TOUR DE TONKA
Outreach Ride
Saturday August 3rd

In just over a decade, the annual Tour de Tonka has become a staple of the west metro community, growing from 800 riders in 2006 to nearly 3500 riders annually. Riders from more than 166 different Minnesota communities and 42 states participated in the event last year. Riders choose from eight distances: 16, 30, 36, 48, 57, 62, 71, 100 miles. Tour de Tonka’s mass start, with each ride leaving within eight minutes of each other, adds to the level of excitement for this major event. The rides are fully supported with maps and SAG support. There are 12 rest stops along the way, where riders will enjoy food, hydration stations, music, rest, and conversation.

Routes move through 24 different communities, all of which showcase beautiful roads, trails, and scenic views of Lake Minnetonka, Lake Waconia, Riley Lake, the Crow River, and many others.

Because this is an Outreach Ride, there is no TCBC/LAB insurance coverage on this ride. TCBC members do get mileage credit. Please email one of us with member number and miles completed:

Tom Hewes, tomhewes@gmail.com; Chuck Faison, cfaison@gmail.com, Zee Syedain, zhsyedain@gmail.com.

We will update the TCBC website the week of the event to coordinate groups if you would like to ride with fellow TCBC members.

REGISTER AT:
www.minnetonkaschools.org/district/mcec/events/tour-de-tonka

If you have any issues when registering, call 952-401-6800.
Recognition Corner

Mary Derks and Scott Larson
for leading the rides in the Brainerd area for the Tour of Lakes weekend.

Carol Fitzgerald
If she isn’t leading a ride, Carol is probably out riding, driving or walking to scout a new route, or checking to make sure that the next day’s ride is free of the dreaded “Road work ahead” signs. She is a leader who literally goes the extra mile to give us an endless variety of rides that are safe, interesting, and FUN! (Submitted by Lyle Koehler)

Doug Nelson
for organizing the Spring All Club Ride this year.

Pete Hawkins, Bob Floyd, Shelby Miller and Marina Lim
for acting as leaders on the ride.

Roger Fickbohm
for assisting me at the Cargill Fitness Fair. (Submitted by Mike Kubes)

Katie Angle
Thank you to Katie Angle who has concluded her 10+ years as a TCBC Leader Liaison. During this time, Katie has worked with leaders and members to resolve issues, reconcile rides, and keep everyone happy! Katie has also been instrumental in helping organize and facilitate the Annual Ride Leader Training and the Annual Ride Leader Forum. We thank her for her contributions in this position. Her service has been greatly appreciated. (Patt Seleen)

Wellness Staff at Cargill
This is what we got from the Wellness Staff at Cargill: “Thank you for taking the time out of your schedule to attend our Spring Activity Expo! In doing so, you are helping to increase the culture of health and wellness at Cargill. We are grateful for you and look forward to working with you in the future!” (Working on Wellness Staff Morgan, Julia and Tina)

There are many things that someone does in the club all the time that they deserve some recognition for. If you know someone who deserves recognition, send an email to Recognitioncorner@biketcbc.org. Write a short paragraph explaining why you think they deserve recognition.

Biking season is in full swing! It’s been great to see so many of you out on the roads, and wonderful to see so many and such a wide variety of rides posted to the TCBC calendar. It was especially great to see such a large and diverse group of riders at the club’s spring all-club ride on May 25th, and of course it was wonderful to see so many of the new club jerseys out on the road as well! Nearly 220 riders of all ages, abilities, and riding preferences attended. I was able to meet and ride with some new club members, some guests who were just checking us out (hopefully they have since joined), and some other veteran club members I’ve been riding with for 25 years now—great to see everyone! Special thank you to Doug Nelson, who was the driving force behind the success of this ride. Doug would be the last person to look for recognition for all the volunteer work he does on a regular basis, but he did a meticulous job of planning and implementing this ride. As well, we thank you for the feedback you’ve shared, which will result in a few minor changes being made for next year’s ride.

Have you considered volunteering for TCBC activities? As you know, our volunteers are the strength and backbone of our club, and the reason we are the huge, thriving club we are. Volunteer opportunities abound! A full spectrum of activities and levels of commitment are available. On one end of the spectrum, we have a dozen or so super volunteers who work on TCBC stuff almost every day. Typically, those folks love the work they do as it keeps them engaged, stimulated, focused, energized, etc.—different people have their varied motivations. On the other end of the spectrum, we have volunteer opportunities available that are one-time, short-term activities that require a commitment of only a couple hours. These volunteers are also critical to our success, as we often need a larger number of volunteers to fill these roles. These include things like working a rest stop for the Watermelon ride, helping to set up or clean up for events, sitting at the registration table for events, etc. Volunteering is a great way to meet new people, make new friends, learn new skills, and to give back to the club. Check out opportunities on the forum, as well as the Volunteer tab on the TCBC home page. If you’re reading this before July 4th, you may still be able to get in on the fun at the Watermelon ride!

Finally, it is definitely too soon to be thinking about the end of summer. However, just a head’s up about a couple of items. The first is that there will be one vacancy on the TCBC Board of Directors coming up this fall. A nominating committee has been formed to help fill this position. Watch for more information to come out in the next month or two if you are interested in applying. Secondly, we (the board) are looking to combine the Annual Business Meeting with the Awards and Recognition Banquet this year. This meeting will take place in mid-November, and will likely be held at a venue in the north metro. One of many benefits of combining the meetings is that we’ll be able to celebrate the ride year just a couple weeks after the year ends on October 31st rather than waiting until February or March. Another possible benefit is that maybe more of our ever-increasing number of folks who flee to warmer climes before the snow flies in Minnesota will be able to attend! We hope so, and we hope you will attend too. More information to come.

Hope to see you on the 38th annual Watermelon Ride on July 4th!

Happy riding, Shelby
NEXT TCBC NEWS DEADLINE will be Monday, July 8. The next one after that will be August 5.

