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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

Come join us for the TCBC Fall All Club Ride With Revised Routes on the West Side in Minnetonka Saturday August 31st

We’re starting at the Minnetonka City Hall Complex, the same convenient location we’ve used recently for the fall All-Club Ride but with revised routes on three of the routes. There are five scenic routes so there is a ride for all levels and interests of TCBC riders. The 20-mile route and the 28-mile route are for those of you wanting a shorter ride. Each route has one designated rest stop, stays mainly in the southwest metro, and is unchanged from last year.

The 50-mile route, with two rest stops, offers more challenge and distance. If you want to put in some serious miles that day, we also have a 75-mile route, with three rest stops just for you! The 50, 75, and 100-mile routes head out west into Excelsior, Navarre, Mound, Minnetrista, St. Bonifacius, Norwood Young America, Mayer, Watertown, Maple Plain, Loretto, and Rockford, and return on rolling country roads past scenic lakes and the Crow River. We intend to have two leaders for the 50 and 75-mile routes, thus allowing riders to have leaders at more than one ride pace.

There is plenty of parking available in the parking lots adjoining Arenas A and B. The restrooms are located behind Arena A facing the soccer fields. The sign-in and ride briefing will be at the amphitheater/shelter toward the back of the complex, closer to Arena B and down the hill from the Community Center. The ride briefing will start at 9:30 and then we’ll break into five groups where the leaders will go over the routes. There will be a staggered start with the 100-mile group heading out first. We will have a police officer at the stop light on Minnetonka Blvd. to get us all safely onto the road to begin our day.

The weatherman has again promised perfect weather this year and we know he or she is always correct. See you there — August 31 in Minnetonka! The Minnetonka City Hall Complex is located at 14600 Minnetonka Blvd (just west of 494 on Minnetonka Blvd and north on Williston Road).
I would like to thank all the volunteers who helped with the Watermelon Ride.

We had 280 paid riders, of whom over 60% were not members. We had 20 kids riding!

This ride is our chance to showcase our club. We hear people at registration saying it is their favorite ride. Without ALL the volunteers, we could not have done it. Some of the volunteers even pulled double shifts.

Linda Johnson and Doug Nelson:

Linda was in charge of the rest stops and made sure the stops were clean. She also found the time to stop by the church before and help with registration setup. She also helped me with washing dishes ahead of the Watermelon Ride. This greatly helped out the kitchen staff on the day of the ride.

Doug is the Dude. He is the one who religiously checked out all the courses. He made sure they weren't flooded and if they had junk on the roads, called to get them clean.

He also marked all the courses and picked up all the signs afterwards. He is the one who gets the church and the Snail Lake Pavilion lined up. Not to mention the portapotties. I may have been chair, but Doug actually does most of the work.

Laurie Holm

I also want to thank Laurie Holm for writing up a procedure for the kitchen. That helped me a lot for this year. *(the above from Mike Kubes)*

Andrei Lebedev

A special thanks to Andrei Lebedev for organizing the TCBC evening at the Velodrome on Saturday, June 29th. Andrei really did a first class job hosting the event and he made sure that everyone had a great experience at the track. *(From Bob Fix)*

Dan Goldblatt and Chuck Nelson

Thanks to everyone for their assistance at my accident. Dr. Dan Goldblatt was very calming and helpful. Everyone should have a friend like Chuck Nelson who retrieved my bike and was helpful in other ways in the aftermath of the accident. *(From Greg Bistram)*

Seconding the previous recognition:

Please recognize Dan Goldblatt and Chuck Nelson. They were both very attentive to Greg Bistram after his accident. Dan was right behind Greg when he went down and was there taking care of him until the EMP’s arrived. Dan was very reassuring and calm. By the time I turned around and was back at the accident scene, Chuck was on the phone with 911. Chuck also volunteered to come back and retrieve Greg’s bike and talked to Greg’s wife Becky (Chuck and Greg are friends). *(From Pete May)*

Recognition Corner

I would like to recognize my fellow committee members,

Linda Johnson and Doug Nelson:

If you know of someone who is deserving of a “Pat on the back,” send an email with the details to recognition@biketcb.org. There are many of you out there who go above and beyond to help and we would like to recognize you for that.

Continued on page 7
Diana Cohen To Take Over Bike U

We are fortunate that Diana Cohen has decided to become the Bike U Coordinator. I am so sure her involvement will represent an improvement to Bike U, that I will be staying on as her assistant. My confidence stems in part from her having been the principle involved in making arrangements for last season’s best program on the 25-year history of the Major Taylor Bicycling Club of Minnesota.

