



Kansas City BICYCLE CLUB

NEWSLETTER

www.kcbc.org

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Gonzo Wrider

The invitation

By Dana Meier

What is it girl? For crying out loud, I'm trying to watch my "stories" and I can't hear the dialogue above your damn barking. Lassie, stop pulling on my shirt!! You act like you're trying to tell me something. Ok that's it; I'm locking you in the laundry room until you stop all this racquet. There, maybe you'll finally settle down with some quality "alone time". Hummmm, I wonder if Timmy has fed you lately?

Sometimes we don't recognize a life-altering event until years later. It was the spring of 2009. I had only recently moved back to Kansas City after 15 years in St. Louis. I had not ridden my bicycle much over the past three years. I wanted to start riding my bicycle again, but I kept putting it off until "next week". I was having a difficult time getting in that first ride of the year. The other factor keeping me off my bike was my poor fitness level. It was the vicious cycle of being out of shape and not wanting to go out in public and ride my bike because I was out of shape. I had a nice bicycle collecting dust in the garage—just shameful.

I was attending a KCBC board meeting, still learning everybody's name. Near the end of the April meeting, Gloria and I got to talking about what else, riding bicycles. She asked me if I had been riding that

spring and I silently shrugged no, and offered some weak, sorry excuse with a promise I was going to ride soon. And then it happed, that life altering moment. Gloria invited me to come out to Independence and be a part of the group rides, which start at the trailhead on the Little Blue Trace. I didn't really want to go riding. But Gloria had been nice to invite me, so I

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Cranksgiving, a photo story



Member of:



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Upcoming Events

KCBC Winter Banquet
Feb. 26, 2011

For information on other area rides visit <http://freecal.brownbears.com/jcbrides>



There is a KCBC group on Facebook! Go check it out! You have to be a Facebook member to see it. Sign-up is fast and free.

Gonzo Wrider continued from page 1

accepted the invitation.

That night, I retrieved my trusted, but neglected steed from the strangulating hold of cobwebs. I dusted it off, lubed the chain, changed a tube and adjusted the brakes. I swear the front tire nuzzled my leg and the chain gave my right calf a loving lick of lube. The next day, Gloria and her friends led me on my first ride of the year. Mostly flat, but there were a few choice hills that had me hacking, coughing and wishing for a quick and painless end to it all. After a hot shower that night, I felt the desire to return to cycling. That old feeling was returning and I liked it. I wanted it. So, I searched out a few more weekly rides and started filling my nearly empty bicycling glass.

I met my mileage goal that year and more importantly, I starting feeling a connection, however small, to the local bicycling community. In 2010, I exceeded my even higher mileage goal for the year and I was experiencing the thrill of riding my bike hard, feeling the joy of riding up hills and I could actually function upon completing an after work bicycle ride. I was cycling often and loving it.

Gloria will be leaving the KCBC board position after several years of faithful work as head of hospitality. As we attended our last board meeting together, we reminisced and could not imagine life without riding our bicycles. I would have missed all the friends, conversations, laughter, sights and fitness our bikes have given us. It was then I realized the importance of Gloria's invitation to come ride with her that day in April. If I didn't go for a ride that day, perhaps I never would have gotten back on the bike. I might never have met any of the new friends I've made over the past two years. And then I caught a fleeting glimpse of the path I didn't take. The path without cycling. And, I breathe a sigh of relief having NOT experienced that life.

