

Kansas City BICYCLE CLUB



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NEWSLETTER
WWW.KCBC.ORG



Merger Vote 2
Volunteer Thanks 3
Triple ByPass 4



Who Is D. Meier 6
Book Review 7
That IS Good 8
Racing Results 9



Local Bike Shops 10
Board Directory 10
Membership Form 11

Hello all of you KCBCers

By Mitchell Williams, KCBC President

I hope your summer has been filled with adventure and fun. I hope that you have many wonderful miles in your legs and many amazing tales to share. I have not been riding as much as I would like, but that's the way things are sometimes.

I am sure that you are aware of the upcoming meeting that has been called in regard to the **merger between KCBC and JCBC**. On behalf of the board of KCBC, I would like to urge each of you to vote yes for the merger. I know that there has been talk about the possibility of a merger for more than 10 years. It's time that we made it happen.

I would like to share my thoughts on the exploratory work that has brought this to fruition and why this would be good for the metropolitan cycling community. I would also like to address some of the **concerns** that I anticipate that you might have **regarding a merger**.

Both clubs started the process of merger talks last year and had several exploratory meetings to see if a merger was

even feasible. The meetings went well and it was decided that we should pursue this even further. We, the elected board, knew that we had to make some changes in our bylaws that would make this possible. We suggested the changes and put our suggestions out to the membership. You approved and we proceeded.

This year, we started our meetings again with the focus that this year we would do it. We started to work more as a single club to see if we could combine and merge our cultures. The joint banquet was our first combined activity as a club. I think it was a hit. That was a great sign. The clubs really enjoyed the fellowship. The behind the scene preparation was less tense than it has been in past years because the work was shared among both boards.

If you are unable to attend the meeting on August the 21st, we will set up a place on the website ... Your vote does count.

We continued our meetings and as a result came up with a document that has been referred to as *the 6 page doc* [a copy of which can be found on the website <http://www.kcbc.org/>] spelling out the pros and addressing some of the cons of a combined club.

It was brought to both boards and voted on. **The concept passed both boards and now it is being presented to the membership at large.** If it does not pass at this level, then it is dead in the water. There will be no more talk of a merger and each club will continue to go on in the manner best suited for its' membership.

So this is where we are. **What will this mean to you?** What will change? What about our history as a club? What will this new club look like? These are all questions that we, the board of KCBC, had to address before we could vote yea to the merger.

To you as a member of either KCBC or JCBC, nothing much will change. The exception to this is that since KCBC members are also members of the League of American bicyclist, JCBC members would now become members. This would help cyclists nationwide because of the advocacy work that this organization performs. So, **a merger would essentially help cyclists on a national level** which helps us here on a local level too. You would continue to get the monthly subscription to *Bicycling@* magazine and quarterly publication of *American Bicyclist* from the LAB. You would also have all of the benefits that being a member of that organization entitles you to.

The new organization would seek a **501(c)-3** designation from the IRS. This would mean that the organization could seek **corporate sponsorship**. I know for certain that corporations are willing to become sponsors. My current employer donated \$5,000 to a local group for a charity ride. KCBC could have had that sponsorship, but we were not a 501(c) 3. Imagine if we could garner enough corporate support, the types of activities that we could sponsor here. Imagine the quality of the rides. Think of what this would do for the Fountain Tour or the Summer Breeze.

Putting the issue of the entities tax status aside, it makes good sense to start acting as if we are a single entity. We ride the same rides, we use the same volunteers, and we solicit the same bike stores for swag. We live in the same neighborhoods and we cycle in the same environment. **Why not act as one?**

Well, you say, "What about losing the neighborhood cycling feel". I say "It won't be lost. **It will be better**". Better ride leaders, more neighborhood rides, better club support in terms of what we offer such as insurance and overall club assistance in promotion and designing safer routes, more education for the newbie and ole timers as well. Did I mention incentives?



Well what about all of the work that the pioneers put into both clubs. I say that we **thank you from the bottom of our hearts for the work that has been done over the years to bring both clubs to where they are today**. Without that pioneering work, I would not be riding today. Now it's time to do a paradigm shift and take the club to the next level, a level that was not envisioned when all of a few individual got together in the "50's to form a club. We currently have over 350 households that call themselves KCBC. A merger would bring the number to around 800 members. This new organization will be able to attend to that number plus many, many more. We could easily see ride numbers in the thousands and membership in the metropolitan region soar to over 2,000. Could this have been envisioned at that time?

