PROMOTING SAFE EFFECTIVE BICYCLING AND RECREATIONAL BICYCLE RIDES
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2019 Annual TCBC Recognition Banquet
Saturday, Feb 16th - 5:00pm
Crystal Lake Golf Club in Lakeville

Let’s celebrate our 2018 volunteers and biking season accomplishments!

The banquet will be held at last year’s venue in Lakeville, in Dakota County. The Crystal Lake Golf Club is located at 16725 Innsbrook Drive, Lakeville, 55044. This is 7 minutes southeast of the 35E and 35W split, off of exit #86.

Registration and Social Hour will start at 5 PM (cash bar). This gives everyone a chance to check out our sponsor booths, upcoming club volunteer opportunities, and socialize. Dinner will start at 6:30 PM and the program will begin immediately following the dinner. The theme is to be determined.

Signup info will be on the website and a theme is still being decided. Registration will only be available online and pre-registration is required. biketcbc.org/banquet

See you at the Banquet!

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 - 2017-2018 WOMEN’S HIGH MILEAGE AWARD RECIPIENT -- LINDA JOHNSON
THIS MONTH WE RECOGNIZE

Evie Walters
A big thanks for arranging the dinner & meeting. And Thank you to the following Volunteers for helping with the Annual Meeting

Shelby Miller, Kasey Kramer, Bob Fix, Ginny Halloran, Edward Eroe, George Blank, Bob Brown, Pete May, Doug Nelson, Pete Hawkins and Jake Gjoraas for acting as our presenters.

Jim Pederson, Jackie Battis and Linda Johnson for registration and Merchandise Sales.

Jackie Battis, Linda Johnson, Mark Gregory, and David Noennig: thank you for leading the 2018 Pink Express rides while I rearranged my life. (Marina Chow)

Bob Fix
I wish to thank Bob for taking care of the Recognition e-mail problem. Now I get them directly to my email account. (Mike Kubes)

THANK YOU!
We want to extend a big thank you to all the volunteers that make this club run during the year.

If you know of someone who should be recognized for something they have done, please send an e-mail to Recognition@bikeTCBC.org.

UPCOMING EVENTS

British 3-speed Bicycle Group
WHEN: TUESDAY JANUARY 15th, 2019 - 7:00 – 8:00 PM
WHERE: St. Anthony Library – 2941 Pentagon Drive N.E, St. Anthony 55418 – 612-543-6075
JON SHARRATT will be presenting a program regarding a local 3-speed/ British bicycle group called Gentleman Cyclist of which he is the Shirt-Tail Organiser, the Keeper of the Cask being TCBC’s own Steve Brink. I have recently met with this group at their headquarters, barley John’s Brew Pub, and found them to be of high enthusiasm and great fun. Jon will be talking about historical and cultural matters associated with the heydays of the British 3-speed, about the bikes themselves, and about the activities of the local group, including the 2-day Lake Pepin 3-Speed Tour, and the 3-day All British Cycling Event based from Barley John’s Brew Pub in New Brighton. I can promise you a very informative and enjoyable program, and the opportunity to meet esteemed principles from this group, including a post program adjournment to just down the road at Barley John’s.

SPACE IS LIMITED.
IF YOU WISH TO ATTEND – E-mail – Bob Brown – MnFolbot@aol.com

Personal Electronic Transportation Devices
WHEN: TUESDAY, FEBRUARY 12TH 2019 – 7:00 PM
WHERE: EVOLVE – 5500 West 36TH Street, St. Louis Park, 55416 - 952-224-0897

BRAD BANYAS of EVOLVE will present a program regarding personal electronic transportation devices including all types of E-bikes, E-scooters, SEGWAYS, and the new mini SEGWAYS. I have spent some time talking with Brad, who is a specialist in electric assist bikes and full electric personal transportation devices, and have found the subject to be more involved and interesting than I had previously thought. I often ride near the U of M and the Stone Arch Bridge, and see that electronic personal transportation is becoming, more and more, the new thing. This program will prove interesting, regardless of whether or not you are thinking about using electronic transportation. Because this is a winter Bike U, Brad has made an accommodation: ATTENDEES WILL RECEIVE A VOUCHER FOR A ONE HOUR TEST RIDE, usable when conditions improve.

