Are you new to TCBC? If so, we have an October treat (or trick) for you! If you’re a longtime member, you know exactly what the excitement in October is all about—The annual TCBC Halloween Ride!

We will depart from Cozy’s Pub at Como Lake Golf Course in St. Paul at 1:30 pm, the same place as last year. There will be two routes, one about 15 miles and one about 30 miles to accommodate riders of multiple levels and speeds. Keep an eye out for the ride on the online calendar. The emphasis on this ride is social! It’s more of a parade to show off our costumes and have fun than it is a workout. We will stop as usual at one of our sponsor bike shops, Erik’s, on Ford Parkway, for a costume contest and treats before we head back to Cozy’s Pub for a light meal provided free by TCBC.

So get your cycling-safe costumes ready and join us for a great time! There will be many laughs and photo opportunities available. I can’t wait to see the costumes this year! We’ve had some pretty creative costumes in the past. Will yours be simple, silly, extravagant, funny, scary, or will you opt out and just show up in spandex? (Oh, wait, to non-riders we encounter, the spandex alone IS scary!) Hope to see you there!

By Ann Harris

PROMOTING SAFE EFFECTIVE BICYCLING AND RECREATIONAL BICYCLE RIDES
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RELATED AND / OR SUPPORTED ORGANIZATIONS
- Bicycle Alliance of Minnesota
- SPOKES
- Cycles for Change
- Express Bike Shop
- Gateway Trail Association
- League of American Bicyclists
- Midtown Greenway Coalition
- Parks and Trails Council of MN
- MNDot SNTC
- MN Randonneurs
- Transit for Livable Communities

COVER PHOTO - ON THE HALLOWEEN RIDE 2018
Hello cyclists!

I hope your summer riding is going well, hope that your cycling goals for the year are now well within reach and, of course, I hope that your bicycling club is meeting your needs and exceeding your expectations. Is there anything we can do to help? As always, feel free to let us know.

The decades-long success of our club is due not only to our members’ strong spirit of volunteerism, but also due to your ideas, feedback, involvement, sharing of your experiences, and willingness to bring those ideas forward. The TCBC Board of Directors, our various committees, and others are here for you. Every facet of our club is due to an idea someone brought forward into the discussion. One current example of this is the forum posting regarding the Ride Cancellation Policy. There has been much discussion about this on the forum in recent weeks. The content of that discussion has been noticed, read, and is under consideration—stayed tuned. Any change to policy necessarily requires a bit of thoughtful deliberation before a change is made, but the board strives to be nimble in changing with the times and with advancing technology. What great ideas do you have?

We are currently being bombarded with plenty of reminders that the end of summer is approaching. Not to worry though, there’s still plenty of great biking left. But, with thoughts of the end of the season come thoughts of celebrating the accomplishments of the cycling year, as well as attending to the business of the club. As mentioned in the July column, the board was considering combining the Annual Business Meeting with the Awards and Recognition Banquet this year. We have decided to do so. This combined meeting will take place on November 16th, and will be located in Fridley, which will hopefully be a little more convenient than some previous venues. One of the 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 January or February. Another possible benefit is that maybe some of our “snowbirds” will be able to attend before moving south for the winter. Dinner will be provided for current TCBC members, while non-members will need to pay a fee that has yet to be determined. Attendees will need to RSVP for the dinner. More detailed information and registration links will be published in the coming weeks. Hope to see you there.

Don’t forget to get your costumes ready for the annual Halloween ride on October 27th!

Happy riding, Shelby
TCBC BOARD OF DIRECTORS

Board of Directors Position Open

Effective November 1, the TCBC Board of Directors will have one open Board position to fill. As a result we are in the process of identifying nominees for the open position. A Nominating Committee has been established to facilitate this process. Some of the requirements of a new board member include the following:

- Experience working in a business meeting or team setting
- Ability and willingness to assist or lead projects related to the bike club
- Ability to attend monthly evening board meetings on a year-round basis (occasional absence is fine)
- Must have been a member of the club for at least 12 months

If you are interested in serving in this role or would like to suggest potential nominees, please contact one of the three members of the Nominating Committee: Fran Rabe at fran.rabe@gmail.com; Patt Seleen at paseleen@hotmail.com; Linda Johnson at lkjohnson@comcast.net

IN BRIEF

NEXT TCBC NEWS DEADLINE will be Monday, October 7, for the Nov-Dec issue.

TCBC ANNUAL MEETING will be Nov. 16 in Fridley. See separate story or website.

RIDING THE RIDGES: I will be the outreach ride leader for this ride on Sept. 21 along with Jackie Battis. If you are doing this ride please drop me a note at misterweste1@yahoo.com. That way I can get you signed up for club mileage for the ride. I am planning on riding the 67 mile route at a “B” pace. Maybe we can ride together. (Mike Kubes)

EDINAR: How about this for a bike acronym not exactly mentioning a metro area suburb: Every Day I Need A Ride.