When I first heard of KCB it was because of the race team. By the time I joined there was no race team. Today we have a race team. That will stay. They will be able to do more, be able to host regional events and so on. We can organize tours like SAGBRAW or RAGBRAI. **There is no limit to what we can do as a united club.**

The caveat is that we can't do it with you. **We need your help**. Remember to 80/20 rule. This new entity will need a lot of volunteers. If you have a talent for anything, it can most likely be used. You are the club.

So we urge you to **vote yes for the merger**. If you are unable to attend the meeting on August the 21st, we will set up a place on the website where you can sign in, if you are a paid member and vote. Your vote does count. We work for you and will always continue to do so.

On behalf of the board to VOTE YES on August 21.

It makes good sense to start acting as if we are a single entity.



2011 Cider Mill Century

Sunday,
August 7th, 2011

6am - Registration opens

7am - Ride starts

Ride 25, 50, 70, or 100 mile loops through scenic Miami and Linn counties.

7 SAG Locations.

Free JCBC Cider Mill Pint Glasses for First 500 Riders to Check-in on Ride Day.

Lunch served at the Cider Mill after the ride.

<http://www.jcbikeclub.org/>



Summer Breeze

Sunday, August 28

7:00 p.m.

Longview Lake

Enjoy a beautiful rural ride on the gently rolling hills of southern Jackson and Cass counties. The ride features **FULL SAG** service plus traditional “extra” goodies.

NEW THIS YEAR: We moved the meal (a GREAT BBQ!) to the end of the ride at Longview Lake, shelter #3.

The ride offers perfect distances to train for late-season rides & tours with our **45, 70, & 100 mile routes**.

TIME: On site registration opens at 6 a.m. – ride starts 7 a.m.

WHERE: The ride starts from the Longview Recreation Center, 3801 SW Longview Rd.

DIRECTIONS: Take 470 east from the Grandview triangle to Exit 5, View High Dr., then south (right) to the Longview College Campus. Turn west (right) just before the college at 3rd Street.

KCBC members get a ride discount.

<http://www.kcbc.org/events?eventId=332415&EventViewMode=EventDetails>

Saluting
our great
help!
thanks



by Richard Johnson, KCBC Volunteer Coordinator

Volunteers make our events, all of our events, possible. The City of Fountains Bicycle Tour is as good an example as any. If you were able to register, it was a volunteer that helped you, even if you did it online. If you got a cold drink, it was a volunteer that put the ice and water into the jugs and another one that took the jug to the SAG. If you got an energy boost from some M&M’s, remember, it was a volunteer that purchased them and the other snacks. Another volunteer divided the snacks and supplies and put them into the correct tubs so that another volunteer could deliver to the SAG so another volunteer could set them out for you on the table that another volunteer set up. And on and on.

They don’t ask for anything in return, but do appreciate it when you say thanks as you head to your bicycle to follow the route that another volunteer drove and another one marked. And did you happen to notice that another volunteer was following you in a car, van or truck to help you if you had problems.

When you finish your ride and head to your car you can be sure that KCBC assets, tubs, knives, water jugs, tables, etc, will be packed into the trailer, cleaned and made ready for the next event. Just some more volunteers taking care of business.

Following is a list of those that volunteered their time so you could enjoy your time doing what you like. I hope everyone that helped in some manner is listed. Please return the favor sometime.



Contact **Richard Johnson** at volunteer@kcbc.org if you have any questions. I hope to see all the riders and volunteers (you can do both as marking of the route and trailer preparation are done in advance of the ride) at the Summer Breeze on 28 August.

- > Julian Alvarez
- > David Anderson
- > Wendy Biggerstaff
- > Martha Blackman
- > Maury Brown
- > Laurie Chipman
- > Susan Cornelsen
- > Ken Downs
- > Nancy English
- > Kirk Gastinger
- > James Greene
- > Richard Hines
- > Richard Johnson
- > Lou Joline
- > Colleen Jones
- > Robb Jones
- > Mary Edith Lillis
- > David Mathews
- > Ken McFarland
- > Dana Meier
- > Ryan Philyaw
- > Bob Pisciotta
- > Steven Proctor
- > Ron Puett
- > David Reinert
- > Deb Ridgway
- > Adam Roeser
- > Lisa Rolph
- > Steve Rolph
- > Michael Ruder
- > Sarah Shipley
- > Caroline Smith
- > Laura Steele
- > Tyler Steele
- > Barbara Thomas
- > Barry Underwood
- > Chuck Wehner