38TH ANNUAL WATERMELON RIDE IS JULY 4TH. You can still register that morning at the start, at Incarnation Lutheran Church, on Hodgson Road (County 49), a half mile north of Hwy. 96 in Shoreview. See the website and see you there! THE MAY ALL-CLUB RIDE had 218 riders including guests, about the same as last year. It was partly cloudy and windy, in the mid-60’s. The new start in Hugo seemed to work fine and no accidents were reported. We hope you liked getting into the countryside and (on the longer routes) seeing some of the Lindstrom Lakes area.

TOUR DE PEPIN: I was joined by Nancy, Joe and Chuck for this annual outreach ride around Lake Pepin. We did the 72-mile route around the lake. The rain stopped just in time for the ride to begin and by the time we finished the sun was out, along with the sailboats on Pepin. We regrouped at the rest stops, mostly to let me catch up. I also decided that the second to last one is the “Best Rest Stop Ever”. They had these great bacon and maple glazed donuts. Shorter routes had the option of signing up for a paddleboat ride back across to Lake City. (Mike Kubes)

SILENT SPORTS MAGAZINE features Twin Cities Biking in their June issue, with a cover photo of the Stone Arch Bridge and three pages of article and photos inside: “Biking is King in the Twin Cities.” Specifically recommended were the Midtown Greenway, Chain of Lakes, Grand Rounds, and Mississippi River Parkways.

WEATHER REPORT: May was the fifth straight month with below-average temps for the month.

MNDOT’S ECONOMIC IMPACT of Bicycling Study from 2016 estimates that Minnesotans take about 90 million trips by bicycle per year, averaging 2 miles, or 180 million miles per year.

NEW BFC’S IN MINN: According to the League of American Bicyclists list, which uses specific criteria to honor cities making bicycling safer and easier, there are four new ones in our state, all Bronze level: Brainerd, Sartell, Walker, and Woodbury. Congrats! Minnesota now has 29 BFC’s.

By Doug Nelson

BIKE TRAILS AND ROUTES

STILLWATER BRIDGE: Looking at it on June 4, with the St. Croix still high and equipment still piled on the bridge, it seems more unlikely that the 5-mile loop will be able to open by this fall. The bridge is the missing link in the loop.

MESABI TRAIL: By fall, a new five miles will extend from Hwy. 135 to Embarrass, including a three-quarter-mile-long floating bridge crossing a wetland and wildlife management area.

GITCHI-GAMI TRAIL: No new segments are expected to open along the North Shore until 2020.

By Doug Nelson

THE CLUB just attended a health and wellness fair at Cargill. We used this opportunity to talk with employees about the health benefits of biking as well as promoting our club. If your company conducts one of these, we may be interested in attending it as a vendor. If you can, find out the company contact for us and we can look further into it.

Email me at volunteer@biketcbc.org with the information.

Thank you to all the volunteers that make this club great.

By Doug Nelson

The Gift of Exploration
Explore more by bike with mobile bike maps by Bikeverywhere. Over 20 maps from the Twin Cities to Amsterdam.

Gateway Cycle
Hwy 36 Blvd No
Oakdale, MN 55128
651-777-0188
www.gatewaycycle.com
## TCBC Ride Key for Road Rides

<table>
<thead>
<tr>
<th>Ride Type</th>
<th>Description</th>
<th>Min Average Riding Speed</th>
<th>Riders Must Have</th>
<th>Rest Stops</th>
<th>Leader Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td><strong>A - Very Strenuous</strong> Fast Paced, most difficult terrain, or longer distance</td>
<td>17+ mph</td>
<td>Advanced cycling skills; spare tube, patch kit, pump</td>
<td>At leader’s discretion</td>
<td>Anywhere</td>
</tr>
<tr>
<td>A/B</td>
<td><strong>A/B - Strenuous</strong> Swift, more difficult terrain, or long distance</td>
<td>15-17 mph</td>
<td>Intermediate to advanced cycling skills; spare tube, patch kit, pump</td>
<td>About every 20-30 miles</td>
<td>Anywhere</td>
</tr>
<tr>
<td>B</td>
<td><strong>B - Brisk</strong> Social, but emphasis is on riding - A good choice for experienced group riders - generally intermediate or greater pace, terrain and distance</td>
<td>13-15 mph</td>
<td>Intermediate to more advanced cycling skills; spare tube, patch kit, pump</td>
<td>About every 15-20 miles</td>
<td>With Group at the Published Pace</td>
</tr>
<tr>
<td>B/C</td>
<td><strong>B/C Moderate</strong> Social emphasis, but for those with riding experience - generally intermediate pace, terrain and distance</td>
<td>11-13 mph</td>
<td>Intermediate cycling skills; spare tube, patch kit, pump</td>
<td>About every 10-15 miles</td>
<td>With Group at the Published Pace</td>
</tr>
<tr>
<td>C</td>
<td><strong>C - Relaxed</strong> Easier, for a more &quot;laid-back&quot; time, perfect for newer riders, slower pace and flatter terrain, shorter distance</td>
<td>9-11 mph</td>
<td>Entry level to intermediate cycling skills; spare tube, patch kit, pump</td>
<td>About every 10-15 miles</td>
<td>With Group at the Published Pace</td>
</tr>
</tbody>
</table>

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## TCBC Ride Key for Night Rides