AN AUGUST 10 ARTICLE IN THE STRIB focused on cyclists dealing with the light-rail construction projects which have pushed them off trails and onto detours that wind along city streets and other routes. Some cyclists are even going through the Sculpture Garden trails. The Metropolitan Council has been adding signs and widening a few trails. Many riders say they are frustrated and sometimes feel unsafe on roads with heavy traffic.

SEPTEMBER SONG RIDE ON SEPTEMBER 7 in Rice Lake, WI. 51st anniversary for the North Roads Bicycle Club! 50 mile ride. Register from 9-10 AM at Vets Memorial Park. Cue sheet is $1.00. Info at 715-234-4127. As Gandhi said, “There is more to life than increasing its speed.”

WEATHER UPDATE: Through the end of July, this has been the fifth-wettest year ever recorded in the Twin Cities metro. June and July were both slightly warmer than normal.

VELODROME ENDING: One more reminder that the velodrome at the National Sports Center in Blaine will be closing permanently by the end of the year, one of only three outdoor wooden racing tracks in the country. The National Highway Traffic Safety Administration recently reported that fewer people died in U.S. traffic crashes in 2018 than the year before, yet cyclist deaths in crashes increased 10% last year, while rates of bicycling remained relatively flat. By Doug Nelson

BIKE TRAILS AND ROUTES

GATEWAY TRAIL: Funding has been received to replace the Westminster Bridge in St. Paul, and to repave a portion of the trail east of the bridge. The Hadley tunnel was taking shape in July in the construction area, all it needs is many tons of dirt to cover it and a trail to connect to it. All of the easements needed to connect O’Brien State Park with downtown Scandia have been acquired for the trail, with additional funding needed to construct it.

MIDTOWN GREENWAY: The Greenway Coalition hired a nationally respected engineering firm to conduct an engineering study of the railroad bridge over the Mississippi River, to see if it could be rehabbed for cyclists and pedestrians. They found that it can be done, and the bridge can be shared with the occasional trains. This connection to St. Paul could link up with other trails and destinations, such as the State Fair, the U of M, etc.

SOUTHERN MINNESOTA TRAILS have been hit with lots of rain lately but all are open at press time. You can always check the DNR website for a specific trail to see its status.

CANNON VALLEY TRAIL will be closed starting October 1 from Mile 3-8 (between Cannon Falls and Welch) for bridge replacement. By Doug Nelson

BIKE U

The Bike U News

As the new Bike U coordinator, I want to introduce myself and welcome you to attend programs that will be held this year. I started biking when I was seven years old. My mother held the back of my bike as I learned to ride in the alley behind our house. My next bike was a blue Huffy with two speeds and provided me transportation and independence. When I was twelve years old and on the way to buy bologna at the deli, the police stopped me and gave me a ticket for not having a city license sticker. I have the ticket framed on my kitchen wall. I continue to enjoy biking adventures and value the TCBC community.

As "Back to School" time approaches, I plan to offer programs that focus on health and wellness that will keep you biking stronger and longer. TCBC members live throughout the Twin Cities and we will try to offer programs in your area. If you have a location that might work, please let me know. I thank Bob Brown for his complimentary introduction in the TCBC News and was amazed to see my name in the largest font that I've ever seen in print.

You are welcome to join us as we plan, promote and provide Bike U programs. Please email me your program suggestions at dianacohen117@gmail.com. I will fill you in on my other bikes in future newsletters.

By Diana Cohen

VOLUNTEER CORNER

Mike Kubec
Volunteer Coordinator
volunteer@biketcbc.org

TCBC is a sponsor of the St. Paul Classic Bike Tour on Sunday, Sept. 8. They are looking for volunteers for the event. Sign up on the St. Paul Classic Bike Tour website at: http://www.bikeclassic.org/volunteer.

Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org

SEP/OCT 2019 TCBC NEWS 3
Hey, new members, welcome to TCBC!

Rudy Allebach  Lukas Lauer
Julie Anderson  Michael Loh
Cheryl Bemel  Scott Manicor
Samford Bemel  Jonathan Mason
Janna Bereuter  Steve Mclane
Larry Bereuter  Todd Mischke
Jerry Beutel  Ben Morine
Matthew Blackwell  Don Osborne
Kinney  Jesse Pai
Dave Dalum  Jennifer Penner
Lake Dolan  Tad Piper
Amy Draeger  Archie Simmons
Adam Flink  Stephanie Thoe
Lenora Flink  Emma Thomson
John Fox  Andrew Tiede
Josh Gamble  Glazell Toledo
Brenda Guyer  Andrew Utschig
Gary Haack  Todd Wildenauer
Pete Keith  Erica Wood
Alan Klein  Dave Ziolkowski

TCBC NEWS DEADLINE is usually between the 4th and 10th of the month for the next month’s issue.

TCBC NEWS is published by the Twin Cities Bicycling Club, formed in 1993. Mail and checks can be sent to: TCBC, PO Box 131086, Roseville, MN 55113
Door County Century Outreach Ride
September 6 - 8

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.