Join me in welcoming and supporting her in this new endeavor. If you have any thoughts on a good subject for Bike U, Diana would like you to contact her at dicohen117@gmail.com.

By Bob Brown
Bike U Professor emeritus

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.

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

The St. Paul Classic Bike Tour is coming up on September 9th. The helmet fitting is staffed by TCBC members. Sign up is in this link: HTTP://www.bikeclassic.org/volunteer under helmet fitting.

The St. Paul Classic Bike Tour is also in need of volunteers to help put on the event. Go to HTTP://www.bikeclassic.org/volunteer for more information.

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

Mike Kubes
Volunteer Coordinator

NEXT TCBC NEWS DEADLINE will be Monday, August 5, for the Sept-Oct issue.

WEATHER HISTORY ON JULY 4:
An article listed every Independence Day’s weather. Since our Watermelon Ride started in 1982: There have only been four days with more than one-tenth of an inch of rain recorded at the airport, with the greatest being 0.67 in 2018…. There have been five days warmer than 90, with the worst being 101 in 2012…. The lowest high was 71 degrees in 1992….

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AUG 3 TOUR DE TONKA RIDE. See separate article in July issue 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 WI. See separate story or ad.

AUG 31 FALL ALL-CLUB RIDE IN MINNETONKA WITH VARIOUS ROUTES. See separate story or website.

SEPT 6-8 DOOR COUNTY RIDE — SEE SEPARATE STORY.

SEPT 7 JESSE JAMES RIDE -- SEE AD.

SEPT 8 ST PAUL CLASSIC -- SEE AD.

SEPT 9 6:30 PM BOARD OF DIRECTORS BUSINESS MEETING.

SEPT 20-22 LANCESBORO TRIP — SEE SEPARATE STORY.

SEPT 21 TOUR DE HUGO — SEE AD OR WEBSITE.

SEPT 21 RIDE THE RIDGES SEE AD OR WEBSITE.

SEPT 28 BIKES4KIDS ELM CREEK RIDE — SEE STORY OR WEBSITE.

NOTICE
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.

NEW MEMBERS
We Welcome these NEW MEMBERS to TCBC and hope you can join us on plenty of rides!

Linda Armstrong
Isaac Baur
Mike Bloom
David A Brubaker
David Brush
Barb Carlson
James Chanthamontry
Tia Chanthamontry
Mike Conley
Robert Cumming
Katie Daigh
Robin Deans
Cindy Diamond
Phil Ensninger
Bridget Evens
Reed Hart
Julie Heinmiller

Tom Hessler
Daniel Hutjens
Marian Keillor
Shelby LaFreniere
Ron Lancaster
Allison Lind
Mark Lodermeier
Robert Lowry
Randy Marciniak
Rob Marlotte
Cindee McCarthy
Kevin McCarthy
Tom Melton
Dan Meyer
Michelle Miller
Coleman Nemerov
Agata Norris

Dennis Olsen
Carrie Openshaw
Holden Pardoe
Kirsten Pardoe
Mason Pardoe
Steve Pardoe
Elaina Perlberg
Paul Perlberg
Eric Pesik
Jeff Peters
Jerry Powaser
Sushil Rana
Scott Reich
Monika Sattler
Mary Lou Schmitt
Megan Shuttle
Dane Taival
Cheri Templeman
Laurie White

TCBC NEWS DEADLINES - usually between the 4th and 10th of each 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
Minnesota Double Cross

(EDITOR’S NOTE: The club ran an ambitious cross-state group ride for a few years. Here is the account from 1996, the first year.)

We gathered at 4:45 AM at the Stillwater Law Enforcement Center and loaded gear, food, and water into the TCBC trailer. We saddled our bikes at daybreak to go down and dip our wheels in the St. Croix River. It had begun — the first Minnesota Double Cross. Anticipation and excitement spread through us as we began our 200+ mile journey across the state to Ortonville. There were 15 of us in all, including the sag/support vehicle drivers: Mike Beadles, Steve Brandt, Bob Dean, Dave Gepner, Mark Gregory, Jay Guthrie, Eric Kuno, Paul Lee, myself, Mike Leibfried, Jerry Loss, Karen Loss, John Miller, Denis Nagan, and Judith Winnick. The sun was at our backs and unfortunately the wind was not.