I was fortunate that day to hear the invitation and lucky enough to accept it. Many times, life-changing events are in front of us and we just don't notice. Say, that dog is barking louder. She's stirred up about something. And where is Timmy? He's made himself scarce all afternoon. Maybe he's down the street playing at the neighbor's house. Did I hear they were putting in a well? 🚲

2010 has been a good year for bicycling in Kansas City

By Laurie Chipman

I hope everyone got to read the editorial in the Kansas City Star November 21. Here's the link www.kansascity.com/2010/11/20/2455881/kansas-city-star-editorial-even.html

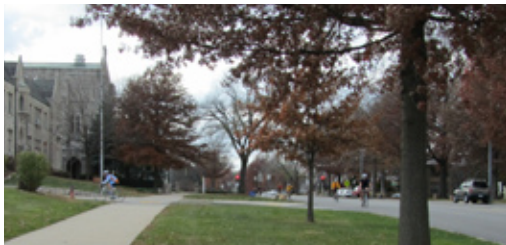
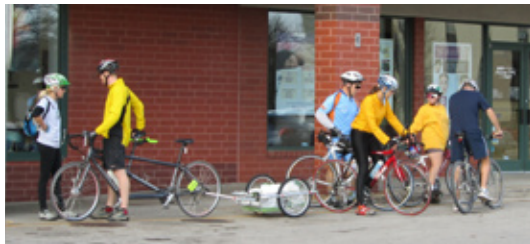
This has been the best year that most of us have ever seen for cycling progress in Kansas City. Here are some of the projects that have been completed.

- New bike/walk trails on the Heart of America Bridge and Chouteau Bridge
- The first sharrow markings for our region in North Kansas City
- A complete Longview Lake trail and expanded Little Blue Trace trail
- Lee's Summit gets a "Livable Streets" plan that includes all modes of transportation
- Improvements to Johnson County's biking and hiking network

- KC will add 42 miles of bike lanes, including Armour Blvd., Benton Blvd. and Lee's Summit Road
- Back-in angled parking in the Crossroads

This is the result of many years of hard work by our regional advocates. Our government officials and the public are finally getting the idea that cycling is part of the transportation mix. I have been working on these issues since 2004 and have never seen such action and acceptance of bicycling until now. The Kansas City Star challenged KCMO to build 100 miles of bike lanes in one year. While this is not likely to be accomplished, they threw down the gauntlet and this challenge is in the minds of those in city hall.

Don't sit back in your chair and think that these issues will take care of themselves now, like we did when BikeKC was passed in 2001. There's lots of work still to be done and oversight is key. The advocacy community appreciates your efforts to support our work. Keep writing those e-mails, letters and signing petitions. It really works. In fact, it works so well that we have been told to quit doing it by city officials! :-)) We may not have lots of money but with you, we have "people power." Thanks! 🚲



2010 Board

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Lou Joline

V.P. Racing
Michael Ruder

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Dana Meier

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Richard Johnson

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Melinda Kelsey

Membership:
Wendy Biggerstaff

Webmaster:
Robb Jones

Long Term Planning:
Ron Puett

Visit our website for
contact information.

Newsletter Submissions

Do you have any interesting bike stories? Perhaps a bike Kodak moment? If so, we would like to hear from you.

Please forward any newsletter information to: editor@kcbc.org by the first of the month prior to the publish month.

Photos by Ron Puett

Wooden it be nice?

From Adventure Cycling

“Skeptical engineers and cyclists scoff at the idea, but [Ken] Wheeler and his company, Renovo Hardwood Bicycles, are slowly proving them wrong. For 3 1/2 years, he’s been rolling out his tailor-made, hollow-framed wooden bikes—the only ones of their kind, he said—converting cynics along the way.” So goes the story the following link takes you to, at the website of The Oregonian newspaper. <http://bit.ly/dRezTS> 🚲

World’s first wearable tent?

From Adventure Cycling

Wikipedia defines the tent dress as “a dress that hangs loose from the shoulder to below the hips, and does not have a waistline.” Well, last week we ran across a news item about a product that carries the concept a bit further toward literalness. Okay, it’s not exactly a dress, but it really is a tent. www.eta.co.uk/2010/11/12/tent-you-can-wear-while-cycling 🚲

Back-in angle parking debuts in the Crossroads

By Eric Rogers and Laurie Chipman

The city’s first modern test of back-in angle parking has just opened on McGee Street between 17th and 20th Streets in Downtown’s Crossroads Arts District. Flipping the outdated head-in angle parking is a growing movement across the country because it greatly increases safety for bicyclists and even reduces crashes for motorists.