Sign up sheets for the Century Ride will be available at the TCBC rides on Friday and Saturday. If you can’t make it to either of those rides, email your name, member number and distance ridden to Pete May - petemay09@gmail.com - by Monday evening.

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

CANA ISLAND LIGHTHOUSE

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??

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

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 Clareyse 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.

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(EDITOR’S NOTE: This is being reprinted from our 2002 ride. Some things have changed, some are about the same, as life often is.)

In 1930, Grant Wood asked his sister and his dentist to pose for his famous painting: American Gothic. They have aged surprisingly well. On July 4, 2002, they were spotted pouring Gatorade and posing for photos at the Tamarack Nature Center on the 21st Annual Watermelon Ride. And it was a grand day for a ride — no rain, sunny, temps seasonably warm but not blistering, light winds, and plenty of hot dogs and watermelons waiting at the finish for hungry, enthusiastic bikers.

It was quite an active and colorful scene at the start in the Deluxe Corporation parking lot. At the north end, the kids’ rodeo was getting started. In the registration area, the riders were decked out in the usual array of colorful jerseys, and the volunteers looked great in their watermelon-slice t-shirts. Nice design! The watermelon-slice water bottles are really sharp too.

There was a steady stream departing from Deluxe starting at 7:30. In all, 570 riders turned out for the day’s events. One option was the 15-mile ride on mostly trails to Shoreview Community Center, where Dick, Sarah, Christine, and Quinn waited with refreshments and encouragement. This was a reprise of a route introduced last year to considerable acclaim.

Most participants opted for the 25-mile route, with a rest stop at Tamarack, where riders enjoyed M&M’s, granola bars, trail mix, and Gatorade. (There was lots of Gatorade in 20-ounce bottles left over from IRONMAN.) A big THANK YOU to all the volunteers at Tamarack and elsewhere, who had the exciting task of opening these bottles one by one and pouring the contents into jugs! As at past rides, Mike and Valerie were appropriately dressed for the occasion. This year they were costumed as the American Gothic models, complete with sober clothing and pitchfork. They even had a large empty picture frame, suitable for posing for photo ops.

A few hardy adventurers headed out to the 53-mile course to Hugo and points beyond. It included several quiet, enjoyable roads that are new for a good many Twin Cities cyclists.

Back at the picnic area at Island Lake, the volunteer crew was busy slicing watermelon and cooking hot dogs and beans. Their efforts were appreciated; the returning riders scarfed down almost 1000 hot dogs and 20 watermelons. Extra-large, tasty hot dogs were offered. (I had two.) In addition, there were vegetables, pickles, chips, salsa, and cookies. Truly an outstanding Fourth of July picnic!

All in all, the ride was a great time and a huge success, thanks to all the generous volunteers and the wonderful riders. I’m planning to be there next year.

By John Evans

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CLOSED
Sundays in October
Jim Easton Passes Away

JIM EASTON was a longtime TCBC member. He enjoyed horseback riding, bicycling, and world travel. Not only was he a TCBC member, he also joined Hiawatha Bike Club, several car clubs, and a sailing club. He enjoyed dining out, whether it be a post ride lunch at the Hmongtown Marketplace in St Paul or Louis Ristorante ( rooftop of Cossetta’s) for wine and dinner.

Jim owned Easton’s Volvo Repair for 35 years. He is survived by his wife Marcia of 48 years. They have 3 children and 4 grandchildren. Jim had multiple myeloma (a white blood cell cancer) and passed away in mid-July at age 71.

(written by Marina Lim)

Minnesota State Trails Report

The Parks and Trails Council of Minnesota has released a new report: State of the Trails. The report provides detailed data on state trail conditions and examines changes in trail conditions over time. To get the info for it, all data was collected during the summer and fall of 2018 using the “Research Bike”, an electric-assist bicycle with sensors and cameras. All state paved trails were ridden and rated.

Ratings answer only this question: how smooth are Minnesota’s state trails to ride? These do not measure other trail factors, like scenery, rest stops, facilities, interpretive signs, hills, etc. Data suggests that the trails have an average life span of 28 years.

The encouraging news in summary: our paved trail system is in good shape for now. 74 percent of trail miles are rated either excellent or good. 20 percent are fair, and 6 percent — 32 miles — are poor/very poor. They used the “Trail Roughness Index” which measures how smooth or how rough a trail is to ride. They also took many thousands of pictures.

Rated the highest: Brown’s Creek A, Luce Line B+, Root River B+.
Rated the lowest with C: Mill Towns, Alex Leveau, and our beloved Gateway, which has 10 miles rated fair or poor.
Here are the roughest 10 miles: Sakatah, 5 miles between Elysian and Waterville; Minnesota Valley, 3 miles between Chaska and Shakopee; Paul Bunyan, 1 mile between Pine River and Backus; and the Munger, 1 mile between Carlton and Duluth.

Call to action: If current repair/rehab conditions continue, trails are projected to steadily decline, so the report recommends that 24 miles of trails be rehabilitated (repaved) annually, which is more than has been done the past few years. Obviously the funding has to come from the Legislature.