The day was an eventful one. Here is a quick summary: Judith took an added tour of south Minneapolis (she and the sag did meet up eventually). We rode through about a mile of mud due to rain and road construction. We had a little pileup when riding in a pace line near Litchfield — I hit a piece of wood in the road and went down. Bob Dean and Jerry Loss ran into me at about 18 mph. Bob separated his shoulder and Jerry twisted his knee. I had road rash and bruises but continued to ride.

As the day went on, the clouds dumped rain on us 3 or 4 times; one of those times we sought shelter from the passing thunderstorm. Between Milan and Ortonville, marble-sized hail had fallen and the roads were wet. We rode into the setting sun with rooster tail spray in our faces. Small jumping frogs were everywhere.

The last 20 miles were hard, and I know those of us still riding felt the same aches and pains as I did. More rain greeted us as we rode into Ortonville. We rode to the Minnesota River to dip our front wheels and when we turned around, a full end-to-end rainbow filled the sky. We did it! 209 miles across Minnesota.

Halfway done! Townspeople applauded and cheered as we rode to our hotel. They took pictures of us at the restaurant and put an article about our ride in their local paper. We were celebrities of sorts.

The next day ten riders started out together; the others chose not to ride the second day. We felt the miles of the day before, but ibuprofen and powder helped ease the pain. The day of riding went well and the sags were the best! Karen became known as the “Sag Mom.” She helped the riders at each stop and cheered them on with smiles and enthusiasm. All those not riding helped those who were still on the road. This was a teamwork sort of ride. Everyone was a part of it and we all helped each other. We felt it was not only a ride, but an event!

The six to finish the 424-mile ride were Denis Nagan, Mike Leibfried, Jay Guthrie, myself, Mark Gregory, and ride organizer Paul Lee. We arrived in Lake Elmo at dusk and had a flat. Darkness fell upon us and we were escorted by two vans into Stillwater, where we dipped our wheels into the river again. We finished the Minnesota Double Cross!

Thanks to Paul for all his hours of planning this ride. It was very well mapped out and organized. Those of you who missed this ride will have the chance to do it next year. It will be an annual event, so start training!

By Sue Lee
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.

$50 ages 18 and over (100 mile route only)
$40 ages 18 and over (all other routes)
$20 ages 17 and under (all routes)

DOOR COUNTY

Door County Century Outreach Ride
September 6 - 8

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.

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

Enjoy 55 miles of beautiful, paved rail-trails across central Minnesota.
Visit CentralLakesTrail.com for maps and information.
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 Clareye 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.

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

If you are thinking about riding your first century ride ever, this would be a good one for that as it is scenic, not overly hilly or difficult, and has very good rest stops. Incidentally, another great century option, whether it’s your first century or your 200th, occurs on the same day (September 8th) right here in the metro—the Minnesota Century, led by another former TCBC president and award-winning ride leader, Mike Beadles! If you’re not into centuries, no worries, you’re in good company, which is why we have lots and lots of different types of rides to choose from.

Also on my mind as I write is the Watermelon Ride. Now with its 38th year in the books, the annual July 4th event requires a huge number of volunteers to run—as many as 80 volunteers are needed each year. Over the years, thousands of people have donated thousands of hours to make it happen. Some folks have volunteered nearly every one of those 38 years. Amazing! This year, it was a little bit of a challenge to find enough volunteers to fill all of the open roles and shifts. So, thank you to everyone who stepped up in the days leading up to the ride to cover all of the needs.

Special thanks to:
Mike Kubes,
Doug Nelson,
and Linda Johnson
for all of their work and leadership.

Sorry in advance to those I’m leaving out, but many thanks as well to:
Mike Beadles,
Kate Kovar,
Lyle Quimby,
Bob Fix,
John Lin,
Ann Harris,
and pot-scrubbing-dish-washing-machine Dick Stardig!

Nice work everyone!
Happy Riding! Shelby
The Gitche Gumee Gran Fondo, Northwestern Wisconsin’s epic end-of-summer bike ride, is organizing its third annual event, taking place Saturday, August 24, with riders traveling from Cable to Bayfield. The event, a bike ride with three route options, attracts 250-300 cyclists from mainly across the Midwest.

The Gitche Gumee Gran Fondo (www.gitchegumeegranfondo.com) is a mass start cycling event based in Hayward, with riders winding along 60, 80, or 100 miles of scenic, paved Wisconsin back roads, several river crossings, and traversing the Continental Divide. The ride starts in Cable and finishes on Bayfield’s Lake Superior shoreline. Return transportation provided; cyclists of all abilities/ages are welcome!