<table>
<thead>
<tr>
<th>Ride Type</th>
<th>Description</th>
<th>Max Mileage</th>
<th>Riders Must Have</th>
<th>Rest Stops</th>
<th>2 Ride Leaders Ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>N-A</td>
<td><strong>Night A - Very Strenuous, Safety stressed, advanced riding skills stressed</strong></td>
<td>45 Miles</td>
<td>Expert level bike handling and group riding skills. Spare tube, patch kit, pump. Front and rear fully charged cycling lights, reflective clothing, and smartphone and/or GPS to aid navigation in case of being dropped from group.</td>
<td>At Leader's Discretion</td>
<td>2 Ride Leaders Recommended Ride Anywhere</td>
</tr>
<tr>
<td>N A/B</td>
<td><strong>Night A/B - Strenuous, social, safety stressed, stay together ride.</strong></td>
<td>40 Miles</td>
<td>Advanced level bike handling and group riding skills. Spare tube, patch kit, pump. Front and rear fully charged cycling lights and reflective clothing.</td>
<td>About every 20 miles</td>
<td>2 Ride Leaders Required Ride Front and Rear</td>
</tr>
<tr>
<td>N-B</td>
<td><strong>Night B - Brisk, social, safety stressed, stay together ride.</strong></td>
<td>35 Miles</td>
<td>Intermediate to advanced level bike handling and group riding skills. Spare tube, patch kit, pump. Front and rear fully charged cycling lights and reflective clothing.</td>
<td>About every 15-20 miles</td>
<td>2 Ride Leaders Required Ride Front and Rear</td>
</tr>
<tr>
<td>N B/C</td>
<td><strong>Night B/C - Moderate, social, safety stressed, stay together ride.</strong></td>
<td>30 Miles</td>
<td>Intermediate level bike handling and group riding skills. Spare tube, patch kit, pump. Front and rear fully charged cycling lights and reflective clothing.</td>
<td>About every 15 Miles</td>
<td>2 Ride Leaders Required Ride Front and Rear</td>
</tr>
<tr>
<td>N-C</td>
<td><strong>Night c - Relaxed, social, safety stressed, stay together ride.</strong></td>
<td>25 Miles</td>
<td>Entry level to intermediate level bike handling and group riding skills. Spare tube, patch kit, pump. Front and rear fully charged cycling lights and reflective clothing.</td>
<td>About every 10-15 Miles</td>
<td>2 Ride Leaders Required Ride Front and Rear</td>
</tr>
</tbody>
</table>

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## TCBC Ride Key for Mountain Bike Rides

<table>
<thead>
<tr>
<th>Ride Type</th>
<th>Ride Time for Mountain Bikes</th>
<th>Terrain for Mountain Bike Rides</th>
<th>Riders Must Have</th>
<th>Rest Stops</th>
<th>Leader Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB A</td>
<td>High Speed no time limit</td>
<td>Difficult dirt trails, roots, rocks, many difficult hills, technically very difficult</td>
<td>Advanced MB skills; spare tube, patch kit, pump, chain tool, water</td>
<td>At group or rider’s discretion</td>
<td>Anywhere</td>
</tr>
<tr>
<td>MB A/B</td>
<td>Rapid less than 6 hours</td>
<td>Challenging dirt trails or roads, roots, rocks, many hills, technically quite difficult</td>
<td>Advanced MB skills; spare tube, patch kit, pump, water</td>
<td>At least 1 time each hour</td>
<td>Anywhere</td>
</tr>
<tr>
<td>MB B</td>
<td>Moderate less than 4 hours</td>
<td>Gravel or dirt trails or roads, some hills, technically moderate</td>
<td>Intermediate MB skills; spare tube, patch kit, pump, water</td>
<td>At least 1 or 2 times each hour</td>
<td>With the group - riders regroup occasionally</td>
</tr>
<tr>
<td>MB C</td>
<td>Slower less than 2 hours</td>
<td>Gravel or dirt trails or roads, few hills, technically simple</td>
<td>Beginner MB skills; spare tube, patch kit, water</td>
<td>2 or more times each hour</td>
<td>With the group - riders regroup frequently</td>
</tr>
</tbody>
</table>

**For additional ride considerations see Ride Key at biketcbc.org**
Complete Calendar at biketcbc.org

**JUL 4**
38TH ANNUAL WATERMELON RIDE IN SHOREVIEW. See separate info on the website on riding and/or volunteering.

**JUL 8**
DEADLINE FOR AUGUST TCBC NEWS.

**JUL 12-14**
GRAND RAPIDS WEEKEND. See the website.

**JUL 14**
TOUR OF SAINTS IN ST. CLOUD. See article in last issue or ad.

**JUL 26-28**
PAUL BUNYAN AND HEARTLAND TRAILS WEEKEND. See WEEKEND RIDES article or website.

**AUG 3**
TOUR DE TONKA RIDE. See separate article or website.

**AUG 3**
GREAT RIVER ENERGY MESABI TRAIL TOUR ON THE IRON RANGE. See ad.

**AUG 5**
DEADLINE FOR SEPT-OCT TCBC NEWS.

**AUG 6-7**
MUNGER OVERNIGHT TRAIL RIDE. See separate article or website.

**AUG 12**
6:30 PM BOARD OF DIRECTORS BUSINESS MEETING.

**AUG 17**
TOUR DE PINES AT ITASCA STATE PARK. See separate article.

**AUG 17**
SADISTIC CENTURY RIDE IN MENOMONIE WI. See ad.

**AUG 24**
GITCHE GUMEE GRAND FONDO IN MENOMONIE WI. See ad.

**AUG 31**
FALL ALL-CLUB RIDE IN MINNETONKA WITH VARIOUS ROUTES. Info in next issue or on website.

WELCOME TO THESE NEW TCBC MEMBERS SINCE THE LAST LISTING

See you out there!

Tim Bauer
Katherine Hines
Juliet Rojas
Aaron Bitz
Ta-Yuan Ho
Jamie Ruhland
Dana Boone
Ryan Hurley
Jane Sandness
Andrew Brennan
Denelle Hygrell
Duncan Sibley
Brett Burnett
Ernest Johnson
Vincent Splett
Marty Casalenda
Gene Kath
Christopher Stephens
Ricky Chow
Andrew Mohama
Jonathan Strutt
Kristi Dalida
Patrick Nagel
Brenda Van Dyne
Austin Dircks
Greg Naylor
Jake Vandelst
Eric Eckelberry
Paul Nesburg
Josh Veenstra
Brad Ferstan
Susan Nordstrom
Paul Wegner
Spencer Gease
Ken Ouren
Eric Welger
Charles Graham
Benjamin Rancher
Elise Haupt
Ryan Peterson
Terri White
Justine Heimer
Mariah Young
John Heinmiller
Lee Zettler

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Brad Ferstan
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Paul Wegner
Spencer Gease
Benjamin Rancher
Elise Haupt
Ryan Peterson
Terri White
Justine Heimer
Mariah Young
John Heinmiller
Lee Zettler

Any non-bicycling TCBC activity or any Outreach Ride listed in this newsletter or on our website is not covered by our insurance provided by American Specialty Insurance Services, Inc.
The Century Ride will be on Sunday, September 8. There are also TCBC rides on Friday and Saturday, Sept 6 and 7, in the Sturgeon Bay area. See Calendar listings.