1 Day 120 Miles 3 Mountains 10,000 Feet of Climb

by Dana Meier, KCBC Long Term Planning

I always ride with a bit more passion when I have targeted a ride for which to train. Having a goal to focus on keeps me from sleeping in when I should be getting in long weekend rides or blowing off rides after work during the week. Depending upon the severity of the ride, it also keeps me honest with my diet and total exercise regimen. **This year I selected the Triple Bypass (TBP) ride in Colorado on July 9th.** This would be **my most ambitious ride** to attempt. TBP is a one day ride of 120 miles. It goes over three mountain passes (Squaw, Loveland and Vail) and has 10,000+ feet of climbing. I would be riding with 3,500 riders from around the world on that Saturday. I wanted to enjoy the ride, so I was determined to be in good cycling shape.

I began preparing for the ride, a week after I registered in early January. **I had never ridden a bicycle in the mountains.** As

there are no mountains in the Kansas City, I needed to devise a training substitute for mountains. I started with the “P90X” program, a mix of weight training and cardio work that takes 90 days to complete. I went thru that program one and one-half times. Then I switched over to a program called “Insanity”, which is mostly cardio work. Using the facilities at work, I was sweating to the DVDs before 6:30 every morning. Showered and at my desk around 8am. And starting in March, I began riding my bike outside, in the evening, twice a week. On Saturdays, I did longer mileage rides. On Sunday mornings beginning in June, I did laps on Chestnut Trafficway – not a mountain, but a good mile long hill for interval training. At the end of my training, I had dropped a waist size and a shirt size. I was in the best shape since college.

Good shape, but I was fighting some demons of self-doubt. I had never cycled in the mountains. My riding partners, Karl and Sara, had ridden in the mountains for nearly a month last summer. I had never ridden my bike more than 100 miles in one day. And I had never descended a mountain on a bike. And just how jammed up would it be riding with 3,500 other riders? Some of the ride was on a bicycle path. What affect would the attitude have on me, as the ride ranged from 7,500 to 12,000 feet of altitude? I read a blog about the TBP which said if there is one ounce of quit in you, this ride will bring it out in you. Wow!, one ounce. That is not very much. And...it could make me quit. Perhaps I should take on the persona of a honey badger when attempting this ride. Honey badger ain't scared. **I was clearly closer than usual to being near the edge of the sanity cliff.** Just a little nudge and over I go.

I was fighting some demons of self-doubt.

I had never cycled in the mountains.

My other worry was about clothing. How cold would it be at the mountain tops? Would there be snow, rain, hail and wind? Do CO2 cartridges explode at high altitudes? Turns out the best clothing decision I made was to wear a three inch wide wicking head band to cover my ears. In the end I also took/wore a windbreaker, arm warmers, leg warmers, regular biking gloves and I took a pair thin glove liners. And CO2 cartridges do NOT explode at high altitudes.

Our drive to Denver in a rental mini-van, using “bike tights” to secure the bikes, came off without a hitch. We got to Denver a few days early to meet up with friends and spend some time exploring Denver. Our host families were wonderful. Weather was great, and we had time to ride our bikes on some of Denver's bicycle paths which run throughout the city and lead to the mountains. An aside; **if you like outdoor activities, Denver is your kind of town.**

The evening prior to the ride, the seven of us riders plus family and friends had a final meal together. Then off to an early bedtime. We were up by 3:15am in order to eat breakfast and make the hour+ drive to the starting line and start riding by 5:30am. The ride started in Evergreen, Colorado. Once there, we readied our gear and were riding our bikes away from our van, through a business park, towards the starting line. We crossed a nondescript road and suddenly I'm tilting back, heading up a 17 mile long side of a mountain. All the way to the summit of mountain #1, I actually felt frisky. I could speed up and drop back at will. Oh this was going to

Suddenly I'm tilting back, heading up a 17 mile long side of a mountain.

All the way to the summit of mountain #1, I actually felt frisky.

be a piece of cake. At the top, was the first SAG with bikes scattered everywhere as the riders refueled, with many putting on additional clothing for the descent. I struggled to stay loose and not set my jaw too tight as for the first time I biked down the side of a mountain from Squaw Pass. At the bottom was Idaho Springs and mile 30 of the ride. That would be one mountain down and two to go.