The GGGF has received stellar reviews and is known for its spectacular Northwoods route, its careful attention to safety, the Grand Finish on the shores of Lake Superior, where Bayfield’s Coast Guard grills up brats for all riders, and live music from Molly Otis & Friends at the finish party hosted by Rivers Eatery, serving up pizza and complimentary South Shore Brewery Nut Brown Ale for all riders.

Again this year the event has teamed up with The Steve Tilford Memorial Fund as the official charity, with a portion of the proceeds going to support the fund’s partnership with USA Cycling’s efforts for clean sports and fair competition. Last year the event was able to donate nearly $4,000 to the fund through proceeds from entry fees, raffle, and sponsor donations. The programs foster a commitment to safety, integrity, and joy of cycling for junior cyclists.

Other GGGF proud sponsors include Dunn Brothers Coffee, Borton Volvo of Minneapolis / Golden Valley, and the Start Line Inn in Cable. The event enjoys strong local business support from Hayward area businesses including the Steakhouse & Lodge, Tilly’s Pie Shoppe, New Moon Ski and Bike, Riverbrook Bike and Ski, Apple Awards, Hansen’s IGA, Howl Adventure Center, BikeLaw Group, and the Hayward Area Chamber of Commerce.

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Join us September 8.

25 Years of great music, tasty treats and lovely scenery make the Classic the ride of the season!

More at bikeclassic.org.

Celebrate Fall Colors on the Mankato River Ramble

Join BikeMN on October 6 and savor some of Minnesota’s best bicycling as you explore the fall beauty of the Minnesota River Valley. Rides range from 16 to 44 miles and Mankato is a short scenic drive just south of the Twin Cities. Register at BikeRiverRamble.org.

When you ride the Saint Paul Classic, Mankato River Ramble, and the Tour of Saints, you support the Bicycle Alliance of Minnesota (BikeMN.org), a state-wide nonprofit dedicated to education, advocacy and making Minnesota more bike friendly. Thanks for riding with us!
**Two Ride Recaps**

### JUNE 15: THE MINNESOTA IRONMAN

Ironman, born in 1967, had its final year out of Waconia in 2017. The event was taken over by Free Bikes 4 Kidz and was reincarnated in June. It began in Shakopee on a cloudy day which threatened but did not rain! Routes were around 30, 65, and 100 miles.

Around 1200 bikers participated, with most going south into mainly Scott County.

The nonprofit is geared towards helping all kids ride into a healthier, happier childhood by providing bikes to those most in need. Thousands of bikes are collected and refurbished each year by many volunteers.

Much of the ride was well planned and organized, but there were two obvious shortcomings — not enough food or satellites at the rest stops. Riders had to find ways of coping, and there weren’t many towns on the two shorter routes either.

Organizers have resolved to learn from this and plan bigger and better next year, which will be held June 20.

### JULY 4: OUR 38TH ANNUAL WATERMELON RIDE

went well, on a day reaching the 80’s with just a couple of brief showers after 1 PM. No accidents were reported. About 280 people registered to ride, plus at least 30 volunteers.

Nice to see familiar faces and plenty of kids involved. See the Recognition Corner where hopefully all the volunteers are listed. Special salute to our kitchen workers at Snail Lake who had their challenges.

Our committee appreciates all the help with TCBC’s longest-running event.

Special thanks to County Cycles for their usual cheerful support at the start and Tamarack Nature Center.

*By Doug Nelson*
On Saturday evening, June 29th, Andrei Lebedev hosted a TCBC event at the National Sports Center Velodrome in Blaine. As many of you have heard, the Velodrome will close at the end of the season after 30 years of racing and be torn down. While I have always enjoyed watching cycling track events on TV during the Olympics and the whole “Nascar on two wheels” thing, this was my first exposure to a velodrome up close and personal.

Upon entering the velodrome, we were instantly taken by the 43-degree banked turns on each end of the track. I was barely able to climb on foot to the top of the track because of how steep it was! How are we going to ride a bike on this thing? Andrei assured us that we’d have no problems riding on the track and would love it. While we were skeptical, we’ll circle back to this in a moment.