SPACE IS LIMITED. IF YOU WISH TO ATTEND – E-mail - Bob Brown – MnFolbot@aol.com

Swiss Cheese & Spotted Cows
JUNE 27-30 Thursday-Sunday
Exceptional cycling, vibrant & bicycle friendly Madison, lavender fields, hop farm tour, happy hours and GREAT FUN!!
Sponsored by TCBC member Mary Derks

www.scscbiketour.com

Bob Brown
TCBC Bike U Coordinator
612-986-5838
NEXT TCBC NEWS DEADLINE for the March-April issue will be Monday, February 4.

TCBC BOARD OFFICERS ARE:
President Shelby Miller (starting his second year in that position), Vice President Mike Kubes (second year in that position), Secretary Kasey Kramer (fourth year in that position). Board meetings will usually continue to be the second Monday of most months.

WEATHER WATCHING: October and November were both cooler and cloudier than normal, making for more challenging biking.

APRIL 2019: With no word about the former MINNESOTA IRONMAN event happening, TCBC will plan on doing the NOT THE IRONMAN RIDE from Delano again unless things change.

WRITERS WANTED: Do you have an article to share with TCBC readers about biking or a trip recap? Please submit to me at news@biketcbc.org.

CONGRATULATIONS to the Bicycle Alliance of Minnesota (BikeMN), formally created in the fall of 2008, on their 10th anniversary!

By Doug Nelson

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BIKE TRAILS AND ROUTES

5 Mile Loop on New Trails from Stillwater over 94 Bridge to Houlton

(FROM A MNDOT PRESS RELEASE, referencing the 5-mile loop on new trails from Stillwater over the 94 bridge to Houlton and back to Stillwater): Construction on the Wisconsin Loop trail project is complete for 2018 with a number of major accomplishments. During this past season, we completed the loop trail from the pedestrian tunnel to the life bridge through Houlton, built three parking lots, and constructed two trailheads. Work on the loop trail will resume in spring 2019 and includes completion of work on the old WI Hwy. 64 hill with pavement marking and signing and installation of railings.)

ADDING TO THE ABOVE: I drove around there this November. Near the Houlton School is a large paved parking lot with a trailhead building and bathrooms. From Houlton, the old County E hill (the bane of many bikers) down to the St. Croix is no longer usable — no road, no trails remain. The old Hwy. 64 hill has been newly repaved into biking and hiking lanes, with a Hilltop Trailhead with paved parking. Looks like finishing the old lift bridge is still the big project to make the loop complete, hopefully opening this summer.

THIS WINTER: The Gateway Trail from St. Paul to Jamaca Ave, and Brown’s Creek from the Manning Ave bridge to Stillwater, will be plowed this winter and it may take 2-3 days after a snowfall.

GATEWAY: Construction will begin in 2019 to realign the trail at Hadley Ave, just south of Fleet Farm. Hadley Ave will become a bridge at the trail junction, with the Gateway Trail running under Hadley in an on-grade box culvert style tunnel. The traffic lights at Hadley will be replaced with a cloverleaf interchange, and Hadley will be a bridge over Hwy. 36. A trail detour will be added to bypass the construction area. The detour will use city streets, taking trail users south to the next I-694 underpass at 50th St N and then back north to the trail. The project should be completed in 2020. The estimated project cost is $1,400,000 for the trail crossing project.

BROWN’S CREEK SECTION: DNR traffic counter sensors recorded 600-1600 people per day on average from August through October on foot or on bikes on the trail. Saturdays had the highest use, Tuesdays the lowest. Highest numbers were between 10 AM and 4 PM.

By Doug Nelson
(with much info from the Gateway Brown’s Creek Trail Assn.)

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IN BRIEF

FAT BIKE RENTALS

RESERVE YOURS NOW @ TONKACYCLEANDSKI.COM

952-938-8336
16 Shady Oak Rd, S Hopkins, MN 55343

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VOLUNTEER CORNER

I do not have any known upcoming events that the club would need volunteers for at this time.

However, the club is run by volunteers, so look for volunteer opportunities throughout the year, both in the newsletter and on the website.

