September 14th and 15th. The annual Bike Tour will take riders through 150 miles of scenic MO countryside while raising money for a great cause.

Participating cyclists enjoy two fun-filled days of cycling with catered meals, constant support during the ride and food and drink along the route. The MS 150 route will begin at Willard High School ending in Nevada for an overnight stay. On Sunday, the event continues from Nevada to Clinton High School, where many cheering volunteers will greet cyclists. Riding the MS 150 provides great exercise and camaraderie while making a difference in the lives of people with MS.

In order to prepare for this challenging event, the NMSS hosts training rides free of charge for all cyclists interested in riding the MS 150. The registration fee for the MS 150 Bike Tour is \$35 and cyclists are required to raise a minimum of \$200 in pledges, which provides valuable funding for research and programs for the 25,000 people whose lives are affected by MS in eastern Kansas and western MO.

It is the unpredictable nature of the symptoms that makes MS a devastating disease. Multiple sclerosis is a chronic disease of the central nervous system that affects a third of a million Americans. MS is usually diagnosed between the ages of 20-40; this is why it is often dubbed a "prime of life" disease. Symptoms of MS range from mild to severe and change without pattern or warning. A person may experience things like numbness and blurred vision, or they

may become paralyzed or blind. The NMSS supports more MS research and provides programs, education, and public policy for more people with MS than any other national voluntary MS organization.

The NMSS would like your help in combating this disease. The MS 150 BIKE TOUR is the perfect opportunity for you to make a difference while making friends, getting in shape, and enjoying the outdoors. If you have already registered... recruit a new rider and you will be eligible for our drawing for a \$250 bike shop gift certificate...our way of saying thanks for spreading the word! For information about participating or volunteering in the MS 150, please contact the MS Society at 417-882-8128 or 800-745-4148. You can also register online at [www.msmidamerica.org](http://www.msmidamerica.org).

The cure might be hanging in your garage!

Susan Stephanchick

## From our Website:

**2001**, my 52nd year, was my serious return to cycling. I've cycled for years including a European biking-hostelling tour in 1967 but gradually got away from it. My "new" son-in-law and daughter, both MS-150 veterans, really got me back into it with the resolve to do the MS-150 in 2001. After some serious training (certainly for me) I did conquer the MS-150 (including the Century) this year.

About three weeks later, having logged about 1,700 miles in 2001 this year, my cycling for 2001 came to an abrupt end. I had just joined Springbike the week before, having procrastinated for a long time. This I did so I could participate in the Fall 50 mile tour the last weekend in September. Ironically, that route followed a part of my standard training route that I did about three times a week. On October 2, I took off from my home on East Grand going out East Cherry to Eastgate. Turning north, I waved at a fellow employee (a triathlete) on her way home. I turned east on Chestnut to take on the three challenging hills that used to really tax me. No longer! Out to Farm Road 205 then south to "D" (Sunshine). There I stopped briefly for a drink then headed back towards home on "D." I turned north on Royal Drive then west on Farm Road 144 (East Catalpa). I flew down the hill and to the right, then down again and left, through the intersection with Bittersweet. Then I turned north on Farm Road 193 and quickly right on Royal Drive and up the hill. Near the top I turned right on Bittersweet and went down the gradual hill to the Catalpa intersection a second time. Back to FR 193 and the Royal Drive hill a second time. I saw my triathlete friend's truck parked in the driveway; it would be the last thing I would remember for a while.

This time I went all the way up to Catalpa, then back down the hill,

sweeping right, then down again and hard back to the left. At the Bittersweet intersection I was hit head-on by a car turning left in front of me on to Bittersweet. My Trek 2500 impacted on the right front of the Mercedes sports car. The Trek was smashed, twisting the front wheel into a pretzel and breaking the carbon fiber frame. The handlebars were ripped out of the frame as were my riding shoes from the Look pedals. (I can attest that they will come out without rotating your foot to the side.) I did a superman imitation, flying on to the hood, bouncing off the windshield and roof of the car, finally coming to rest later about 20 feet behind the car in the ditch on the north side of the road. Fortunately, I was wearing a Bell cycling helmet that limited my head injuries to a concussion. My right forearm (the radius bone) was shattered probably when I hit the pavement, necessitating surgery to install an external fixator and six titanium pins. The fifth metacarpal bone on my left hand was also fractured, the medial collateral ligament (MCL) was torn in my left knee, I had a sprained ankle and blood clots had formed in my left leg. There were several chunks of the broken carbon fiber frame that punctured my right leg, I had a wound in the chest (hood ornament?), I broke off four of my front teeth, and had road rash everywhere. Most amazingly, I have absolutely no recollection of the entire incident (and not much of the following two days). Fortunately, a doctor lives at the very intersection and called 9-1-1 immediately. He was on the scene within one minute.

The next thing I do remember is lying on my back in the dark. I could hear some noises but not anything I could understand and all was black. Although my brain was in shock, all I could think of was "Where am I? How did I get here? What happened?" I sensed that I was moving and began to see a light coming from over my legs. This was a en-

tirely bizarre experience that, for an instant, filled my mind with the thought "Is this it? Am I dead?" After a few more minutes my senses slowly returned and I realized that I was not dead, but was in the hospital. It turned out that the light I saw was in fact the normal room lights coming into view as I was exiting the CAT Scanner. This was, however, a profound lifetime experience.

I was under the influence of morphine, and that may have had some effect on the experience. At least cannot remember any pain during the initial ordeal. I spent two full weeks in the hospital and am still undergoing physical therapy three days per week on my right wrist. I don't know if I will ever make a full recovery, and it is taking far longer than I ever imagined. At least most of my physical functions are working. The knee is reasonably healed though no where near full strength. The wrist really lacks motion in flexion and extension and doesn't have much strength either. Fortunately, at the time of the crash I was probably in the best physical condition of my life.