But let’s talk about the star of the show first – the Velodrome itself. The Velodrome was opened with the greater National Sports Center in Blaine. Part of former Minnesota governor Rudy Perpich’s plan to bring greater amateur sporting events and focus to the state, the Velodrome was built in preparation for the 1990 U.S. Olympic Festival track racing events and National Championships. The track was designed by world-famous Schuermann Architects from Germany, who have architected more than 125 cycling tracks worldwide. The NSC Velodrome was built as a sister track to the Velodrom d’Horta used in the 1992 Olympic Games in Barcelona, Spain, which was also architected by Schuermann. The track is 250 meters in length with the straights banked at 15 degrees and the aforementioned turns of the oval banked at 43 degrees. The track can only be ridden in one direction as well. The Velodrome’s entry to the turns from the straights are designed to handle the riders at speed and the exits are designed for the rider to cleanly exit the turn. The differences are slight and noticeable only to a well-trained eye but are a critically important part of the track’s design.

The racing surface is made of Afzelia, a slow maturing African hardwood, 42 miles of approximately 3cm x 4cm strips that are approximately 20 feet long each. The strips are laid on their short side (think of 2 x 4’s that would be laid together on the short side – so you would be riding on the edges of the boards, not the wider side). By laying the strips on the short side, this allows them to be nailed together and to the understructure without the possibility of ever having an exposed nail. The wood is very durable, insects find it unappetizing, and expands and contracts very little. Unfortunately, Afzelia is a protected hardwood now and can no longer be imported into the United States. Replacement strips on the track are now pine.

NSC Velodrome Executive Director Bob Williams not only spent time on the background story of the track itself, but also the bikes used for racing. No brakes, no gears, no problem. The Velodrome has bikes that can be rented for riding on the track. You provide the pedals, engine, and helmet. The fixed gear bike has no freewheel and no brakes, it is all legs, all the time. However, it exemplifies the simplicity of the bike and is lightweight. The only noticeable difference on the track bike is that the wheelbase is a little shorter and the crank is higher than usual.

Continued on next page
on a road bike by 1-2 inches. This is primarily for clearance so that a pedal does not make contact with the track. As you can imagine, the result of said incident would not be good for the rider or riders behind him or her.

Bob Williams took the group through the basics of riding a single speed, and then the group proceeded to ride around the infield asphalt mini track to get used to the bikes. Next lesson – when riding on a track, you are not turning the bike, instead you are leaning and counter-steering. The lesson was followed by leaning into turns correctly on the asphalt track and feeling more comfortable with what would be needed on the track. The group then received some additional instruction about how we would get acquainted with the track. We would be spaced out a bit and ride on the blue band or apron of the track. This is an area that is used to get up to speed before “moving up” the track.

With all of the background information and perforatory training accomplished, it is time to set off on the track. First impression – smooth. This track is as smooth as the best patch of asphalt you’re ever going to ride on. Second impression – it doesn’t take a lot of work to get the single speed moving quickly and the light weight of even the rental bike allows for quick acceleration. Some website that really liked the physics of track cycling essentially calculated that on the 43 degree turns of the velodrome, the minimum speed necessary to keep from sliding down the track is about 16 mph. I’ll take their word for it – that felt about right. We continued to gain a little more speed with each lap on the track and continued to move a little further up the track with each lap. Final impression – when cycling at speed, the 43-degree banked turns really did not feel odd at all. I never really thought about them to be honest. You need to lean a bit in the turn and hold your line, but the feeling overall was absolutely sublime.

After a few laps, it was time for the next lesson – drafting. The good news is that as a bike club, we are pretty well versed in drafting, however on a track and on a fixed gear bike there are some different mechanics. First, you can’t freewheel or brake when you are coming up behind someone too quickly, but you can move up the track a little bit! Moving up the track increases the radius of the line you are on and thus traveling farther for each lap of the track. You are also moving up the track which bleeds off speed without you needing to expend energy “back-pedaling” to slow yourself. The flip side is true that if you need to increase your speed just a little bit when drafting you can move down the track a little and narrow the radius. The group was surprisingly efficient with this training and ran a few more laps in a tighter pattern working on this technique. The evening finished with a couple of pursuit races in which a rider started on each side of the track and then ran 2 laps (500 m). The races were competitive, exhausting, and a lot of fun.

I have to applaud both Bob Williams of the NSC Velodrome and Andre Lebedev for hosting an outstanding event. It was safety and enjoyment focused, and the only shame of the evening was that more people did not get to experience this absolute gem of a venue. I highly encourage everyone to attend a Thursday Night Lights racing event this summer before the curtain falls on the NSC Velodrome after 30 years track racing here in our backyard.

By Bob Fix

Washington County Parks is sponsoring an exhibition of bicycling at the Washington County Historic Courthouse in Stillwater through the end of 2019. It is called SPOKES AND FOLKS: The Evolution of Bikes and Trails in Washington County. I visited it in June and here is some of what you should know. Yes, it is free.