(NOTE: The Cannon Valley, Lake Wobegon, and Mesabi Trails are not included as they are not state trails.)

By Doug Nelson

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I had been trying to do the Triple Bypass for the past two years. The first time, it was cancelled due to wildfires in the area just two days before the event. Last year, I was signed up but had a bike accident just two weeks before the event and could not participate. Argh! So, this year I was really motivated to make it happen. The Triple Bypass is a challenging one-day ride in the Colorado mountains that’s 120 miles long, where you ascend three mountain passes and gain over 10,000 feet of climbing. As their jerseys say “it’s for those who dare”. Despite the hype, it’s a pretty doable ride, but a long day in the saddle. A lot of people take part too – up to 3500 cyclists, so you never feel alone out on the route.

My day started at 3 AM and I had a big breakfast at an all-night Denny’s in Golden. I arrived in the parking lot in Evergreen at 5 AM and was off and riding by 5:30. The temp was a comfortable 64 degrees and the climbing began immediately. It was a 15-mile climb up Squaw Pass Road, gaining 3500 ft to the summit of Juniper Pass at over 11,000 ft. This road is beautiful, with many breathtaking mountain views along the way, and the grade is pretty reasonable. What a great way to start the ride! This was followed by a 15-mile descent to Idaho Springs where it was easy to maintain a steady 35 – 40 mph speed. I was very happy on this leg that the Triple Bypass closes the roads to car traffic in the direction of the ride. No cars to worry about, just numerous other cyclists! From Idaho Springs, it’s a long grind up to the Loveland Basin Ski Area aid station. This was one of five aid stations on the ride that was well stocked with food, water, and sports drink. For water, the event used what were called “Water Monsters” at each aid station. Each one could hold 125 gallons of water with 8 spigots to fill your water bottles. Each aid station generally had 4 of these on hand – 500 gallons for thirsty cyclists! From Loveland Basin, it was a 5-mile grunt to the high point of the ride, Loveland Pass at just under 12,000 ft of elevation. Then another long fast descent to the Dillon Reservoir area.

The Triple Bypass – An Epic Colorado Challenge

I got to the finish at around 5:15 PM after over nine and a half hours on the bike. My bike GPS computer read 10,400 ft of climbing – way more than I had ever done previously in a day. The Triple Bypass had a nice meal of Tacos and fixings along with a free beer – all of which tasted wonderful! I changed clothes and hopped on the bus to go back to the start. It got me back to my vehicle well after 9 PM and I was in my hotel in Golden after 10 PM. It was a very long day, but was very rewarding and it was great to be part of such a well-organized event!

By Dick Stardig
Ever thought about doing something new (at least for you) and wondering why you haven’t heard or read about anyone else doing it? I tried something new, it worked, and I would recommend it. And now... to explain.....

Along with biking, I also enjoy hiking on trails. It’s such a wonderful way to enjoy nature at a more reasonable speed than 15 mph or so on a bike. One major drawback about hiking is that often you need to hike back and forth on the same stretch of trail, because there is no loop and no other way to return to your motor vehicle than to see where you have just hiked again, in reverse.

Take the Superior Hiking Trail for example, a truly superior trail, judged to be one of the best in the United States — check out their website. It stretches 300 miles from Jay Cooke State Park to Grand Marais, then continues up to the Canadian border at the 270-Degree Overlook (I haven’t been there yet).

I have gradually been hiking sections of it since the 1990’s, including doing some sections plenty of times, especially within our state parks. Sure, north of Duluth, you can arrange to take the shuttle (running Fridays through Sundays) to get dropped off and hike back to your car. Or someone you know can drop you off. But how about using your own bike as transport?

So I planned some possible trips over last winter, waiting for the opportunity to use some of them. July 30 - August 1 promised ideal weather, so I went for it. I camped at Jay Cooke for two nights, and hiked and biked three different sections, and it went beautifully. So here is how it worked, at least for me.

I parked my car next to the Munger Trail. I locked my bike to a solid tree, somewhat out of sight. Near the bike, I hid in the vegetation my pannier, which included my bike shoes and shorts, and of course my helmet. Then I drove away and parked a few miles further along the trail. I took my day pack with plenty of water and snacks, and hiked the trails, either the Superior Trail or some state park trails. All were well maintained. Each day it took me 3-4 hours of hiking to reach my bike, hoping my stuff would still be there! Thankfully it was. If it wasn’t, I would have hiked back to my car on the paved trail, and been unhappy that my trust in people had been misplaced.

On reaching the bike, I would try to get out of sight, put on the shorts, switch shoes, and ride back to my car, which only took 20-30 minutes each time. I rode with my day pack on my back, which I suppose could also be attached to the rear rack instead. If the trail is fairly short and flat, maybe you wouldn’t need to switch shorts and shoes.