Why is back-in angled parking a good idea?

1. A driver has full visibility when leaving the parking spot
2. More parking spaces can fit in the same space than forward angled or parallel parking
3. When car doors are open children are blocked from running into the street
4. Car trunks can be loaded from the sidewalk
5. It’s easier to park than parallel parking and easier to pull out than forward angled parking
6. Street lane width is increased because no buffer zone is needed for pulling out as in forward angled parking

Where is it used?

Many cities use back-in angle parking, either city-wide or in specific locations...

Charlotte, NC
Chico, CA
Des Moines and Cedar Rapids, IA
Indianapolis, IN
Knoxville, TN
Marquette, MI
Salt Lake City, UT
Tucson, AZ
Washington and Wilmington, DC
It was even used in downtown Kansas City, KS in the 1930s!

The back story

The Crossroads pilot project is the result of a June 2009 controversy where a developer objected to the City’s request to use back-in angle parking on a designated

bike route on 5th Street in Columbus Park. The compromise reached called for the city to pilot test back-in angle parking before requiring it on 5th Street. 4th District Council member Beth Gottstein stepped up to help find a suitable location and work with city staff to implement a pilot project. The Crossroads Community Association embraced the opportunity to host the city’s first back-in angle parking as part of its efforts to make the neighborhood safer for all street users, including pedestrians, bicyclists, and motorists.

From what was said in a meeting on Dec. 1, the idea is popular with people along McGee so I hope we can look forward safer angle parking elsewhere in the city. 🚲



Photos by Rick Usher

The weekend ride

By Dana Meier

I get e-mails all the time asking for bicycling advice. And by all the time, I mean almost never. I did overhear one cyclist asking another cyclist (until they saw me eavesdropping and walked out of earshot) how to handle the “home front” when a 65 mile weekend bicycle ride may not go over well with that special someone in your life. Armed with a distinct lack of training and little success with personal relationships, I’m going to address this issue head-on with my “unique” qualifications.

First we will look at the components of the weekend ride. Usually, the 65 mile Saturday morning ride (with breakfast) will last at least 4 to 6 hours. After the ride, there is the routine bicycle maintenance to complete. This is followed by the relaxing shower, a bite to eat and then the necessary nap. Being ready to go anywhere prior to 4 p.m. can really cramp a schedule. So build in some padding and say you’ll be available at 5 p.m. This is a COMPLETELY reasonable timetable for all weekends from early March to mid-October. And then there are the pay rides to do on Sunday mornings with a very similar schedule to follow.

What could possibly rival cycling as “necessary” on weekends? The attacks using emotional and physical blackmail will come at you fast, so be prepared. The gamut will run from: home fix-it jobs, car repair, grocery shopping, run errands, sporting events with the kids and school/church activities. This is easily deflected by the ol’ “...aren’t we a team, so we don’t HAVE to do everything together?” If they try to snare you with the “kids won’t always be little” trap, respond with a simple, “Well thank goodness!” or my personal favorite, “I’ll talk with them when they move back home after college!”

At this point, you’re special someone may attempt to outflank you with “We need to spend more time together.” Shield yourself with a, “I thought you said you were not a morning person?” or the ever effective, “I thought you wanted to spend more time with your mother/sister/brother/irritating friends?”

They may try to deal you the

communication card, “we need to talk.” You can parry this thrust with the health card, “I thought you said I needed to lower my weight/cholesterol/blood pressure/triglycerides and that is why I’m cycling so much. I’m doing all of this just for YOU baby!” You may want save your health card when the “apple of your eyes” calls you a self centered selfish SOB (sweet ol’ boy). But remember, this sort of name-calling is just code for, “I love you and you can do no wrong in my eyes.” So remember to smile and say, “I love you too.”