Head over to Door County for one of the most beautiful century rides you will ever see. This ride has four mileage options (30, 50, 70, or 100) with a post-ride catered meal including beer and cherry pie! This ride is fully supported, and there are several well stocked rest stops to keep you going. Beautiful scenery, low traveled roads, gorgeous fall color, rest stops with strawberry shortcake! What’s not to like??

You must register for this ride - registration fees are $70 through July and $75 in August. Riders can pre-register at www.doorcountycentury.com. Packet pickup is the morning of the ride or Saturday the 7th at the fairgrounds. See the website for more details. The ride starts at the Door County Fairgrounds located at: 812 North 14th Avenue in Sturgeon Bay, Wisconsin.

You are responsible for your own accommodations. There is no shortage of places to stay, places to eat, or fun things to do in Door County! Any questions please contact us.

Hope to see you there!!

Pete and Karen May
952-200-4939
petemay09@gmail.com

Door County Century Outreach Ride
September 6 - 8

This is a two-day ride from Hinckley to Carlton and back on the Willard Munger trail. Multiple distances are available. We start at the Hinckley Convention and Visitors Bureau at 9:30 AM. On the first day, you may ride from Hinckley and stop at the Carlton AmericInn motel for 56 miles, or continue on the trail toward Duluth before returning to the motel for a potential 90 miles. The second day we start from the AmericInn at 8:30 and return to Hinckley for 56 miles. We’ll have lunch at the Lazy Moose Restaurant in Moose Lake both days. The ride is fully sagged and has rest stops with snacks and refreshments each day in Finlayson and Mahtowa. A group dinner is planned for Tuesday evening at a Carlton restaurant or the nearby Black Bear Casino.

You can overnight Tuesday wherever you choose, but to facilitate sagged baggage, we recommend the AmericInn Carlton, where we have a block of rooms reserved for the Twin Cities Bike Club. The neighboring Royal Pines Inn is a suitable alternative. To make reservations at the AmericInn in Carlton, please call 218-384-3535. Be sure to mention you are with Twin Cities Bike Club in order to get a first floor room, allowing easy access for wheeling your bike to your room for overnight storage. Overnight bags (limit 1 per rider) will be sagged to the AmericInn from Hinckley. The trail’s website states that construction and repairs are planned for several locations during the summer. We will be checking the website for updates to share with riders.

For more information contact Warren Samuelson at warsam11@aol.com, phone 651-398-3653. The ride is listed as a B level ride but self-sufficient riders of all speeds are welcome. If you plan to attend, please notify Warren to assure we have sufficient refreshments and maps to inform you of any final details. Be sure to include your cell phone number so we can communicate as needed during the ride. TCBC membership is required to participate in this ride.

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Upcoming Weekend "C" rides
(also known as Herb's Bunch rides)

July 26, 27, 28
Paul Bunyan and Heartland Trail Weekend
Join us on a three-day trek of C rides with length options each day and after the rides, fun activities, and food opportunities. Trails are paved with routes that pass through northern hardwood forests and stands of jack, red, and white pines. A block of rooms is reserved under Twin Cities Bicycling Club at the Walker Hotel (218-547-2200). The address of the hotel is 907 Minnesota Ave, Walker 56484.

On Friday we bike from the Paul Bunyan Trailhead in Baxter at 11:30 A.M. with a lunch stop in Nisswa and back (33 miles). Details of Saturday and Sunday rides will be in the schedule. For more information call Miriam Simmons 651-212-0775, or Lyle Koehler 612-516-2053.

September 20, 21, 22
Three Days in Lanesboro
Welcome C riders and friends to our three days in Lanesboro! Join us again for scenic rides of 20-40 miles each day in Southeast Minnesota. Some of us go to the play at the famous Commonweal Theater on Friday night. The play will be the adventure tale, "Peter and the Starcatcher". Call Clareyne Nelson to reserve your ticket(s), 612-759-1762, and for more information. Reserve your place to stay early as Lanesboro is a popular spot! Camping in the local campground is also an option.
The League of American Bicyclists (LAB)

The roadways are in shambles! They knock the fillings right out of my teeth going over them! Well – perhaps a short history lesson is in order. There was a time that nearly every thoroughfare was a muddy rutted mess in the spring. In the summer, the ruts dried out and became sunbaked. Finally, in the winter, the icy ruts and holes hid under snow waiting for a poor soul to become their next victim. Towards the end of the 19th century, horses and carriages were the primary occupants of our primitive “roads”, but a new form of transportation was about to take hold.

By 1880 bicycle builders were building bikes with wheels with wire spokes under tension. This not only allowed the wheels to be lighter in weight, but the front wheel could be larger and travel further on a single turn of the pedals. However, bicycles were still expensive, leaving them to upper-income groups for recreation and racing. As cyclists began using horse paths and urban roadways, they were often forced off the roadways by law enforcement, or in extreme cases were arrested. And, by the way, the roads were still wretched. Even urban areas with cobblestone roads were still awful at best and impassable at worst. This led to bicyclists organizing into groups that eventually led to the founding of the League of American Wheelmen in 1880 – or as we know it today, the League of American Bicyclists.

The mission of the League of American Wheelmen (LAW) was to organize and lead the fight for access to public thoroughfares. Another primary aim of LAW was to advocate for better roadways – not just in the cities, but the rural roadways that farmers relied on to get their goods to towns and cities to sell. In 1890 bicycle makers were manufacturing the “safety” bicycle that used a chain and sprockets to be able to turn a wheel more than once per pedal stroke, plus air-filled tires. In addition to the new innovations in the bicycle, the price of the bicycle also came down and within 10 years, over a million Americans rode bicycles. During this time, membership in the League exploded, and LAW embarked on one of the most ambitious PR campaigns of the time in the advocacy of better rural roadways. With the burgeoning number of bicycles, the PR campaign, and the postal service expanding into rural delivery, by the mid 1890’s the federal government created the “Office of Road Inquiry” that became a predecessor of the Federal Highway Administration.