Check the website at www.co.washington.mn.us/2453/EHxhibits. The courthouse is at 101 W. Pine Street and is worth visiting in its own right — it used to serve as a jail and there are some exhibits showing that. It’s air conditioned and is used for other community events.

My notes show they have around 15 bikes on exhibit, including: a velocipede boneshaker (1868), a Penny Farthing (1880), an Express hard tired safety (1892), Swiss Army Courier (1941), Ladies Crescent (1949), Schwinn Sting Ray from the 1960’s, Higgins ATB Cruiser (1967), etc. There are a few old AYH Ironman patches from the 1970’s!

Sections include: Wheels of Time; Horns, Bells, and Bikes; Parks, Paths, and People; Bikes and Bloomers.

Besides the exhibits and bikes and photos, there is plenty to read and it may take you at least an hour to fully involve yourself. Part of the exhibit is in an old vault room with a huge safe door. It’s on the first floor and parking seemed to be pretty easy.

Two golden eras of bicycling: the late 19th-early 20th century, and the era starting in the 1960’s. Bike races were first held in Stillwater in 1886, the Stillwater Cycle Club was formed in 1895 (the silent steeds of steel), and a photo shows a Stillwater bike store in 1909. The county has worked on bike trails since 1897.

The 1880-1890’s era was the time of the New Woman — independent women who wanted radical social change with voting, dress, and equal rights. You see 1890’s bloomers — baggy pantaloons — which “killed the corset” for some women. “Nothing to catch your skirts!” On a fascinating photo, a woman biker with skirt and high hat stands — maybe not far from the Gateway Trail today — looking at a sign pointing 9 miles to St. Paul one way, and 9 miles to Stillwater the other direction.

Also, there is a great British video of some history of old bikes, with a semi-snarky commentator — you may need to ask staff to play it, it’s worth seeing the bikes people rode.

I think many of you would enjoy this exhibit. It’s amazing to see how bicycling has progressed and how much society and fashion has changed.

By Doug Nelson
Outreach Ride on Sept. 28th

Elm Creek Park Reserve, Blue Bird Picnic Shelter
12400 James Deane Parkway, Maple Grove, 55369

Bikes4Kids is again sponsoring rides through beautiful Elm Creek. There will be ride leaders if you wish to ride with a guide and maps, and marked trails if you don’t. Routes are 5, 15, and 25 miles. Maps will be available via RideWGPS on the website below.

Bikes4Kids is a foundation that collects and refurbishes bicycles. They distribute them to children and adults who otherwise may not ever have a bicycle. This is a good cause to support and a great way to explore Elm Creek.

Registration begins at 9 AM and the rides start at 10:00. Registration is $15 for children, $25 for adults, and $40 for families. Same day registration will cost you more — $35 for adults, $60 for families. See the website: http://bikes4kidsmn.org/b4k-legacy-ride-2019-register-today/

As with any outreach ride, TCBC members get mileage credit by signing in for the ride, but are not covered by TCBC insurance. If you can’t find a leader at the ride start, email one of us with your member number and mileage. Ride leaders: Miriam Simmonds, mgsimmons52@hotmail.com, 651-212-0775, and Lyle Koehler, k0lr@yahoo.com, 612-516-2053.

By Doug Nelson
The Superior Vistas Bike Tour occurs the third Saturday in June starting in Washburn, Wisconsin, on Lake Superior. It is a TCBC Outreach Ride with loops of 13, 19, 34, 40, 52, 70, and 100 mile routes. The review is based on 70 miles of the route that I cycled.

The main 52-mile route was supplemented with 3 extra loops allowing cyclists to increase their mileage up to 100 miles. The grades on the climbs were challenging but not constant so you could shift to find the right climbing gears.

The starting location was in Memorial Park in Washburn which had enough room for parking. The registration was fully staffed and helpful with giant maps posted and times when rest stops closed. An artesian well was available to fill water bottles with cold water. The rest stops were also supplied with water from the artesian well. There was one porta-potty at registration (campground building had additional bathrooms). It would be nice to have two porta-potties at the start.

The map was 17 x 11 inches. One side was an in-depth color map with the routes highlighted in colors—easy to see with rest stops and bathrooms/water stops clearly marked. The back side included turn by turn instructions for each route. It also stated the times the rest stops opened and closed. The most thorough bike map I have ever seen!