After coasting for most of 20 minutes during my first descent, it was a shock to my legs to have to start grinding upwards again. Once I started pedaling, I quickly realized my legs were no longer so fresh and there would be no more frolicking on my bicycle. My knees were aching a bit and my thighs were tightening up. Something was up with my stomach. Had I selected poorly when refueling my body at the last SAG? And now the wind was kicking up, providing us with an annoyingly strong headwind. From here, the route

There would be no more frolicking on my bicycle.

My knees were aching a bit and my thighs were tightening up.

was constantly upwards for 27 miles as we worked toward the base of the Loveland Pass and another SAG. It was on this ascent I really began to fatigue. Seems I was using a lot of energy to keep up a 5 to 6 mph pace. I have a front triple chain ring on my bike, but I kept wishing for an even lower gear. I was beginning to get a shaky feeling; it was getting hard to hold a reasonable line on the path. I no longer seemed to have an energy reserve. It had been a long time, but I was feeling an approaching bonk. I was taking in water, but not enough carbohydrates. I was in trouble. I made it to the SAG, ate, drank and rested nearly 1 hour. **My body still wasn't right, but I needed to get moving.** I still wasn't to the summit of mountain two.

Back on the bike, I worked my way up the final 5 miles to Loveland Pass. Many times, my speed dropped below 5 mph. I didn't think I could actually go that slowly. I stopped three times in this five mile stretch. Was it the altitude I was feeling? I was approaching 12,000 feet of altitude. Was my nutrition management for the ride this bad? This was the tallest and longest mountain of the three. It was after a couple of switch backs, I heard someone say the summit was around the next bend...and finally I was

there. I made it!! Time for individual and group pictures with the "continental divide" sign. I put on my leg warmers, pulled up my arm warmers which had been pushed around my wrists. At the 61 mile mark, I began decent #2. I was starting to enjoy descending. There were fewer riders with which to contend. The straight-aways were longer and steeper. I got to what I thought was the bottom of the descent. Off came the jacket, the leg and arm warmers. I began to pedal again. At this point, I felt as if I had degenerated into a giant wuss. I was just pushing forward, no longer any joy in my cadence. Swan Lake Mountain lay ahead and an encounter with 2+ miles of grinding upwards at a 5mph pace. I topped Swan Mountain and I got to descend again. I wasn't feeling well, but I really got into the final part of decent #2. I was taking good lines through corners; just feathering my brakes. I'm having fun again. I had completely forced from my mind the possibility of encountering catastrophic bike failure at 45mph. I'm smiling, **I'm laughing, and I'm going**



too fast for this quickly approaching 20 mph hairpin turn. I crank on the brakes, move my weight way behind the saddle, press down hard on my outside pedal and...barely make the turn, just managing to avoid the oncoming cars I met in the in the hairpin turn. **I'm alive...now that was fun.**

I coasted into what would be my last SAG of the ride. This marked the start of the third mountain, with Vail Pass at the top. I dismounted and was again feeling shaky. I rested 20 minutes, not moving much. Nothing I ate or drank helped. We had a friend meeting us at this SAG. I didn't feel strong enough to make it up a third mountain, so I tapped out and

called it a day. I finished with 80 miles and about 8,200 feet climb. In a couple of hours I was feeling my happy self again. Wow, **I really mismanaged my eating for this ride.** And I had gone out too fast, unwisely wasting energy. A lesson I will not soon forget.

I was happy Sara and Karl had successfully completed the ride. I was disappointed to not complete the ride myself. Upon reflection, I decided **it was still a good showing for my first encounter with mountains on a bicycle.** Will I do the ride again? I don't know, yet. But if there is a next time, I do know this. I'll have considerably fewer demons to carry and weight me down.



Who is Dana Meier?

...and what's the deal with his fitness obsession???

by Nancy Nicholson, KCBC editor

I met Dana over a year ago on my first group ride when I was a true newbie to cycling. My Raleigh Sport was three weeks old and I quickly learned that the old quote "It's like learning to ride a bike – you never forget" takes on a whole new meaning as it was painfully clear that I had never really learned to ride a road bike.

Dana introduced himself in his usual charismatic manner as he enthusiastically led the group through the rolling hills of Platte County. I followed close behind him, like an adventurous puppy dog trailing its leader. I watched Dana's every move, pedaling when he did, easing up when he did, braking when he did. Trusting in Dana's leadership and cycling expertise, on or about the third climb, I sheepishly asked about the proper time to shift gears.



