

KANSAS CITY CYCLISTS CLUB Dinner MAY 7TH 1938 Given By Captain "Bill" H. R. Warren

Menu

Fruit Cocktail

Celery Hearts

Mixed Olives

Broiled Filet Mignon

Potatoes Au Graton

New Peas

Tomato Surprise

French Rolls

Bisquit Tortoni Cakes

Coffee

THIS BROCHURE THE COMPLIMENTS OF JOHN L. DOUGLASS

The Kansas City Cyclists

THE KANSAS CITY CYCLISTS CLUB was organized in July, 1891, immediately after the annual state meet of the League of American Wheelmen at Carthage, Missouri.

There had been a club in Kansas City before known as the Kansas City Wheelmen, but it had been discontinued about 1887 or 1888.

In 1891 there was an increasing number of wheelmen, the safety bicycle having just made its appearance and new riders adopting it. At the Carthage meet attended by a delegation of "unattached" riders from Kansas City, the neat appearance of clubs from St. Louis and other cities with their natty uniforms and caps, convinced the Kansas City boys that they must have a club. So a club was started. The Kansas City Star of July 20, 1891, mentions it as follows:

KANSAS CITY CYCLISTS

The Organization of the New Club Meets With Favor.

The movement to organize a new wheel club among the cyclists of Kansas City and revive the old time enthusiasm of two or three years ago is being warmly received. A third meeting was held last night at 219 West Twelfth Street to complete the organization. There was a large attendance and much interest manifested.

A constitution and by-laws for the new club, which will be known as the Kansas City Cyclists, were adopted. Messrs. W. M. Jaccard, H. R. Warren, J. R. Sayers, R. M. Seibel and N. T. Haynes were appointed as a committee to select club uniform, colors, cap, etc., and report at the next meeting.

Another meeting will be held next Tuesday evening at 1216 Grand Avenue, and regularly on the second and fourth Tuesdays of each month at the permanent quarters, which will probably be selected at the next meeting. The club will take a run on tomorrow night to Westport and Rosedale, and on Sunday the run will be to Independence.

E. P. Moriarty was elected secretary of the new club and H. R. Warren captain in charge of club runs.

These club runs varied from short trips in evenings or on Sundays to all day runs to nearby towns such as Lees Summit, Olathe, Bonner Springs, Buckner, Leavenworth, Smithville, Blue Springs, etc. Also there was an occasional century run, that is 100 miles, to such towns as Paola, Harrisonville, Lexington, Lawrence or Holden. If the town was not exactly 50 miles away, the extra mileage was made up by going beyond the objective town and back before "dinner" at

noon or making up the additional mileage after returning to Kansas City.

The first century run of the club was September 2, 1891, and was noted in the Kansas City Star as follows:

#### GOOD BICYCLE RIDING

Three Kansas City Men Make a 100-Mile Trip in Good Time.

Walter M. Jaccard, H. R. Warren and John Sayers declare that on Sunday they broke the 100-mile bicycle record for cross country riding in the Southwest. The first two started from the corner of Fifteenth Street and Troost Avenue at 5:30 in the morning and rode to Olathe, reaching there at 7:45, making the run in two and a quarter hours. They left Olathe at 8:30 with Sayers, who had started late from Kansas City. They were escorted from Olathe to Paola, a distance of twenty-four and a half miles, by Upton and Hubble of the Olathe Bicycle Club and reached there at 11:10. The return to Olathe was begun at 1 o'clock, and after an uphill ride nearly all the way the Kansas City boys reached there at 4 o'clock, only twenty minutes slower time than the run over. Dinner was taken at Olathe and the home run of over twenty miles was begun at 5 o'clock. At 8:30 they wheeled into the city. The total riding time was ten hours and fifty minutes.

Of these riders Jaccard and Warren rode the "ordinary" or high wheel, while Sayers rode a "safety."

The club soon outgrew its quarters at 706 Wall Street and moved to 1002 East 15th Street, and later to 15th and Charlotte Street, and from there to 9th and Forest.

While at 15th and Charlotte the club was most prosperous, having at one time 150 members. This was during the years 1895 and 1896. There were moonlight runs for the ladies and smokers and occasionally a hard times party for the men and on several occasions a trip would be taken to Leavenworth, including other clubs which had been formed in the meantime, such as the Niagara and the Star.

On this trip we would engage a special train of three or four coaches, putting the wheels in the baggage car and leaving the train at the Soldiers' Home.

After leaving the Soldiers' Home, the procession would move on to Leavenworth for dinner and to the Fort in the afternoon and back to Leavenworth and the train for home.

The actual wheel riding on a trip of this kind was 20 or 25 miles, which was about as much as the girls could enjoy.

Another activity of the club was bicycle racing, both road and track. The Waldo Road Race was an annual affair held for several years on May 30th, and sometimes called the Decoration Day Road Race. The course was on Troost Avenue from 35th to 75th street and return a distance of 10 miles. The entry list of 1897 shows the names of 115 contestants with handicaps ranging from 30 seconds to 7 minutes.

There were place prizes and time prizes. Some of the time winners being as follows:

1893— Chas. Kindevatter, Kansas City.

1894— E. A. Grath, St. Louis.

1895— W. W. Jacques, Kansas City.

1896— Vincent Dole, Kansas City.

There were so many contestants in 1896 and such a mix up at the finish that it was several days before the judges decided who won the time prize. It was finally given to Vincent Dole although Herb Wood still thinks he won it and maybe he did.

There were track meets galore, the first one of the Kansas City Cyclists being at Exposition Park on October 3, 1891, and consisting of both ordinary races and safety races. The Club championship one-mile ordinary was won by W. M. Jaccard in 3.31 1/4 and the one-mile safety by H. R. Warren in 3.17 1/4. This was the fastest time for the meet and Warren also won a time prize.

These races were on solid tires but with the advent of the pneumatic tires much faster time was made.

At the State meet in 1892 at Springfield, Mo., and at Sedalia in 1893 the time was reduced to 2.44 1/2 and 2.29 4-5 respectively.

Many other track meets were held at Fairmount Park, where a quarter mile cinder track and large grand stand were constructed. Some of these meets were largely attended and participated in by noted riders such as John S. Johnson and Arthur A. Zimmerman.

J. P. Sidwell was the first president of the club, succeeded later by Albert Young, who held the office for several years.

E. C. Lambert was treasurer, and for one season O. C. Mandeville was captain.

The automobile has replaced the bicycle as a pleasure vehicle for the grownups but time cannot efface the pleasant memories of the joys of cycling which were ours forty years ago.

Autographs