On the road, the routes were clearly signed with color coded arrows to signal when to stay on the route or make a turn to follow your route. Signs were placed along the routes to notify drivers that a bike tour was in progress. The drivers were considerate of cyclists and gave enough room when passing.

Either there were good shoulders to cycle on or the roads had minimum traffic when shoulders were not present. The paved roads were easy to ride on with a minimum of potholes, cracks, or bumps on the surface. In the 19 miles of blacktop in the beautiful Chequamegon Nicolet National Forest, I counted no more than 25 vehicles (including support vehicles) passing me in either direction. Because of the lack of traffic sounds throughout the ride, cyclists could hear the musical accompaniment of songbirds.

The support vehicles on the longer routes were plentiful, helpful, and encouraged riders. The drivers checked in with cyclists to make sure they were OK and even provided water to me once. The first full rest stop, where everyone stopped (sometimes twice depending on route choice) had 7 porta-potties, water, Gatorade, watermelon slices, bananas slices, cookies, and peanut-butter and jelly sandwiches made with tasty local breads. I did not stop at all the rest stops, so I’m assuming from how the first full rest stop was stocked, that other rest stops were also stocked adequately.

A total of 4 full rest stops and 4 additional water and/or bathrooms stops were provided. The end of the Tour had pizza, cookies, soda, and ice-cream sandwiches. The ride is “committed to supporting the sustainability goals of Chequamegon Bay’s eco-municipalities.” I wish all bike tours would follow their lead.

Signs along the end of the route were encouraging with an optional stop at a creamery to purchase ice cream.

Cyclists experienced a great view of Lake Superior right before the 2-mile descent back into Washburn. The website listed links to places to stay and things to do in the area so that people could make the event a weekend getaway instead of just a Bike Tour: http://www.superiorvistas.org/

As riders traveled through coastal, small town, rural, farming and forestry environments; they encountered climbs, rolling terrain, winding roads, flatlands, and descents enabling them to cycle through a wide range of gears. I would establish the Superior Vistas Bike Tour as the Gold Standard in long single day bike tours.

by Loren Stark
SIGN ME UP!

On July 4th, it dawned upon me that I had made no plans, and that the people I know had made plans that did not include me. So, in the early evening, I hopped into my old Ford and headed south to Northfield.

I drove by the big old American four-square house on the street where I had learned to ride a bike. I drove around town to places where I had once ridden that bicycle, and then out into the bright green countryside to a farm where my family lived when I was born, and to a country church founded some 155 years ago, and where it was that I was baptized.

Then I drove on some roads where, seated in my father’s lap, I had been a boy king, mansing the wheel of our wonderful Chevrolet.

As night fell, a sunset of red glowing clouds shared the sky with the darker shades of a possible storm. On my way home, I once again went by the old house where lighted windows told me that life still goes on there. I left town under the spell of a time and place I have not forgotten.

When I got home, I signed up for the Jesse James ride.

By Bob Brown

Hands-Free Phone Bill: What Everyone Needs to Know

The Minnesota Legislature passed this law which takes effect August 1. We join 17 other states which require drivers to have their cell phones in hands-free mode while operating a motor vehicle. After August 1, police can stop anyone they see holding a phone while driving.

This is a wonderful way to cut down on distracted driving and should save the lives of many, including bikers! Please set an appropriate and legal example and follow the new law. Using the phone can wait — safety is more important.

Under the new law, drivers can send messages or place calls while driving ONLY if their device is in hands-free or voice-activated mode. The law makes an exception for emergency calls. But now things like manually punching in a phone number or an address into a navigation app are NOT LEGAL, and neither are scrolling through a list of contacts or text messages.

The bill does make an exception for GPS devices solely used for navigation. But since scrolling is still prohibited, drivers should have their addresses punched in before the vehicle starts moving. The bill makes an exception for devices that are affixed or physically integrated into a vehicle.

The bill does not specifically ban voice-to-texting, which are text messages that are read to you by your phone or software in your vehicle. You CANNOT pick up your phone while stopped in traffic or at a red light, because you are still technically operating a motor vehicle even when the vehicle is not moving.

The penalty for violating the new law is a petty misdemeanor, which is a $50 fine for the first violation and a $275 fine for subsequent violations.