The League of American Wheelmen are credited with being instrumental in the advocacy and creation of better roads before the automobile was introduced. As roads improved, it was cyclists who were instrumental in creating maps of thoroughfares between communities for other cyclists to navigate with. However, the bicycle boom ended by 1900, and as automobiles entered roadways in larger numbers by the 1910’s and 20’s, bicycles were given a black eye by motorists who considered cyclists “too poor to own a car”. The LAW dissolved in 1902. The League was revived from 1939-1955 due to the post-war increase in cycling, but this was mainly recreational clubs. The league was revived again in 1965 and today the (renamed) League of American Bicyclists focus their energy on advocacy and education.

We encourage anyone to spend some time on the League of American Bicyclists website, https://www.bikeleague.org, and read about their Smart Cycling program, as well as other information on the site. The website also outlines their advocacy efforts at the federal, state, and local levels.

The insurance that TCBC provides for members on scheduled rides is through the League of American Bicyclists and is a driving force behind our training program for ride leaders and the annual ride leader forum. TCBC’s banner states our purpose: “Promoting safe, effective bicycling and recreational bicycle rides.” The landscape has changed dramatically from when bicyclists were challenged by rutted, impassable roads and treated with disdain by horsemen, carriage drivers, and pedestrians to the automobile that has shaped urban planning and inter/intrastate thoroughfares for the past 100 years. The advocacy work by bicyclists needs to continue as the future continues to evolve in the 21st century, with people moving back into urban cores and alternative means of transportation continuing to grow. Whether on the national level (LAB), your state and community level (BikeMN) and the other grassroots organizations, we encourage you to support and be members of these organizations.

Let’s be part of the conversations that help to shape our future in the best way possible.

References:
Wikipedia – League of American Bicyclists
League of American Bicyclists Website
https://www.bikeleague.org
Smithsonian.com
American Drivers Have Bicyclists to Thank for a Smooth Ride to Work
Margaret Guroff, Sept. 12, 2016
https://www.smithsonianmag.com/travel/american-drivers-thank-bicyclists-180960399/
By Bob Fix
BIKEMN MEETING UPDATE

BIKEMN Annual Meeting Recap

Some info from Minnesota’s 10-year-old Bicycle Alliance of Minnesota event in early June (the group was profiled in our March-April newsletter):

WALKER, MN, now has the #1 per capita Bicycle Friendly Businesses in one town in the United States! (BFB’s are evaluated by a rating system of the League of American Bicyclists.)

LCI (LAB LEAGUE CERTIFIED INSTRUCTOR) SEMINAR: Eight people were trained recently in Bemidji and a course may be held in the metro area this fall.

BIKEMN had 65 print, radio, and TV news stories in MN in 2018. The organization’s membership increased by 7 percent from the previous year.

They put out a Walking and Biking Survey for Minnesota, and around 3000 people answered it. According to that, the #1 reason for biking is recreation/exercise, #2 is to run errands, #3 is commuting to work or school. People felt the state priorities should be: #1 reduce injuries and accidents, #2 the lack of connected trail networks, and #3 more chances to do group rides in their communities. Only 35 percent of bikers feel safe whenever they bike.

TCBC’S PAUL FRENZ completed his six years on the BikeMN Board of Directors and was recognized.

Lifetime Service Award — Louis Moore, who founded the Minnesota chapter of the Major Taylor Cycling Club.

Community Champion — Friends of the Jackson County Trails.

Bike Friendly Business Champion — Bike Friendly Walker.

Advocate of the Year, Individual — Barbara Babcock, Rochester.

Advocate of the Year, Organization — Minneapolis Bike Parks (a new group getting young kids used to riding).

Educator of the Year — Safe Kids Coalition, NE MN Chapter (Duluth Area).

By Doug Nelson

Ease Into Biking Series Ride

Photo Taken 6/1/19

Left to right: Carolyn Caswell (ride leader) Jennifer Wilson (Jenny, on bike) Craig Larson (ride leader)

Elizabeth Geiger (Liz) Kristi Rueckert
Marty Polson
Carolyn Caswell

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Hydration and Nutrition

On a short ride, you can probably get away with just replacing fluid, and plain water is fine. Now that the weather is warmer, your goal should be to drink a large water bottle (20-24 ounces) each hour on the bike. If you have a bike computer, use the elapsed time function to remind you to drink a few swallows of water every 10-15 minutes. If you don’t manage to drink the proper amount during the ride, finish off your water bottle as you’re driving home from the ride, so that you can re-hydrate as soon as possible. Riders who are really conscientious will weigh themselves before and after a ride. If they are down three pounds after a ride, they know they’re quite dehydrated and need to drink a lot of fluids (sorry, the chances that you lost three pounds of fat during one ride are quite slim!).

For longer rides, you’ll need to add electrolytes and calories into the equation. The most convenient way to do this is by drinking some sort of sport beverage instead of water. Most grocery stores carry a couple brands of sports drink in powdered form so that you can mix it up before each ride and mix it to the strength that you like (there will be fewer plastic bottles needing to be recycled too). If you don’t like super sweet beverages, there are some sport drinks on the market that only have the electrolytes and not the sugar. But remember, if you go that route, then you will need to also consume something else to replace calories burned.

If one of the reasons for riding is to lost weight, you might be wondering whether you really need to do the calorie replacement during a ride. Part of this depends on the pace you will be riding. If you ride hard, your body is going to use up the stores of energy (glycogen) in your muscles, and if you don’t replace those stores of energy as you ride, you will learn what it is to “bonk.” Bonking is when you’ve used up all of your stored glycogen, and not only will you feel like you cannot ride another mile, but you will be extremely cranky (as your brain needs energy to function too). If you ride at an easy pace, your body is more likely to go into fat-burning mode, and you will be able to last longer before running out of glycogen. Nevertheless, if the ride is long enough, even at an easy pace you will eventually deplete glycogen, so it is prudent to take in some calories during the ride. Also, this might prevent you from being so ravenous after the ride that you might head to the nearest convenience store and consume an entire bag of Reese’s Peanut Butter Cups.