Dana Meier

With great technical savvy, and without teasing, he graciously introduced me to the wonderful mechanics of my new Raleigh road bike. As I rode with him throughout the season, I witnessed Dana teaching and encouraging others the way he did with me.

You may know Dana from the entertaining articles he regularly contributes to this newsletter. Chances are, you've

encountered him on one of the many KCBC rides that he either volunteers for, coordinates, or rides. He truly is a nice guy who loves bicycling, therefore I felt compelled to ask how he became so interested in this great sport. Following is Dana's response.

“ I grew up on a farm in Kansas. Being outside is what I know. School, a real job and life guided me toward the life of a gym rat. Ron Puett introduced me to the world of road cycling by loaning me his bike and forcing me to go riding with him. I was hooked. I remember buying cycling shoes before I ever purchased a bike. That was in 1994. Cycling has given me so much. It has kept me healthy; it has brought me friendships, taken me places and opened doors for me around the world. If you care to learn about yourself, take up cycling.

When not cycling, I'm an accountant, IT guy, programmer and currently doing home construction. The cycling community in Kansas City is so warm and welcoming. My wish is to return the hospitality I have experienced, back to new cyclists. I've been on the KCBC board of directors for the past three years in the roles of Membership, Treasurer and Long-Term Planning. I believe our newsletter is important to communicating the spirit and purpose of the club to current, prospective and new members. ”

If you want to catch up with Dana, simply email him at ltplan@kcbc.org

Quips & Quotes



I thought of that while riding my bicycle.

-- Albert Einstein

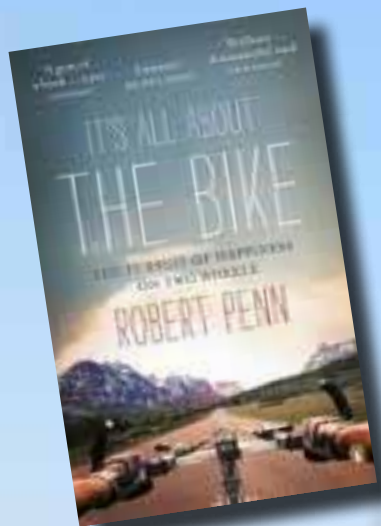
It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them. Thus you remember them as they actually are, while in a motor car only a high hill impresses you, and you have no such accurate remembrance of country you have driven through as you gain by riding a bicycle.

-- Ernest Hemingway

Those who wish to control their own lives and move beyond existence as mere clients and consumers – those people ride a bike.

- Wolfgang Sachs,
For the Love of the Automobile

book review



It's All About the Bike: The Pursuit of Happiness on Two Wheels - by Robert Penn

Published by Bloomsbury
Publisher's Price \$20 / Kindle Edition \$9.99

If this verse means anything to you. "Who climbs with toil, wheresoe'er, / shall find wings waiting there," (from a poem by Henry Charles Beeching entitled "Going Downhill") then you'll probably **enjoy this short 200+ page book.**

No, it does not have any of Lance's strong-arm like inspiration, but for gear heads and bike dreamers there's plenty of data, legend, and seeds for personal bicycle fantasies and improvements.

Penn is a two wheeled devotee (some might say "fanatic") and author who has "saddled up nearly every day of his adult life" AND even pedaled 25,000 miles around the world. So you'll have to cut him a little slack if he gets a bit effusive at times about this or that detail.

This is the story of one determined guy's search for the perfect bike. He's not looking for the most expensive carbon fiber "star" from the Tour. But he is building the bike that will last him a lifetime of daily commuting and touring. So with chapter titles like "Diamond Soul" where he goes a bit "long windedly," through the history of bicycle geometry's diamond shaped frame and fitting of the same: it's not just a measuring of your inseam, torso and arm length but more of a friendship with builder and his craft. (Be patient, he really loves bikes, just like you and I.)