Mike Kubes Volunteer Coordinator

---

BY DOUG NELSON

(JAN/FEB 2019 TCBC NEWS)
NEW MEMBERS

A short list since the last issue. We welcome you to TCBC!

Bob Diedrich
Pat Diedrich
Michelle Dose
Kari Edwards
Austin Gray
Chuck Hodgson
John Linn
Jean Mangan

TCBC BOARD OF DIRECTORS:
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WEBMASTER
webmaster@biketcbc.org

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

SCHEDULE CHANGE
From now on, the printed schedule will only be including certain meetings, special events, and extended trips. Regular daily rides will no longer be included. See the website for completed and updated information.

JAN 14 6:30 PM BOARD OF DIRECTORS BUSINESS MEETING.

JAN 15 7 PM BIKE U: BRITISH 3-SPEED BICYCLE GROUP. See separate story.

JAN 27 12:30 PM NEW RIDE LEADER TRAINING COURSE. See separate story.

FEB 4 DEADLINE FOR MARCH-APRIL TCBC NEWS. Doug Nelson, newsletter@biketcbc.org.

FEB 11 6:30 PM BOARD OF DIRECTORS BUSINESS MEETING.

FEB 12 7 PM BIKE U: PERSONAL ELECTRONIC TRANSPORTATION DEVICES. See separate story.

REID ZEUS DT
All-terrain conqueror with Shimano SLX and hydraulic disc brakes from down under!
$1439.99

45% OFF
Tune-ups and Overhauls for TCBC Members

REID CYCLES
Other models “Boss” starting from $525.

CARS 300 BIKE SHOP
carsbikeshop.com

Mon Thur Fri 10 - 8
Tues Wed 10 - 6
Saturday 10 - 5
Closed Sundays Jan Feb

763-784-6966
2661 County Rd I and Mounds View Boulevard
Mounds View, MN 55112

COMPLETE CALENDAR AT BIKE TCBC.ORG

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.

FEB 16 ANNUAL RECOGNITION BANQUET IN LAKEVILLE. See separate info or website.

MAR 11 6:30 PM BOARD OF DIRECTORS BUSINESS MEETING.

MAR 30 1 TO 3 PM. TCBC ANNUAL SWAP MEET

Jan 14, 2019

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MAR 30 1 TO 3 PM. TCBC ANNUAL SWAP MEET

Jan 14, 2019
Bike trails offer many advantages to cyclists, such as being free of automobiles and their toxic fumes, along with improved scenery and a closer proximity to nature. But they are not risk-free...

Bike Trail Guidelines

- Biking speed on bike trails must be reduced to take into account all of the hazards listed above.
- If a bike trail has a posted speed limit, it must be obeyed.
- In most cases, a speed limit of less than 16 mph is recommended.
- Fast riding alone or in groups is not appropriate or safe on bike trails.
- Bicyclists should ride single file on busy trails or ones with poor sight lines.
- When approaching dogs and/or horses, slow your speed, announce your presence, and be wary of their behavior.
- Stop and yield signs must be obeyed at all bike trail intersections.
- Use extra caution in tunnels and under bridges.
- At road intersections, if no painted crosswalk is present, trail users must wait for a clear intersection to cross.
- Calling out “Passing on your left!” and using a bell if available, should be done whenever passing other trail users.
- Remain alert for unannounced passing cyclists and other trail users.
- If stopping on a trail, get completely off the trail with your bike.

- As when on the road, always call out hazards and signal your moves to riders behind you.

by Pete Hawkins
Parks and Trails Council of Minnesota

We value and promote:
- Sustainable, long-term statewide land stewardship and conservation
- Outdoor recreation for its educational, health, and community benefits
- Openness, inclusiveness, collaboration, and volunteerism
- Service as an independent, honest, and forthright voice for parks and trails
- Decisions informed by the best available science and data

There are now more than 3000 members and I am proud to be one. I enjoy their newsletter called Special Places, published three times per year, and occasionally use news from it in the TCBC NEWS. Their website is www.parksandtrails.org. There are six Club Partners listed in their newsletter, including TCBC. They also publish a quarterly magazine called "TRAILS: The Parks & Trails Journal" (www.MnTrails.com) which seasonally features the wealth of recreational trails we enjoy in Minnesota. Members receive both publications by mail.