Calorie sources can range from the very low-tech and inexpensive (bananas, fig newtons, and peanut butter sandwiches) to various gels and energy bars. You’ll want to avoid anything that is too high in fat or protein, because these are much slower than carbohydrates to convert to energy in your muscles. Whatever works for you is fine — experiment to figure out what you like to eat during a ride that doesn’t give you indigestion and does give you energy. Different riders have specialized needs. Someone who loses a lot of salt when they sweat (look for those white areas on their bike shorts) might want to eat something like pretzels at a rest stop.

Finally, don’t forget that riding is supposed to be fun, and it’s fun to stop for an ice cream cone on a hot day, even if there aren’t any electrolytes in the ice cream.
Invest in the Future of your Bicycle

I would like to deviate from my usual type of article to write one of self-promotion, although it may offer some opportunity for the reader as well. By way of background, the idea I put forth stems from an evening upon a patio on a January night in 1976. As warm breezes brought gentle waves to a sandy beach near Cartagena, there were seated around a large table myself, my brother, and a number of his students. By some magic, a communal conversation developed into a single idea, then a plan, and eventually some details.

So did it come to light, that there were no major franchise chains admittedly serving carp on a fast food basis. Neither were we aware of any featuring food on a stick. The idea of fast food carp on a stick was developed from a group discussion led by my brother, professor that he is, although I will take credit for putting a name to the enterprise, Pronto Carp.

The details are these:
Each Pronto Carp store is to have ovens capable of heating the carp piping hot and uncomfortable seating to facilitate turnover.
In each store there is to be a large glass-sided aquarium from which customers may select their fresh carp, except that they may not take the trained promotional carp which has been taught to live underwater in a tin can and not come out for any reason.
For the quiet enjoyment of our patrons, each store must have an acoustical tiled ceiling and soundproof rest rooms. The gutting and scaling of the carp must take place out of sight in a separate room which must be spotlessly cleaned every week.

There shall be a secret batter known only to the founders and applied by them or their special designees.
To facilitate accounting, and for purposes of security, reorders of carp inventory must be accompanied by the return of an appropriated number of fish bones to the home office, the number of bones required being set by the number of bones in previously ordered fish.
Each store shall have a designated person to go around the store during all business hours wearing a fish costume, the head of which must look like a carp’s head and have two air holes. The name of this promotional mascot shall be Ronald the Carp.
Each store should promote a weekly sale, advertised as follows: “CARP ON A STICK – ALL YOU CAN EAT FOR ALL YOU CAN PAY”. Eligibility for this sale is based upon examination of the patron’s previous year’s tax returns.
During the 43 years which have transpired since that seaside night in Cartagena, the price of a Pronto Carp franchise has remained the same — $5,000. There are still some franchises available. In fact, it is not too late to obtain the very first one. This is a ground floor opportunity.

Bob Brown

11TH Annual Bike Tour of ITASCA STATE PARK
Tour de Pines Bicycle Ride
Saturday, August 17

There is a great 100-mile route, plus the usual 25, 50, 60, and 70 mile routes in and around Itasca. Great services and volunteer support: rest stops, mechanics, medics, sag wagons, etc.
Proceeds support the Mississippi Headwaters Hostel. (Hostelling International USA) Families welcome!

RIDE TIMES: 7 AM - 5 PM
RIDER CHECK IN: 7 TO 9 AM at the Mississippi Headwaters Hostel in Itasca.
POST-RIDE MEAL SERVED: noon to 5 PM, tacos at the hostel.
REGISTRATION: open now through August 14 at 11:59 PM.
CONTACT: tourdepines.org or TourDePines@Gmail.com.

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ITASCA STATE PARK TOUR
Some wins, some frustration, and more wait-until-next-year at the State Capitol.

The Legislature adjourned in late May with some good news on both the policy and funding fronts for biking and walking. The hands-free cell phone law passed in April and the transportation finance bill passed included the possibility of lower urban speed limits and $5 million of new funding for active transportation. But, in the end, Minnesota’s divided legislature proved to be just that. (We are the only state in the U.S. with the House and Senate being controlled by different parties.)

We are excited about the fact that cities are now able to lower the speed limits on all roads within their jurisdiction below the current 30 mph minimum, instead of just the ones with bike facilities. Special thanks to Rep. Steve Elkins and Sen. Scott Dibble for being the chief authors and to the cities, including Minneapolis, St. Paul, Duluth, and Rochester, that championed that issue. Thanks are also due to Sen. Dibble for proposing the amendment that requires MnDOT to transfer $5 million of flexible federal funding to the state active transportation grant program. Watch for details on this program soon.

Unfortunately, these, along with the hands-free bill and the reauthorization of the Statewide Health Improvement Partnership, were the only wins for biking and walking. The Legislature adjourned as required on May 20, having reached a “Global Deal”. The committees met after that and reconvened in a special session to pass bills on May 24. The global deal did not include significant new funding, as proposed by the Governor and House, for transportation in the form of a gas tax increase and Metro sales tax for transit/bike/walk. This funding would have made it possible to have significant new funding for walking and biking in the Metro, and for MnDOT to use more flexible federal funds for active transportation.

The bicycle safety policy language from Bike MN’s Legislative Agenda also fell prey to divided government. House Transportation Committee Chair Frank Hornstein proposed including it, but it failed on a party line vote in the Transportation Finance and Policy Conference Committee, even thought House version had passed with a vote on the House floor of 122-0. A Conference Committee of 10 requires a supermajority vote to move legislation back to the floor, and the Republicans on the Transportation Finance and Policy Conference Committee would not vote in favor of our bicycle provisions. Very frustrating, since much of the same language passed last year, but was vetoed by Gov. Dayton for other reasons related to a giant Omnibus bill it had been rolled up into.