So, his process of finding his ultimate ride begins. He opts for steel and backs it up with "Steel is very strong" and has a "very high yield strength or elastic range" if that means anything to you. Other chapter titles include the embarrassingly political "Drop Bars, Not Bombs" about steering to "All Geared Up" about the drive train (**Do you know how long it took for someone to figure out that a chain connected to two sprockets was the way to "efficiently" power a bicycle? Penn will tell you.**)

Along the way of course he relates plenty of anecdotes (some funny, some surprising) from his own cycling history such as the time he had a "yard sale" or crashed and spread his camping and bike equipment all over the Grand Trunk Road near Amritsar, India. And what it took to get back on

the road--a hair-raising story from an hirsute part of the world. There are plenty of bits about culture, science and most importantly, the artisans who create bicycles and/or their parts.

There are many pieces of racing lore, for example: "Courir c'est mourir unpeu" or "To race is to die a little!" by country that gave us the Tour de France and "superfluous excrescence" by a Brit describing the infamous massed starts of the "Continental" as he calls them. And one that I like best from a determined, and perhaps slightly crazed, racer, "I will get there first or they will find my body on the road."

There is also plenty of science to satisfy the "cyclist / nerd" in you and stories to balance the data. Want to know why we have such storied names such as Campagnolo? Penn takes us to a high, snow covered mountain pass one February long ago where Tullio Campagnolo struggled to change a



wheel as his competitors swept by. It led to his first patent of the steel quick-release skewer-- the storied company's first product. There's a visit to the secretive Campagnolo factory that is in its own way quite revealing (or at least interesting)!

There are other visits as well to saddle makers (Brook, who else!) wheel guys, frame painters (What an ordeal!) and more. He even tells of frauds meant to date our fine art of bicycling back to the creative genius of Leonardo DaVinci.

Finally, there's the indescribable first ride on his new bike which he describes to our sympathetic inclinations quite well. **The book is worth the journey for both the author and the reader.** As you reach the final pages, you might be a bit sad as Penn was to see the journey's end. But at least he got a new bike (and a book) out of it!

Wow! that is Good

by Dana Meier, KCBC Long Term Planning

It was mid-afternoon and we needed to fuel up the rental mini-van. It was hot and it would be good to get out and stretch our legs. We were about 60 miles west of the Kansas/Colorado border when we saw the pink Cadillac on the 30 foot column guarding exit 395 into Flagler, Colorado. **I was feeling “snackish”** so after refueling the van, we walked across the street to the very shiny “I-70 Diner”. We were in a booth waiting for my “to go” fries when Rick Kacir, the diner’s chef, stopped by our table. That’s when it all began.

Rick asked if we liked chili. **Does Mark Cavendish like to sprint in the Tour de France?** And out came three samples of chili and three spoons. Oh my, this is really good. Over the next 30 minutes, we taste tested homemade dishes which included; salsa, cole slaw, tomato soup & BBQ sauce. All made from scratch. All delicious, all healthy, and I don’t even like cold slaw or tomato soup, but I liked what Rick was serving us.

We were still an hour from Limon, CO, on our way to Denver and the Triple Bypass bicycle ride. We needed to get going. We promised to stop at the Diner for a real meal on our return trip through Flagler.

Four days later, we sat in the same booth as the Sunday post-church crowd

began to thin out. We had just ordered when Chef Rick walked up and asked how we did on the bicycle ride. We all pulled medals out of our pockets and gave him big wide smiles. He laughed and said he had a surprise for us, so don’t leave. And then he disappeared into the kitchen.



As the food courses came to our table, we could only sigh, smile and enjoy the homemade delights. Chicken tenders made with real chicken, not parts. Salsa, chili, port cutlets, chicken fried steak (real minute steak) and homemade gravy. Tom Bredehoft, the owner of the “I-70 Diner” stopped by our table. I offered him a seat and we talked.

Tom had stopped by the diner to wash dishes because a new dishwasher was on order. Tom told us some history behind the diner. How he had found the diner structure in storage in Fargo, North Dakota, while cruising the web. He had it shipped via tractor trailer in six pieces to Flagler. He had a concrete structure with a basement poured for the diner to be set on. (Rent the downstairs for your next party.) He did some fancy talking to get his bankers to extend a loan for the entire endeavor. After the first year, Tom decided to get a real chef/manager to run the diner, so he drove to Denver and talked Rick, an award winning chef,

We could only sigh, smile and enjoy the homemade delights.

to move to Flagler. After all the work involved with getting this operation going, Tom said his wife has forbade him from going on-line, again, ever.