Usually what you would need is: good maps, a sense of adventure, a rear rack with a pannier, a sturdy cable lock to connect with a tree, and what I have already mentioned. It helps if you have been there before — you wouldn’t want to get lost or confused. You should leave water with your bike in case you drink all of yours while hiking.

Here is where I went specifically if you want to try it yourself: DAY ONE — I left my bike where Palkie Road intersects the Munger Trail, then drove to the Riverside Inn in the park, then used park trails (including Triangle, Gill Creek, and Oak) to reach my bike. DAY TWO — I left my bike at Palkie Road again, then drove to the Beck’s Road/County 3 trailhead on 123rd Avenue, then hiked the Superior Trail back to Palkie Road. DAY THREE — I locked my bike at the Beck’s Road trailhead, then parked at the new Spirit Mountain Chalet just off Grand Avenue in Duluth near 85th Avenue, then hiked through Spirit Mountain, Magney Snively, to Ely’s Peak, and back to my bike. And what a nice downhill ride it was from there.

This works, folks, and it feels satisfying to be multimodal. I will be doing this again along the Superior Trail in late August, beyond Lutsen. The concept is the same except that the biking will be more challenging — no paved flat trail to rely on. There will be some paved roads, some gravel, and definitely some uphills. Much of this will be parts of the SHT that I have never hiked before. I am looking forward to it and other similar future adventures!

By Doug Nelson
What an amazing feeling when your dreams come true and you feel extra special when your friends are there to support and encourage you. In 2016, I bought a Burley (impulse shopping) while I was at a bike shop getting my bike tuned up. With 7-month-old Ishmael, I figured the only way I can continue biking is if I can tow him along. I knew I wanted to have more kids, and at that moment I envisioned myself pulling two kids in a Burley, so I opted for a two seater. Diana and Duane were kind enough to allow me to test my non-existent Burley skills on their ride. A bunch of friends joined, gave me tips, and helped ensure that Ishmael was safe and comfortable. Over the years many wonderful ride leaders welcomed Ishmael on their rides.

Fast forward three and half years, and I am a proud mom of another 7-month-old, Isaac, who came into our lives through international adoption from Morocco. Like last time, a bunch of friends joined to cheer Isaac on his first TCBC ride. Don Hopkins’ Bike to Breakfast on July 13 @8:00 AM was a perfect choice. I have always enjoyed his rides and wanted to share this love of biking with Isaac too.

A test ride on Saturday included Isaac only. With love and support of fellow riders my kid did great. It boosted my confidence. The next day I took Ishmael and Isaac on MGC Sunday on July 14 @ 12:30 PM (Mary, Tom, Philip, and John). Added weight, lack of practice, hills and a hot day – well in short it was a good combination that helped me create a new TCBC category — “C minus”. I must say TCBC ride leaders are the best, and fellow riders are very accommodating and understanding. All I got was encouragement and a positive attitude. Mary being the sweep on the ride helped the most.

TCBC is a great biking club that welcomes parents and ensures that parenting responsibility is not holding them back from enjoying the sport. Throughout the ride Ishmael gave me updates on baby brother’s status, and also encouraged me to bike faster as he noticed I was the weakest among the group.

Although Isaac is too little to express it, he seemed to be very happy. Ishmael, being a pro, truly enjoyed it and very happily talked about the ride as we drove home.

Thanks TCBC!
Sadaf Syeda

Riding with Kids

SOME PHOTOS BY LINDA GALLANT
(EDITOR'S NOTE: This is another in a series of articles about groups that TCBC supports financially.)

Express Bike Shop is located at 1158 Selby Ave in St. Paul, 55104. Their phone is 651-644-9660. Hours at this time are M-F, 12 to 7 PM, and Sats 10-5. The website is www.exbike.com.

They are a full service shop specializing in refurbished bikes plus a nonprofit youth employment program. They have hundreds of quality refurbished bikes for sale and the inventory can be viewed online. They offer a complete menu of bike repairs, adjustments, and enhancements.

Succeeding in the world of work requires understanding the “rules of the game”. A 200-hour apprenticeship at Express Bike Shop is a comprehensive introduction to employment:

- Working side-by-side with experienced mechanics, all of the youth apprentices complete an intense Bicycle Repair Certification process.
- Apprentices are thoroughly schooled in the daily shop responsibilities including customer service, ordering and stocking items in the retail area, preparing bank deposits, and paying the bills. These efforts put them on track for a Small Business Certification.

Since 1995 over 400 young people have successfully completed a paid apprenticeship at Express. Also since 1995, Express has collected, refurbished, and recycled more than 35,000 bikes.

Express is able to take many bikes, previously sitting idle in garages or fated for the scrapyard, and return them to productive service. People interested should consider a tax-deductible donation of your old bike or bike parts to Express. Bike shop proceeds benefit the youth apprenticeship training program.

Express Bike Shop relies on the financial contributions of individuals, businesses, and groups. Their website tells how to donate.

The Board of Directors has decided to try something new. The Annual Meeting is always held in November, and the Awards/Recognition Banquet has been held in January or February for years now. This time they will be combined.