We will be back in 2020, trying to pass both policies and funding that will make biking and walking easier, safer, and more fun.

By Dorian Grilley
Executive Director
Safe Passing Laws:
Minnesota requires that the operator of a motor vehicle overtaking a bicycle proceeding in the same direction on the roadway shall leave a safe distance, but in no case less than three feet clearance, when passing the bicycle and shall maintain clearance until safely past the overtaken bicycle. In addition, an individual operating a bicycle on a bikeway shall leave a safe distance when overtaking a bicycle or individual proceeding in the same direction on the bikeway, and shall maintain clearance until safely past the overtaken bicycle or individual.

Helmet Law:
Minnesota has no helmet law. It is legal for all persons of any age to operate a bicycle without wearing a helmet unless otherwise provided by a municipal regulation.

Vulnerable Road User Laws:
Minnesota does not have any vulnerable road user laws at this time. There are currently no national standards for laws protecting vulnerable road users.

Distracted Driving Laws:
Minnesota currently has the following laws aimed at distracted driving, subject to limited exceptions:

- No person may operate a motor vehicle while using a wireless communications device to compose, read, or send an electronic message, when the vehicle is in motion or a part of traffic;
- A provisional license holder may not operate a vehicle while communicating over, or otherwise operating, a cellular or wireless telephone, whether handheld or hands free, when the vehicle is in motion; and
- A school bus driver may not operate a school bus while communicating over, or otherwise operating, a cellular phone for personal reasons, whether handheld or hands free, when the vehicle is in motion.

Where to Ride:
Minnesota requires that bicyclists shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- When overtaking and passing another vehicle proceeding in the same direction;
- When preparing for a left turn at an intersection or into a private road or driveway; and
- When reasonably necessary to avoid conditions that make it unsafe to continue along the right-hand curb or edge, including narrow width lanes.

Helmet Law:
Minnesota has no helmet law. It is legal for all persons of any age to operate a bicycle without wearing a helmet unless otherwise provided by a municipal regulation.

Mandatory Use of Separated Facilities:
Minnesota does not require that bicyclists use any lane or path other than a normal vehicular traffic lane.

Bicycling Under the Influence:
Minnesota’s law prohibiting driving while under the influence of alcohol or other controlled substances is written so that it applies to motor vehicles, which does not include vehicles moved by human power, and therefore does not directly apply to bicyclists. Nevertheless bicycles should not be operated while intoxicated.

"Idaho Stop" and Vehicle Detection Errors
Minnesota provides an affirmative defense to the charge of entering or crossing an intersection controlled by a traffic-control signal against a red light if a person establishes all of the following conditions:

- The bicycle has been brought to a complete stop;
- The traffic-control signal continues to show a red light for an unreasonable time;
- The traffic-control signal is apparently malfunctioning or, if programmed or engineered to change to a green light only after detecting the approach of a motor vehicle, the signal has apparently failed to detect the arrival of the bicycle; and
- No motor vehicle or person is approaching the street or highway to be crossed or entered or is so far away from the intersection that it does not constitute an immediate hazard.

Authorization for Local Regulation of bicycles:
Minnesota provides that local authorities may adopt traffic regulations which are not in conflict with state traffic laws.

Dooring law:
Minnesota requires that no person open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic. In addition, no person shall allow any door on the side of a vehicle adjacent to moving traffic to remain open for a period of time longer than necessary to load or unload passengers.

TREATMENT AS A VEHICLE

In Minnesota bicycles are vehicles according to the statute that defines vehicles and a person riding a bicycle has all of the rights and duties of the driver of a vehicle as provided in Chapter 169 of the Minnesota Statutes, except as to those provisions which by their nature can have no application.

Source: Minn. Stat. §§169.011(92); 169.222

Source of Laws
The laws regulating the operation of bicycles in the state of Minnesota are generally found in Chapter 169 of the Minnesota Statutes (Minn. Stat.), available here https://www.revisor.mn.gov/statutes/?id=169.
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Reflections on a Cross Country Trip

(This is a reprinting of a big adventure by Mike Beadles from the July 2000 TCBC ACTIVITY NEWS. Mike can probably still remember parts of it!)

To ride across the USA by bicycle has been a dream of mine for a long time. Receiving all the brochures in the mail from various touring companies. Thinking that I would really like to do that someday. Someday…. Someday…. Then in the spring of 1999, I was talking with others in the club who have participated in their own cross-country rides: Valerie Olson, LeAnn Cummins, Harold Herum, Chuck Sunder. I found myself thinking, “You know, I think it’s time for Someday.” So I decided and committed myself at that time that I would do it!

I decided that the 32-day version of the America by Bicycles Tour from Irvine to Boston best fit my style and requirements. I managed to talk Ron Burzese into joining me on a tandem, and a wonderful friend he was for doing so.

My expectations were to meet the physical challenge and to ride ESA (Every Single Inch), which we did. Also, to have some time to reflect on where I am in life and where I want to be. I found we met the first expectation beautifully. We started with three days of unbearable heat (110+ degrees), then the toughest climbing in the first eight days — in CA, AZ, and NM.

Looking back, the only day I had my doubts that we would not do ESI was on the third day, in that oppressive heat. We stopped for a quick break, looking at a four-mile uphill climb, 65 miles into the ride, knowing we had 60 more to do that day. But we did it. Have you ever gotten only “hot” water to drink, but you gotta, otherwise heat problems will rear their ugly head? I remember coming in at the end of the day, not remembering sweating, but my black lycra shorts were white with salt. Where did that moisture go? Luckily, after the first eight days, the amount of climbing per day and the heat became memories. Flat wonderful Kansas. Time to recover.

The tour was 15 days of riding (average of 115 miles per day), then one day of rest, then 16 days of riding. Our first rest day was in Topeka. That day we finally got a chance to meet most of the other riders on the tour. Previously we only met the staff and a few other riders who “rode with us.” Topeka, to me, was a turning point. A chance to get to know everyone else, to share in some fun, to find out what everyone else was about. It worked. The rest of the trip, I now knew everyone’s names, and a little something about everyone, so that I felt comfortable starting conversations easily.