As we were getting ready to pay our bill, Chef Rick delivered a plate of celebratory oven fresh chocolate chip cookies, a bit gooey, just the way I like ‘em. I remarked to Chef Rick, they should get the diner on “Diners, Drive-ins and Dives, the cable TV show. I said the diner has great food, a fun atmosphere and a great story. He smiled a knowing smile and handed me a piece of paper, requesting patrons to contact Guy Fieri at that very show and tell Guy to put the “I-70 Diner” on his show. Wow! Chef Rick and owner Tom have their “stuff” together.

An aside...in submitting this story to the KCBC newsletter, my editor reminded me the newsletter was not intended to do restaurant reviews. I said this story is a public service. **How many trips do Kansas citizens make across Kansas and eastern Colorado only to have their taste buds assaulted by fast food and sugary snacks.** Face it, we all just guess about places to eat on that long, long drive. Now everyone knows where they can get something nutritious to eat, stretch the legs and refuel the car before embarking on the final part of your journey. The I-70 Diner is where. And...I am in NO WAY getting paid to endorse the I-70 Diner, a l t h o u g h maybe I should get them to ship me some soup.

www.i-70diner.com



addicted to cycling?

You know you're addicted to cycling when...

When the casual weekend ride is no longer enough and you become increasingly irritable without the bike between your legs.

KCBC Board of Directors

President Mitchell Williams president@kcbc.org

First Vice President Lou Joline touring@kcbc.org

Second Vice President Michael Ruder racing@kcbc.org

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Membership Wendy Biggerstaff membership@kcbc.org

Long-term Planning Dana Meier ltplan@kcbc.org

Webmaster Robb Jones webmaster@kcbc.org

Feed Your Cycling Addiction!

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
www.bicycleshack.com
10415 Blue Ridge Blvd.
Kansas City, MO
816-761-3233

Bike America
www.bikekc.com
325 S. E. 3rd
Lee's Summit, MO
816-524-1819

138 S. Clairborne
Olathe, KS
913-780-4500

9514 Nall
Overland Park KS
913-381-5431

BikeSource
www.bikesourcekc.com
11500 W. 135th St.
Overland Park KS
913- 451-1515

Bike Source
3701 W. 95th St.
Overland Park, KS 66206
913-428-8430

Bike Stop Bicycle Stores
www.bikestoponline.com
925 W. 40 Hwy
Blue Springs, MO
816-525-8686

248 N.W. Oldham Pkwy
Lee's Summit, MO

Biscari Brothers Bicycles
www.biscaribrothersbicycles.com
5116 Independence Ave
Kansas City, MO
816-231-1331

884 S. 291 Hwy
Liberty, MO
816-792-8877

Cycle City Bike & Running Co.
www.cyclecitykc.com
6328 N. Lewis St. #200
Parkville, MO
816-587-8181

Elite Cycling
www.elitecycling.com
10673 Mission Road
Leawood, KS
913-648-6277

Epic Bike and Sport
www.epicbikeandsport.com
6000 NW 63rd Terrace
Kansas City, MO
816-382-3100

Leawood Bicycles
www.leawoodbicycles.com
12311 State Line Rd.
Kansas City, MO
816-942-4442

Midwest Cyclery
www.kcbikes.com
3850 Main St.
Kansas City, MO
816-931-4653
park off Baltimore St.

Pace Bicycle Haven
www.pacebicycle.com
1215 W. Elm, Independence, MO
816-461-7433

Peddlers
www.peddlerscyclingandfitness.com
139 E. Lexington St.
Independence, MO
816-254-6855

River Market Cyclery
www.rivermarketcyclery.com
315 E. 3rd
Kansas City, MO
816-842-2453

Trek Bicycle Store
www.trekkc.blogspot.com
10412 Shawnee Mission Pkwy.
Shawnee, KS
913-631-6800

Turner's Cycling and Fitness
www.turnersbikes.com
8909 Sante Fe Dr.
Overland Park KS
913-381-5298



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:

- 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.
- 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 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.

- 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 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.

Membership Form | Kansas City Bicycle Club

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 dues are only

- \$20 for Individual Membership
- \$25 for Family Membership
- \$30 for Sustaining Membership

Membership

- Renewal
- New Member



Are you 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 club sponsored rides

Join us now and have your best cycling season ever!

Name

Phone Number

Family Members

Address

City, State, Zip

Email Address

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 Bicyclist (LAB) Release and Waiver of Liability, Assumption of Risk, and Idemnity. (LAB agreement is included above)

Signature Date

Signature Date

Contact membership@kcbc.org or print and mail to the address below