This will be held at a more central location in Fridley on Saturday, November 16, time TBD. There will be a buffet dinner served, free to TCBC members. Non-members will pay a fee to be calculated later.

There are many details to be figured out, so check the website in October, along with the e-news, and the Nov-Dec newsletter will have the specifics. Those attending the dinner will need to RSVP.
The Day Across Minnesota is a 240-mile bike race/ride from midnight to the following midnight on gravel roads.

I started last year and crashed within the first 20 miles in a stretch of the soft, sandy mix that counties use to maintain gravel roads. My front wheel knifed in, I was not talented enough to maintain control and I was tossed. Fortunately, I did not take out anyone in the long line of cyclists behind me and landed at the edge of the road, my shoulder cradled in sand. I did not break a bone, there was no blood drama and no bruising. But I have never experienced pain at the level I did that night. I gingerly got on the bike and found that moving my arm from dangling straight down to my handlebar sent my shoulder screaming. I was determined to keep going, and rode maybe another 5 miles, making my way to the very back, but I could barely ride smooth road and the intermittent sandy stretches continued. I walked a lot, dismounting and mounting with difficulty. My brain mounted an internal propaganda campaign where the central message was not “you’ve got this” but “you are a fool.”

This year I had two goals: 1. Don’t crash, and 2. Finish before 8:00 PM. I somewhat accomplished the first and nailed the second. I prepped my bike, Prudence, the weekend before, after the Dirty Lemming, with a new cockpit setup involving an old MTB bar and stem that I had picked up from the good people at Express Bike for $15, on which to mount a set of HED aero bars that were elegant, light and ancient. They have 25.4 clamps from before 31.8 became standard, which predates cultural memory. Of course, there is no better time to radically switch a cockpit setup than just before a 240-mile ride. I imagine others were fresh off professional bike fittings and spinning mental energy wondering if a 10mm change in stem length would drive more watts to the pedals. However, nothing bad can happen when riding a bike named Prudence.

I flew into Sioux Falls on Friday where my friend and support crew, Patricia, was kind enough to meet me. We got to Gary just in time for the 3:30 check in. I had neglected to pack food for the ride, other than throwing a bar and a sleeve of blocks into my bag. We stopped at the general store in Gary, which had what we needed. We rolled out at midnight under fireworks, which disabused me of the notion that this was no big deal. Last year I started in the front with fellow Midtown riders, all of whom were talented and strong, and got in a fast pace line in the early miles that had me riding over my ability to handle sand. This year, I thought better about sand and started in the middle at a more moderate pace. I was not riding a bike named Prudence last year.

Riding at night in rural western MN is dark. Absolute dark. I ride at night frequently in the Twin Cities, but there is the general illumination of businesses and street lights and vehicles. It does not compare to the 5+ hours of darkness at the beginning of the DAMn; strings of small lights across expansive open country.

Instead of doing my own navigation, I trusted those around me to find the right turns. In the first hours of the race, large formations of riders remain intact. Without much conversation, I felt supported by riders who I had never met, and ready to face adversity in the spirit of mutual aid. I let others navigate, relinquishing control and exposing...
my lack of preparation, and not feeling (for once) that I was shirking responsibility.

The sandy sections that I dreaded came. I kept repeating the mantra learned from a friend Steve and my brother Ed: Butt back behind the saddle, no weight on the handlebars, stay loose, let the front wheel float and power through. Which is elementary mountain bike technique, but not something I ever mastered. The challenge was multiplied by the inability to see the road in the dark. Soft transitions apparent during the day were barely possible to anticipate at night. We formed long lines of bikes, one on each side of the road, blindly following the wheel ahead of us, watching for erratic movements in the taillights ahead. Through sand pit after sand pit, I held steady, practicing my stay calm, weight back approach. It worked.

Throughout the night and into the next day, I fought sleepiness. I got half of the 8-10 hours that I knew I needed the night before. I patched in naps on Friday, but was not rested enough to throw off my normal sleeping pattern with a midnight start. Many other riders expressed overwhelming sleep pressure. Some took power naps at the check points, but I didn’t want to lose that much time. Surprisingly, caffeine was less effective than usual. I did not doze off while riding, but came close.

I made good time during the night, holding with a couple tight groups. A major water crossing around mile 30 split me from one group, as I carried my bike and was not fast walking through knee-deep water, but I quickly hooked onto the next group back. Though I value my creature comfort and was not stoked with wet shoes and socks for the next several hours, it was an epic water crossing befitting an epic race and compensation for the loss of the famous Almanzo water crossing. Grassly water weeds were still clinging to my rims at the conclusion of the race.

Sunrise was never so welcome. The ability to read the road ahead and pick my line was a relief. The landscape opened up in the light. Perhaps because hyper vigilance was no longer required to hold the bike, I became sleepy but fought the urge to doze off and made it to the second checkpoint where activity and warm greetings woke me up.