I can tell you think this advice is pure 24 karat gold.

...let’s be serious. The real question is NOT “How can I talk my spouse into letting me ride on weekends?” Rather, it should be, “Am I helping my spouse meet their vital needs throughout the week.”

Spending time with your spouse, your main squeeze, your children and extended nuclear family is a critically important consideration when deciding what to do on the weekend. It goes without saying that caring for your family is job one. Nurturing each other’s dreams, calming the waters surrounding each other’s fears and anxieties is a must for a healthy relationship. But also of importance is giving one’s spouse the freedom to do the things they love to do. If one of your vital needs is met on the seat of bicycle on Saturday mornings, then you had better figure out how you are going to assist your spouse meet their vital needs during the remainder of the week. You figure out the answer to that question, and I guarantee getting away for weekend rides will become a bit easier. 🚲

Snap to it

From Adventure Cycling

Is your camera bursting with fabulous shots from the Great Divide or any other gorgeous locations (or exciting moments) from your travels this season? Consider submitting the best of your best to our 2nd Annual Bicycle Travel Photo Contest, which closes to entries on December 31. www.adventurecycling.org/photocontest 🚲

Brand new state—gonna treat you great!

From Adventure Cycling

That headline is from the title song of the Broadway musical Oklahoma!, but it also describes Adventure Cycling’s newest routing endeavor. Following the corridor of the storied “Mother Road,” Bicycle Route 66 will link cities and small towns alike as it wends its way between Chicago and Los Angeles. “Route 66 was the overwhelming favorite among our members for a new long-distance route,” said routes and mapping director Carla Majernik. “It’s a legendary corridor and, for our route network, a critical link through areas where we have no routes, such as Oklahoma.” You can read more about Bicycle Route 66 at the website of the Outdoor Industry Association, which picked up the press release we issued last week. www.outdoorindustry.org/news.industry.php?newsId=13506

Similar to classic television shows like “Hawaii Five-0” and “The Defenders” that have recently been resurrected with 21st-century twists, we can imagine the day when Tod and Buz will show up on the TV screen again, their iconic Corvette convertible replaced by a Co-Motion tandem. Click on the link below if you haven’t the slightest idea what we’re talking about: [http://en.wikipedia.org/wiki/Route_66_\(TV_series\)](http://en.wikipedia.org/wiki/Route_66_(TV_series)) 🚲


Upcoming races

I welcome you to come out and cheer and show your support for YOUR KCBC race team the remainder of the season. There are a few races that remain:

Cross Off the Old Year, Dec. 31, 2010

Epic Cross,
Jan. 2, 2011

Grote Prijs Cross,
Jan. 9, 2011

Information on these races will be located on the race team forum once they are available. If you would like more information about the race team check out the Racing page and see what we are doing. 

From the racing desk


By Michael Ruder

The 2010 Cyclocross Season is coming to a close. There will be one last race on Dec. 31, The Cross Off the Old Year and then two more events the first two weekends of January. I would have thought we would have had cold, rain, some snow or something to make racing cross more difficult than it is in general; but we have had very bad weather in cross terms with mild temps, only one wet, muddy race and really perfect fall riding weather. We welcome you to come out, cheer, ring a cowbell, toot your horn and show your support for YOUR KCBC race team. You can find your Team somewhere around the KCBC Racing tent.

By the time this goes to print, we will have had the Missouri State Cyclocross Championship Dec. 4 and the Kansas State Cyclocross Championship Dec. 5. Look for results listed on the Race Results page.

In this newsletter, Adam Roeser has a great article on racing as a new racer.

Adam has embraced cross with very impressive finishes on a borrowed cycle and just learning what cross is about a few short months ago.