By Doug Nelson
(with much help from the internet)
About halfway through, the summer has been warmer and wetter than normal. Most rides have been going. Since November 1, here are those with the most for the trips reported:

**MEN**
- Chuck Ryan ................. 5211
- Randall Huskamp ............ 4796
- Chuck Nelson ................ 4059
- Paul Loughman ............... 3881
- Marc Hirschmann ............. 3077
- Chris Tamez .................. 2952
- Pete May ...................... 2805
- Brad St Mane .................. 2528
- Bill Bruning .................. 2516
- Richard Miller ................. 2503
- Tom Brix ....................... 2486
- Doug Bickel ................... 2426
- Les Miner ....................... 2165
- Aaron Halfaker ................. 2026
- Jim Angle ....................... 1991
- Kim Lundin ..................... 1942
- David Wamsley ................ 1907
- Joe Rebholz .................... 1886
- Lyle Koehler ................... 1878
- Steve Block .................... 1825

**WOMEN**
- Linda Johnson ................. 3245
- Jackie Battis ................... 2847
- Sam Carroll ...................... 2146
- Liz Wahlberg .................... 2142
- Katie Angle ...................... 2123
- Catherine Fox ................... 2063
- Liesa Miller ...................... 1950
- Karen May ....................... 1848
- Mary Nelsen ..................... 1848
- Diane Zieme ..................... 1483
- Fran Rabe ....................... 1451
- Judy Emerson .................... 1445
- Carol Fitzgerald ............... 1206
- Nancy Roehr ...................... 1165
- Barb Thurmes .................... 1104
- Marina Lim ....................... 1071
- Mary Derks ...................... 1014
- Nancy Quimby ................... 999
- Susan Harvey ..................... 971
- Michelle Westberg .............. 933

**MEN DOING THE MOST RIDES:**

**WOMEN DOING THE MOST Rides:**
- Johnson 77, Battis 68, Angle 55, May 52, Emerson 49, Carroll 47, Nelsen 45, Ziemeir 44, Lim 41, Rabe 41.

**LEADING THE MOST RIDES:**
- Randall Huskamp 97, Chuck Ryan 80, Lyle Koehler 55, Carol Fitzgerald 36, Mike Beadles 32, Jonathan Grad 29, Diane and Duane Kasper 27, Tom Hewes 25, John Rogers 23, Michelle Westberg 23.

**BIGGEST RIDES REPORTED FROM EARLY JUNE THROUGH JULY 10:**
- July 4 .......... Watermelon Ride ...... 108
- June 1 .. Tour of Lakes .......... 65
- June 15 .. MN Ironman .......... 44
- June 5 .... Whole Enchilada ...... 43
- June 19 .... Whole Enchilada ...... 41
- June 7 ...... Duluth ............... 36
- June 8 ...... Sonny’s .............. 36
- June 12 ... Whole Enchilada ...... 36
- June 29 .... Arden Hills Cafe .... 35

**SINCE THE LAST ISSUE:**
- Ryan’s lead is cut in half and the top five remain the same. For the women, Johnson extends her lead and Carroll jumps way up to third.
- **OVER 1000 TCBC MILES:**
  - Doug Nelson notches his 39th straight year to continue to remain first all-time. Bob Hoffman now has 31 and is still fourth. Jeff Johnson reaches 30 to stay fifth all-time.
- **OVER 4000 TCBC MILES:**
  - Randall Huskamp makes it 12 years to take.

**ON THE BRINK:**
- Sue Blum and Pete Hawkins have nearly reached 1000 and Liesa Miller almost has 2000.

**COMMENTS:**
- I am not sure how this accident could have been avoided without making some assumptions. When going over bumps in a road it is always a good idea to slow down, relax to absorb the up and down motion and keep a firm grip on the handlebars. For all I know the rider may have done all these things, and, if so, he still fell. Some accidents just happen and cannot be avoided.

**A GENERAL SAFETY OBSERVATION:**
- I have noticed recently that club and other riders when passing riders or pedestrians are failing to do so properly. You should always pass on the left side and call out “on your left”. Why is this? It is because one expects that a rider passing will do so on the left, and because a rider almost always has a mirror on this side to see what is behind him or her. If for some reason you must pass on the right, it is imperative that you call out “on your right”, otherwise the rider you are passing will never expect you to be passing on the right. For your own safety and that of other riders, always call out when you are passing.

**RIDE SMART, RIDE SAFE**
- Paul Frenz, TCBC Safety Committee

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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. ___ / ___ / ___

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(TCBC Ride Leader)
Misterwestie1@yahoo.com

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• 4 Fun and Challenging Routes
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• Well Stocked Rest Stops with supportive and friendly volunteers
• SAG Support
• Strava Segments – New 2019
• Post Ride Meal
• Post Ride Party

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