I regrouped with two friends, Phil and Sean, at checkpoint 2. Less than 10 miles past checkpoint 2, Phil hit a stretch of sand while pulling, fought to maintain control, and was suddenly whipped down. I stopped in time to avoid running over Phil, but also went down, as did Sean. We all got up, shook off the crash and continued, but Phil had injured his hip. After a few miles of riding in pain, we came to an intersection where Phil wisely contacted Barb, his support, and dropped the race.

I was not hurt, but my rear derailleur cable housing (weight weenie fiberglass housing) was mangled in the crash and my bike no longer shifted. I had one gear and was determined to keep rolling. It occurred to me that if I cut off the damaged part of the cable housing, the remaining housing might be long enough to restore my shifting. While working this out in my mind, another friend, Dave, caught up to me. The town of Hutchinson was 20 miles ahead and I could find a knife to make the repair.

A gas station bathroom there was much appreciated, and the checkout clerk loaned me a box cutter that I much appreciated, and the checkout clerk loaned me a box cutter that I used to remove the bad end of the derailleur cable housing. It took me longer than it should have to get the cable reassembled and adjust the derailleur, but I had my mighty 1 x 10 back in commission.

We rolled out, the hills started, and I was massively pleased to have functional gearing. The hills were not horrible but the heat of the day was building and the miles were taking their ransom. There were several clusters of riders who were taking shade stops, riding faster than Dave and me, but breaking from the heat. My approach was to keep rolling, maintain air flow, moderate but steady.

We got to checkpoint 3 where I treated my sore derriere to a fresh set of bibs, mixed sunscreen into the patina coating my arms and legs, topped off my water supply, and had a can of double espresso along with half a chicken wrap which tasted miraculous. I was lollygagging and Dave rolled out ahead of me saying that I would catch up anyway. I didn’t think so, but was in no hurry to leave either and in my half-baked state didn’t really have a sense of time. I didn’t feel fresh, but I didn’t feel bad either and was surprisingly confident that I was capable of 58 more miles.

The final stretch was fine. There were hills and more hills and some hills after those, but no crazy grades beyond my gearing. I noted to myself that I was not crushing the time, but really didn’t care. My quads were tight up to the second checkpoint making good time, but had me thinking about the likelihood of cramping. The cramps never came; for once, I throttled back and may even have consumed sufficient water. After the third checkpoint, a man with an SUV appeared like a mirage on the shoulder of a paved road offering water, soda, and canned espresso tall boys. I was feeling sleepy again and was grateful for the large double espresso. My stomach, which had been feeling righteous up to that point, started rebelling a few miles up, but the caffeine helped and on balance gave me a needed boost. I long for a cast-iron stomach, but will have to wait for the next life.

There was a 2.5 mile stretch of MMR on the cue sheets in the final 10 miles that had me worried. On other rides, MMR has meant barely rideable (for me) chunks of technical terrain. I wasn’t on my A game by mile 230 and was fully prepared to walk any steep, rock-strewn, root-covered trail. It turned out to be the best gravel on the entire route: smooth, hard and fast. Someday, I plan to learn why covering gravel roads with a layer of 90% sand and 10% class 5 is a key maintenance practice.

Dave (who I had rejoined) and I made our way through Red Wing, to Hager City and across the finish line, to a big greeting. I was happy and satisfied with my effort; as usual, not notable but not shabby either, having experienced a remarkable day powering myself across an expanse of distance, spirit, land and community. I owe thanks to an unlistable number of people for the machinery, encouragement, and inspiration to make this happen.

By Rob Mosimann

TCBC MEMBERS:

PUT IT ON A RACK

AND SAVE 15%*

*In-store purchases only. Excludes installations & hitches.

TCBC NEWS

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Rack Attack Minneapolis
4170 Excelsior Blvd, St. Louis Park, MN 55416
(952) 926-7225 | rackattack.com
Although my brother introduced me to 10-speed riding, my first biking buddy was a fellow named Bert, in part because he was up for just about anything and said, “Sure,” when I suggested we become bicyclists. His openness to a broad range of suggestions might be why he sometimes ends up with more cars than he can drive at one time. Once when my car was in the shop, Bert was amendable to my suggestion that he loan me one of his extra cars for a couple of days, although I had not intended the loaner to be his nearly brand new 944 Porsche.

The car was notable, even amongst Porsches, for its pleasant manners, and it was the nicest handling car I’d ever driven. That remained the case for years, until I bought my 2009 Ford Focus. I am sure there is no comparison in performance, but for just driving around, the Focus takes corners as instinctively well as any car I’ve had the pleasure to operate. The general drivability I had thought of as being expensive apparently isn’t, at least not anymore.

The only thing I have ever owned that you might call top-of-the-line is my Schwinn Paramount. I bought it on a whim, and being short on cash, a whim I might have let pass had Bert not been right there in the store, flush with money he was offering to lend. I loved that Paramount, but I was struck by how quickly it went from World Class to obsolete amongst World Class bicycles. Within a year or two, 10-speeds had become old hat and the Campy Record components had gone out of date, as Campy Super Record and components from Shimano and Suntour proved lighter and more functional. The prized Reynolds 531 double butted tubing had become yesterday’s news.