The race team is now planning for the 2011 season, which will start in March 2011 with the road and criterium events. The new race schedule is being prepared now and should be available in late January. If you have an interest, or know of someone interested, in learning about racing please contact me at racing@kcbc.org, find me at one of the races yet this CX season, or find me at the Winter Banquet. The team will be riding this winter so if you want to come along for enjoyable ride, check out the Racing forum. The forum is where we post all our rides, and remember you do not need to be lightning fast to come and ride with me. My new TEAM motto is "Teach Empower Aspire Motivate". The team is here to teach you something, give you empowerment to achieve, aspire to do great things and to motivate you beyond yourself. 

Race team results

Spooky Cross, Oct. 30–31 Living History Farms, Des Moines, IA

David Mathews

Day #1, Masters 45+ 8th out of 21.

Day #2, Masters 45+ 7th out of 15.

"Excellent long Euro-style courses both days including gravel lanes, steep grassy descents, paths through the woods, a little mud, and absolutely gut-busting climbs. Never again will I poke fun of Iowa for being flat."

2010 Boss Cross #3, Oct. 30

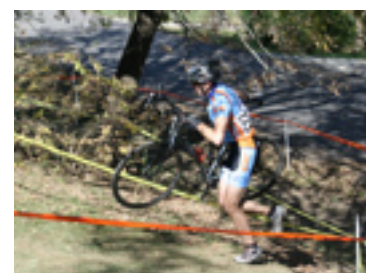
What a weekend for a race in October. What sunny 58-64 degrees dry! I thought this was CX season! Well it is and the weather is changing. Dan Schaeffer and Adam Roeser raced the Boss Cross #3 event in Barry-Platte Park, Mo.



Dan Schaeffer–CAT4: 13th out of 44 starters



Adam Roeser–CAT4: 27th out of 44 starters



2010 Joules Cross, Nov. 6

With frost on the ground but a clear sky, the day started out very nice for the KCBC Race Team. The venue in Lawrence, KS turned out to be a fantastic place to race, with a combination of really fast and smooth spots and some really

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Race team results continued from page 6

fast and rough spots. The most wonderful tornado/spiral gave you a euphoric feeling around, around and around and then back again.



David Mathews–M50+: 11th out of 18 starters



Michael Ruder–M40+: 3rd out of 10 starters

2010 Veterans Cross, Nov. 7

You really could have just asked for the wind to be a bit lighter, but what a day for cyclocross. Cool morning, but again, clear skies made a really nice event again in Lawrence. Not tornado/spiral but a mud bog made for an interesting event. Some really rough spots again but a really nice course.



Michael Ruder–M45-49: 4th out of 8 starters

David Mathews–M50-54: 5th out of 9 starters

Mark Horn–single speed: takes the NUMBER 1 spot out of 9 starters!

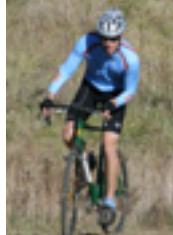


Mark the Start



The big Finish!

Mark Horn–CAT3: 7th out of 11 starters



Dan Schaeffer–CAT4: 4th out of 18 starters



Adam Roeser–CAT4: 10th out of 18 starters

The KCBC TEAM is getting noticed, and that is what we like to see. Your hard work is paying off and you should be very proud of your accomplishments.

Grand Prix Heartland Park aka HPT, Nov. 13

On Saturday, Nov. 13 the Heartland Park Cross race, a night race, was held in Topeka.

Dan had this to say: “The mud was...well...muddy. I ended up running a 5K with a thirty-pound bike on my shoulder. I’m not exaggerating. If you could deal with that and keep your calipers clean, you were good. For all that bike carrying, running effort—a podium spot.”

Dan Schaeffer–CAT4: 3rd out of 27 starters

De Stad Cross Cup, Nov. 14

De Stad Cyclocross race was held on the Campus of Saint Mary’s. The KCBC race team was out in force racing on one of my favorite venues.