Illinois, Indiana, and Ohio are a blur to me. Flat farmland, kindly terrain. Get to the hotel and eat dinner right away, then eat dinner again a few hours later. Oh yes, did I eat! One of the gag gifts at the rider banquet at the end of the ride was those funny “glasses and nose” things so I could disguise myself at restaurants. But you know what, I didn’t care, I ATE and I ATE!

To me, the most beautiful part of the ride was upstate New York, the six miles we were in Vermont, and Massachusetts — riding along the Erie Canal, with green mountains to our left, with fresh rainfall from the previous days running down the sides of the hills in waterfalls. These are the things I will remember the best. It was also the time of greatest camaraderie. We rode with many of our new “family” the last week, realizing that we would never be together this same way ever again. Bittersweet.

I expected a joyful “Yay! We’re Done! We Did It!” in myself when we arrived at the Atlantic Ocean in Revere Beach in Boston, 32 days after departing from the Pacific in Los Angeles, but I was so tired, and glad to be done, the emotional outpouring I expected myself to experience did not happen. It did about a week later, when I truly realized what I had done. I then pulled out my “SmashMouth” CD and played “All Star”, and with apologies, I have substituted a few of my own words:

“Don’t it make sense not to live for fun
Your legs get strong and your butt gets numb
So much to do, so much to see
So what’s wrong with taking the back streets
You’ll never know if you don’t go
You’ll never shine if you don’t glow
Hey now, you’re an All Star
Get your game on, go play!”
Most rides have been going, but Memorial Day was washed out in plenty of rain. Since November 1, 2018, here are those with the most for the trips reported:

WOMEN
Linda Johnson ............................................ 1900
Jackie Battis .............................................. 1897
Catherine Fox ............................................. 1727
Liesa Miller .................................................. 1518
Katie Angle .................................................. 1325
Karen May .................................................... 1124
Liz Wahlberg ............................................... 1133
Judy Emerson ............................................. 1101
Sam Carroll ................................................... 1049
Fran Rabe ..................................................... 953
Carol Fitzgerald ......................................... 892
Diane Zieme ............................................... 888
Nancy Roehr ............................................... 801
Mary Nelsen ............................................... 781
Marina Lim ................................................... 757
Karen Kleiman ............................................ 653
Mary Derks .................................................. 608
Susan Harvey ............................................. 584
Michelle Westberg ..................................... 568
Trisha Groth ................................................ 564
Men
Chuck Ryan ............................................... 4958
Randall Huskamp ........................................ 3861
Chuck Nelson ............................................. 3598
Paul Loughman ......................................... 3106
Chris Tamez ............................................... 2229
Marc Hirschmann ........................................ 2222
Brad St Manes ............................................. 2160
David Wamsley .......................................... 1777
Pete May ...................................................... 1710
Joe Rebholz ............................................... 1669
Aaron Halfaker .......................................... 1578
Thomas Cook ............................................. 1502

Tom Brix ..................................................... 1421
Richard Miller ............................................. 1405
Les Miner .................................................... 1394
Andrei Lebedev .......................................... 1372
Bill Bruning ............................................... 1352
Tony Le ...................................................... 1298
Brian Hecht ............................................... 1276
Kim Lundin ................................................ 1235


MEN DOING THE MOST RIDES:
Ryan 95, Huskamp 86, Nelson 73, Loughman 73, May 51, Hirschmann 51, Tamez 46, St Mane 43, Koehler 42, Wamsley 39.

LEADING THE MOST RIDES:
Randall Huskamp 84, Chuck Ryan 78, Lyle Koehler 35, Carol Fitzgerald 27, Diane and Duane Kasper 20, Mike Beadles 19, Jonathan Grad 18, Tom Hewes 18.

BIGGEST RIDES REPORTED FROM EARLY MAY THRU JUNE 5:
May 25 .Spring All Club Ride ....... 218
May 31 .Brainerd Lakes .............. 51
June 2 .Brainerd Lakes .............. 45
May 13 .Pink Express ................ 37
May 11 .Cafe Arden Hills ............ 36
May 15 .Whole Enchilada .......... 36
May 29 .Whole Enchilada ........... 31
May 20 .Pink Express ............... 30
May 29 .Midtown Challenge ......... 30
May 11 .Sonny’s ...................... 29

SINCE THE LAST ISSUE: Johnson jumps from fourth to first and this is a real women’s race! For the men, the top four and their margins remain about the same.

HISTORICAL HIGHLIGHTS: One cannot help noticing that a number of our experienced veterans with many multi-thousand years are not piling up their usual numbers so far — there are none to report as of yet.

REPORTED ACCIDENTS AND SOME RELATED COMMENTS

MAY 10, 12:30 PM: A group of riders on a bike trail came upon a construction crew blocking the trail. The riders, to get around this crew, were forced to ride up a bank next to the trail. A rider on a recumbent bike tipped over and fell while crossing this area. Rider sought medical attention after the ride and had a fractured rib.

COMMENT: When a trail is blocked it is probably best to dismount from your bike and walk around the trail since you may not see or know the conditions next to the trail.

MAY 15, 11:30 AM: Rider was in a single file on a road when she pulled a Kleenex out of her pocket, lost control, and fell. Rider was not injured.

COMMENT: It is never a good idea for a rider to do something not normal while riding, whether it be reaching for a Kleenex or a water bottle, attempting to answer a cell phone, or turning your head to talk to a rider next to you. A rider should have both hands on the bars and be looking ahead. Any distraction can lead to a possible accident.

MAY 20, 11:00 AM: Rider was in a pace line looking at the wheel of the bike in front when he hit a rock and fell. Rider sustained road rash on left leg and a cut on his head. Rider apparently did not seek further medical attention.

COMMENT: Always be aware of road conditions. It probably would have been helpful if riders in front had called and pointed out that there was a rock on the road.

REMEMBER:
RIDE SMART, RIDE SAFE

Paul Frenz
TCBC Safety Committee

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JULY 2019 TCBC NEWS 15
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3. ___________________________________ M  F  D.O.B. / /  
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