These days, my oldest grandson has become aware of some people who think there are better cars than my Focus. He offers, as examples, the Dodge Challenger Demon featuring horsepower well north of 800, and another car he calls a “Lambo”. He is convinced it would be a good idea to get one of those cars if I can swing the payments.

Ah, the extravagant folly of youth. Where the heck is the best place to put a bicycle on a Lamborghini? Have you ever seen one with a roof rack or a trailer hitch? The Demon might be better in that regard, but once you get over 200 miles per hour, you could have a problem with your bike rack. I am not sure either one of those cars is any good at all.

No! If you must be extravagant, it is best to get something useful, like a top-of-the-line Swiss Army Knife, or better yet, an expensive bicycle which will increase your speed without breaking the law or your pocketbook. As bicyclists, we are lucky. Ours is a great sport, and you don’t need a $30,000 fishing boat pulled by a $50,000 truck, a yacht, or a “Lambo” to enjoy it.

Bob Brown
However, I have heard that there have been one or more accidents on club rides during this period. Ride leaders, I would like to remind you that if an accident occurs on your ride, either you or the rider involved should complete the Accident Survey on our website under “Resources”. When there are injuries, a ride leader must complete an Incident Report Form (find under “Resources” subheading “TCBC Insurance Benefits”) and send it to our insurance company.

Additional Comment:
Since the proliferation of electric scooters, more of them have been appearing on bike lanes and trails. Based on my experience on August 7th, it is apparent that the riders on scooters have no knowledge or understanding of common courtesies or etiquette while riding. The same scooter rider cut in front of me twice without looking or warning even when I called out “on your left”. I mention this as a warning to our riders to be extra careful when around scooters, as these riders can be unpredictable.

There have been no reported accidents on TCBC’s Accident Survey since the last newsletter.

Summer remains warmer and wetter than normal, but thankfully only four days have reached 90 degrees. Since Nov 1, here are those with the mostest:

**WOMEN**
- Linda Johnson 4279
- Jackie Battis 3582
- Sam Carroll 3143
- Liz Wahlberg 2999
- Katie Angle 2752
- Mary Nelsen 2658
- Karen May 2464
- Liesa Miller 2461
- Catherine Fox 2214
- Diane Ziemer 1977
- Francine Rabe 1818
- Judy Emerson 1803
- Carol Fitzgerald 1535
- Phuong Do 1532
- Nancy Quimby 1486
- Marian Meyer 1450
- Barb Thurmes 1418
- Susan Evan 1379
- Sue Blum 1368
- Marcia Madden 1346

**MEN**
- Randall Huskamp 5602
- Chuck Ryan 5318
- Paul Loughman 4664
- Chuck Nelson 4389
- Marc Hirschmann 3928
- Pete May 3764
- Richard Miller 3585
- Bill Bruning 3571
- Chris Tamez 3391
- Doug Bickel 3262
- Tom Brix 3201
- Brad St Mane 3042
- Jim Angle 2784
- Les Miner 2677
- Kim Lundin 2587
- Lyle Koeleher 2527
- Stephan Hodges 2510
- Steve Block 2466
- Brian Henning 2399
- Mark Gregory 2333

**WOMEN DOING THE MOST RIDES:**

**MEN DOING THE MOST RIDES:**
- Loughman 120, Huskamp 112, May 105, Ryan 101, Nelson 91, Koeleher 91, Brix 83, Hirschmann 82, Bruning 82, Bickel 76.
MEMBERSHIP APPLICATION

Mail this form and your check payable to "TCBC" to:
Twin Cities Bicycling Club
PO Box 131086, Roseville, MN 55113.
Please do not staple checks to the membership form.
Or Join on-line at: www.biketcbc.org

FIRST AND LAST NAME

MAILING ADDRESS  APT

CITY STATE ZIP

EVENING PHONE

E-MAIL ADDRESS

I consent to receiving notice of annual and special meetings of TCBC members at the above email address.

_____ I do not provide this consent.

_____ FIRST TIME MEMBER RENEWAL

_____ I would like to volunteer.

_____ I would like to receive my newsletter via e-mail also.

For statistical purposes: Gender (circle)

M  F  D.O.B.  /  /

_____ $30.00 - INDIVIDUAL MEMBERSHIP

_____ $45.00 - HOUSEHOLD MEMBERSHIP*

(enables two adults in household to vote)

Please list the first and last names, gender and date of birth for other bicyclists in your household:

1. ______________________________________ M  F  D.O.B.  /  /

2. ______________________________________ M  F  D.O.B.  /  /

3. ______________________________________ M  F  D.O.B.  /  /

The TCBC membership year is 12 months from the date you become a member. Categories of membership are 1) individual and 2) household. For insurance purposes all members are required to sign a liability release annually. The newsletter mailing label shows membership numbers and expiration date and serves as your member card.