Dan Schaeffer–CAT4: 8th out of 34 starters

David Mathews–M45+: 11th out of 22 starters

Jackson Horn–Juniors: 4th out of 4 starters

Jackson was the youngest racer of the day.

Adam Roeser–CAT3/4: 25th out of 29 starters

Mark Horn–CAT3/4: 12th out of 29 starters

Michael Ruder–CAT3/4: 11th out of 29 starters

Mark Horn–single speed: 6th out of 13 starters



Adam



Dan



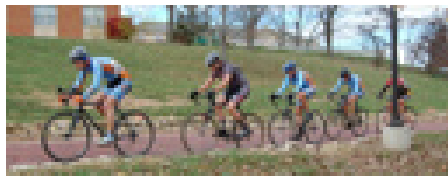
David



Jackson



Mark



Your KCBC race team in full team action!!

Manion's #2, Nov. 21

No one was disappointed when we heard Manion's was going to host another fine event. Touting a Le Mans start [run to your rig], the first I know of in the area, to a slightly less hilly course, it was, well, easier than last time. Racers were welcomed with the Le Mans start but less hilly ride.

Temps in the 50's in November and winds howling at 25 mile per hour, I was told kept your mind off the hilly, nasty, switch backs, and trenches that took several people down.

Jackson Horn—Juniors 10-18: 4th place, [youngest racer]

Mark Horn—single speed: 4th out of 12 starters

Mark lost the podium position with a body slide under the course marking tape.

David Mathew—M45+: 8th out of 12 starters

Jingle Cross 2010, Iowa City, Iowa, Nov. 26

David Mathews represented the KCBC race team in Iowa Thanksgiving weekend. David raced on Friday evening of a three-day event.

Here is David's race report: "It was a very brisk Iowa evening for racing under the lights at the Johnson County 4-H Fairgrounds. The course was complete with an extra steep stair case, loose gravel corners, a climb that made me wish for a 28 tooth cassette, a treacherous off-camber descent, and, of course, livestock stalls and barn doors to navigate. There was a strong showing from many people from the Kansas City area.

I lost a huge amount of time dismounting for the big descent. Maybe I was overly conservative, but then again maybe not! Later in the elite men's race Ryan Trebon crashed out of the race on that descent."

David Mathews—M45+: 24th out of 34 official starters 

Cyclocross from a beginner's perspective

By Adam Roeser

If someone had asked me what cyclocross was three months ago, I'm sure I would have had quite a confused look on my face. As a new cyclist just getting used to road riding, I was intrigued by the discussion of cross while out on group rides, but I never thought it would be something I would get myself into. So, I decided to go to Manion's Cross on Sept. 26 to watch Michael Ruder and Mark Horn and see what it was all about. I also have to admit that the mention of free food and beer for spectators was partly responsible for my attendance. The race did not disappoint: the whole venue could be seen from the top of the hill, spectators were out with horns and cowbells, and many racers were out pushing through grueling terrain showing their athleticism (oh, and they didn't lie about the free food and beer).

I resisted the offer from Mark to ride the course on his bike while out at Manion's for fear of embarrassment and/or injury from my inexperience; however, I definitely wanted to try it out soon. I made it to cross practice two days later fitted on Mark's ride. Most of you don't know me, but at 6'6" fitting a bike to me is not an easy task. With the seat post maxed out and flat pedals on, I was rolling. I immediately noticed how much harder it was to spin over grass and dirt after being used to my road bike. Practice was great; I was learning how to attack some off-camber turns and difficult terrain. Michael gave me good pointers on mounting/dismounting skills and barriers. I left the first couple of practices feeling confident that I could race cross and I was hungry for more—then I got shoes and pedals.

Mounting and dismounting got a bit trickier with new cleats and pedals. My relationship with the dirt really grew over the

next couple of practices, but it didn't discourage me from pushing on. With a few bruises, I felt like I was really a cross rider and I was ready to race.