The accident report was performed by a Highway Patrolman who apparently never rode a bicycle. He agreed with the driver that I was riding in the wrong lane and swerved into her path. He pointed out "skid marks" in the pavement 24 feet long in a graceful arc and perfectly parallel. I'd like to see a bike skid like that. If I had swerved from left to right I would have been hit and sent to the right, not 30 feet over the car. But this is another unimportant story.

I am writing this in the hope that it will influence other bikers to reassess how safe they ride. I always considered myself a very cautious rider but no longer. Many of you have suffered at the hands of automobiles, other vehicles, dogs, etc. and don't need another lecture. But I can tell you that safety is always foremost on my mind. My new riding dictum is that I am always invisible. I

believe it is the only safe way to ride. I do enlist other club members and more experienced riders to help me and others to equip their bikes with lighting that will catch the attention of other vehicles.

There is one side story worth repeating relating insurance. You, as a bike rider, are covered under the Medical Payments part of your automotive insurance policy. I, for one, had \$10,000 Medical Payments coverage, of which I collected every penny (though it by no means would have been near enough by itself). It is strictly your own call on how much of this coverage to carry. Also, your bike like mine, is probably covered by your homeowners insurance. I have full replacement cost coverage, which means that the insurance will replace your bike in kind. After filing a claim under my policy I was contacted by an adjuster. We agreed

that A&B Cycle, an authorized Trek dealer, would estimate the replacement cost of my bike. The 2500, though not a new model had a carbon fiber frame and full Dura Ace components. A&B provided a cost for the new equivalent mode, a Trek 5500. (Yeah! Way to go A&B!) I assumed the insurance company would choke on this amount, but I faxed the estimate, a copy of the accident report, and a link to my personal web site for a picture of the bike. (The site also had a picture of me laying in a hospital bed.) It turned out that it was not the picture that influenced the adjuster. Also on my site I mentioned that I had ridden the MS-150. When I next talked to the adjuster she told me that they intended to pay the full cost of the bike and computer less the normal deductible. I was pleasantly surprised as this was the only nice part of this whole terrible story.

She went on to say that she had gone to my site, saw I was an MS-150 rider and that she was a victim of MS herself. I asked if I could ride for her next year, and she agreed.

Another short squib of interest concerns my Cateye Astrale computer which I highly recommend). As did I, it took a lick in the accident and somehow recorded my maximum speed of 187 miles per hour.

I'm hoping to see you at a future meeting to learn about bicycle lights and I also hope to ride with some of you this coming year.

Sincerely yours,  
Dave Christiano

Dave and Mary Christiano  
Springfield, Missouri

Posted on Tue, Jul. 30, 2002

## **GROUND BROKEN FOR KCK LEG OF BISTATE BIKING AND HIKING TRAIL**

By MARK WIEBE  
The Kansas City Star

Chalk one up for bistate cooperation.

Not the one-eighth-cent sales tax that supporters took off the ballot earlier this month, but a biking and hiking trail that will eventually straddle Kansas City, Kan., and Kansas City, Mo.

Officials from both cities broke ground Monday on the Kansas leg of the Riverfront Heritage Trail, a nine-mile path that promises to help revitalize the cities' downtowns and breathe life into blighted areas.

Speaking under shade trees in Huron Park in downtown Kansas City, Kan., Unified Government Mayor Carol Marinovich called the

trail a wonderful example of bistate cooperation.

"This is a really exciting day for Kansas City, Kansas, and the metropolitan community," Marinovich said. "Too long our cities have turned their back on the riverfront. So I see today as a beginning to spark redevelopment along the Kansas and Missouri rivers and in our respective downtown urban cores."

The Kansas leg will begin at Huron Park, near Sixth Street and Armstrong Avenue, cross the Kansas River on Woodswether Bridge and then stretch through the West Bottoms and across the state line. Another trail going south from the bridge will follow the Kansas River to Kemper Arena.

In Missouri, the trail will roughly follow the Missouri River from the West Bottoms to Berkley Riverfront Park. Another leg will begin at the River Market, wind through downtown and head south to Penn Valley Park.

Monday's groundbreaking sig-

naled the beginning of the Kansas City, Kan., first phase, a roughly three-quarter-mile segment between the park and Woodswether Bridge. Construction of the trail along the Kansas River, as with most of the Riverfront Heritage Trail system, has yet to begin.

The first Kansas City, Kan., phase of the trail will cost \$2.3 million, with \$500,000 coming from Wyandotte County's Unified Government and the rest from federal transportation grants. Much of the money will pay for extensive renovations to Woodswether Bridge, including a new pedestrian deck on the bottom level.

The cost of the entire trail is estimated at \$16 million.

Email from Terry Whaley

# RAGBRAI 2002 --a flat one!

From Kathy Hudgens



Lots of handcycles



Rollerbladers, too



Great looking 30-year-old Schwinn --and the corn fields were regularly visited!



A "Push Me" pole gave opportunity for RAGBRAI camaraderie.



A family affair!



I got to hold a 2 day old pig!



USAF Trailer getting ready to head home. Lots of patriotism on the ride...



I think this guy had to be "baled" to pose for this picture!



Great windsock!



This John Deer tricycle was near an antique tractor display set up in a field for us all to enjoy. Old trucks, farm equipment, even an old Indian motorcycle were there for us to see. RAGBRAI is a fair from one end to the other!



This bubble blowing character was selling waffles for the Lyons Club.



We could even have an ultra light plane ride! They flew and we pedaled together across Iowa.



These folks helped me put Miss Piggy on my aerobars!



Iowa folks really showed off their towns --a Dutch heritage beautifully displayed.