Smithville had a great opportunity for me to race as a beginner: for only \$10 and a one-day license fee, they had a first-timer's clinic with a 20 min race. The clinic was helpful (although not as good as Michael's practices) and with the practices I had put in, I was sure I would take a top three spot in the beginner's race. We lined up and were off. The course offered quite a few challenging elements: off-camber turns, steep inclines, a sand section along the lake, barriers, and a steep run-up to the money tree. I made it through the first lap in good position to finish in 2nd place. Then I made it to the barriers. A cleat malfunction kept me from getting unclipped and I went down. After getting unclipped on the ground, I made it over the barriers and then realized I had lost my right cleat. I was determined to finish, so I rode out the rest of the course with only one shoe clipped in. I ended up finishing seventh after that ordeal, but was not satisfied. Mark's eagle eye found my cleat near the barriers and we fixed me back up. For only \$10 more, I was able to race the Men's CAT3/4 race an hour later. The race was twice as long and twice as hard, but I was able to finish and was satisfied. Those were some of the hardest minutes I had ever spent on a bike. I hit the ground more than I could count that day and my body ached, but the rush from the race made it all worth it. I was counting the days to the next race.

I was addicted after just a few weeks. I raced the next three weeks in both beginner CAT4 and intermediate CAT3/4 races—using the 3/4 races as a chance to work on my endurance in longer events. I eventually was introduced

Product Review — Showers Pass Pro Elite Jacket

By Jeff Williams, Elite Cycling Co-owner & Chief Fit Technician

What: Showers Pass Pro Elite Jacket

Price: \$230

Why we love it: As the rainy and snowy part of fall officially bestows itself upon Kansas City, it is a smart choice to have the right gear in your arsenal. Outerwear that can shed the elements is a must come winter and serves as a great barrier against rain, sleet, wind, and snow. Originating in the Pacific Northwest in 1997, Showers Pass has become an industry leader for technical cycling gear and has grown from a small business to a national favorite among cycling enthusiasts. Showers Pass has a thorough line of jackets, pants, and accessories for every type of cyclist from the daily commuter, the cyclocross junkie, to the roadie or triathlete who is putting in miles year round. There are two pieces I have been particularly impressed with. The Elite Pro jacket is a waterproof, windproof and breathable shell. Weighing in at less than six ounces the jacket is very light and very packable. While many jackets use waterproof fabric, Showers Pass goes a step further with fully taped seams. That

means no water/wind leaking through where the fabric is sewn together. Using a new fabric called Elite, Showers Pass has created a jacket, which not only will keep you dry but also moves more of your sweat across the semi-permeable membrane than the iconic Gore-Tex fabric. More moisture movement means a dryer ride, more comfort and more warmth. Other features include waterproof zippers, adjustable sleeve cuffs, and excellent reflectivity to keep you visible during the low light fall and winter. 🚲



Discount for KCBC Membership

These bike shops support the Kansas City Bicycle 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!

In alphabetical order:

- **Bicycle Shack**
(816) 761-3233
10415 Blue Ridge Blvd., KC, MO
- **Bike America**
(816) 524-1819
325 S. E. 3rd, Lee's Summit, MO
(913) 780-4500
138 S. Clairborne, Olathe, KS
(913) 381-5431, 9514 Nall, OP, KS
- **BikeSource**
(913) 451-1515, 11500 W. 135th St., OP, KS
- **Bike Stop Bicycle Stores**
(816) 224-8588
925 W. 40 Hwy, Blue Springs, MO
(816) 525-8686
248 N.W. Oldham Pkwy, Lee's Summit, MO
- **Biscari Brothers Bicycles**
(816) 231-1331
5116 Independence Ave, KC, MO
(816) 792-8877
884 S. 291 Hwy, Liberty, MO
- **Cycle City Liberty**
(816) 415-0001, 9765 N. Cedar, KC, MO
- **Cycle City Bike & Running Company**
(816) 587-8181
6328 N. Lewis St. Suite 200, Parkville, MO
- **Elite Cycling NEW LOCATION**
(913) 648-6277
10673 Mission Rd., Leawood, KS
- **Epic Bike and Sport**
(816) 382-3100
6000 NW 63rd Terrace, KC, MO
- **Leawood Bicycles**
(816) 942-4442,
12311 State Line Rd., KC, MO
- **Midwest Cyclery**
(816) 931-4653, 3850 Main St., KC, MO
(off street parking on Baltimore St.)
- **Pace Bicycle Haven,**
(816) 461-7433,
1215 W. Elm, Independence, MO
- **Peddlers**
(816) 254-6855
139 E. Lexington St., Independence, MO
- **River Market Cyclery**
(816) 842-2453, 315 E. 3rd, KC, MO
- **Trek Bicycle Store**
(913) 631-6800, 10412 Shawnee Mission Pkwy., Shawnee, KS
- **Turner's Cycling and Fitness,**
(913) 381-5298, 8909 Sante Fe Dr., OP, KS

Cyclocross from a beginner's perspective continued from page 7

to mud sections, cobblestones, rocky terrain, longer run-ups, and many more technical elements. My racing improved each week.

I highly recommend cyclocross to anyone interested in it. It has many attributes, but to name a few: it is a great workout to push you to your aerobic threshold, it teaches technical riding/bike handling skills, there is a great camaraderie with other riders, it is very spectator friendly, and it beats riding on a trainer when the weather turns! I cannot wait to finish out this season and ride next year on a bike of my own. Come out and join the KCBC Racing Team and me, you won't be disappointed. 🚲

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, INDEMNITY, AND PARENTAL CONSENT AGREEMENT
("Agreement") for LEAGUE OF AMERICAN WHEELMAN D/B/A LEAGUE OF AMERICAN BICYCLISTS ("LAB")

IN CONSIDERATION of being permitted to participate in any way in The Kansas City Bicycle Club ("Club") sponsored Bicycling Activities ("Activity") I, for myself, my personal representatives, assigns, heirs, and next of kin:

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 ("Risks"); (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 conditions in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASES" NAMED BELOW; (c) there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not 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 may incur as a result of my participation in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the LAB, its respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and, if applicable, owners and lessors of premises on which the Activity takes place, (each considered one 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 "RELEASES" 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 Releases, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASES from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I AM 18 YEARS OF AGE OR OLDER, HAVE READ AND UNDERSTAND THE TERMS OF THIS AGREEMENT, UNDERSTAND THAT I AM GIVING UP SUBSTANTIAL RIGHTS BY SIGNING THIS AGREEMENT, HAVE SIGNED IT VOLUNTARILY AND WITHOUT ANY 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. I AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID, THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

Kansas City Bicycle Club Membership Form

The oldest cycling organization in Kansas City, The Kansas City Bicycle Club is a great way to meet people with similar interests and find the best places to ride in the metro area. Annual memberships are only \$20 for Individual Membership, \$25 for Family Membership or \$30 for Sustaining Membership. We hope you'll join us and have your best cycling season ever.

Name: _____ Phone #: _____

Family Members: _____

Address: _____

City: _____ St.: _____ Zip: _____

E-mail Address: _____

Renewal New Member

Please check the appropriate line below to learn about:

- Interested in racing on the KCBC team
- Helping to plan or work at club events
- Being a ride leader
- Working in advocacy to make the roads better for cyclists
- Volunteering to work club-sponsored rides

Mail to: Kansas City Bicycle Club
P.O. Box 412163
Kansas City, MO 64141-2163

IMPORTANT, All members are required to read, understand and sign understanding of the waiver.

I have read and understand the LEAGUE OF AMERICAN WHEELMAN D/B/A LEAGUE OF AMERICAN BICYCLISTS (LAB) RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY A copy of the agreement is printed above.

Signature _____ Date _____

Signature _____ Date _____