One important activity of P&T is working with partners to ensure that urgently needed land is acquired for parks and trails. Sometimes the organization purchases land while it is still available, but before a public partner (usually the Minnesota Department of Natural Resources) can get legislative authorization to make the purchase. The public partner will eventually assume ownership of the land and manage it for the public's benefit.

P&T helps make our state the wonderful place that it is — we would not have many of the bike trails and parks we all enjoy without them. Just last week, members such as myself were informed that a key piece of property in Tettegouche State Park was available, as a bed and breakfast on Hwy. 61 had closed, which includes some woods next to the cart-in campground and a stretch of beach along Lake Superior! I know this area and it gave me a special feeling to financially contribute to this.

P&T also does other things, including lobbying and informing their members of legislative issues. In the last session, they advocated against a bill which would have redefined state parks by allowing the use of all-terrain vehicles (ATV's). This did not pass. To quote their newsletter, "We expect state parks will continue to be under pressure to allow more and more motorized recreation. We are steadfast in our belief that Minnesota State Parks are not the place for ATVs."

by Doug Nelson
Mark your calendars for May 31 - June 2 for a weekend of great riding and socializing in the beautiful Brainerd Lakes area. The Tour of Lakes weekend will consist of the 30th annual Tour of Lakes (TOL) outreach ride sponsored by the Paul Bunyan Cyclists on Saturday, June 1, along with TCBC rides on Friday and Sunday (May 31 and June 2, respectively.)

Saturday’s TOL ride features two mileage options: 35-40 miles and 65-70 miles. The tour is known for its quality, variety, and quantity of food at the rest stops, with past tours featuring such treats as breakfast burritos, fresh fruit, walking tacos, corn on the cob, yogurt parfaits, root beer floats...you get the idea!

For more information, please go to the Overnight Trips section of the TCBC website or contact me (maryderks@yahoo.com, 651-335-6505). I hope you can join us on this fun-filled weekend!

By Mary Derks

Good Ol’ Days Resort (www.goodoldaysresort.com) on Lower Cullen Lake in Nisswa, just north of Brainerd. Each person is responsible for booking their own lodging. Be sure to tell them you’re with TCBC when calling.

Lodging for the weekend will be at Good Ol’ Days Resort (www.goodoldaysresort.com) on Lower Cullen Lake in Nisswa, just north of Brainerd. Each person is responsible for booking their own lodging. Be sure to tell them you’re with TCBC when calling.

For more information, please go to the Overnight Trips section of the TCBC website or contact me (maryderks@yahoo.com, 651-335-6505). I hope you can join us on this fun-filled weekend!

By Mary Derks

THIS YEAR’S MEETING was November 11 at our Lakeville location. This event includes dinner before the business meeting and board elections. The meeting is a requirement of the club’s non-profit status and requires a membership quorum, which we easily reached with around 110 people attending.

Re-elected to the Board of Directors were current members George Blank, Bob Fix, and Kasey Kramer. The new Board member elected was Dick Stardig, who replaces the outgoing Pete May on the Board.

The usual meeting formalities were observed, including financial reports and highlights of the past year. Some news during 2018 included: a new mechanism for scheduling rides, ride submission changed to 48 hours year-round, partner rides, and 25th anniversary jerseys and other attire.

Club membership dropped a bit this year again. Sponsorship levels were slightly less than the year before, with no increase in ad rates for 2019.

1676 club rides went, with 978 members participating in at least one club ride, which is 72% of the membership. 413 members did at least 10 rides. Reported accidents were 12, tied for the lowest since at least 2012, and 7 of them were single-bike accidents. There were 19 newly trained leaders in 2018, with a total of 191 now in the club. 121 people led four or more rides.

2019 emphasis will be on: a continued focus on safety, exploring ways to maintain and increase membership, evaluation of technology enhancements, and ride stats programming improvements and upgrades.

As usual, thank you to the many volunteers who planned and participated in the meeting, and thanks to all who attended for your interest and support! See the Recognition Corner and the list of stats for more details.

By Doug Nelson

Small Group Supported Bicycle Tours in Wisconsin
Indoor lodging, meals, off bike activities

Around Wisconsin Bicycle Tours

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25% OFF one piece of clothing including gloves

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TRIPLE BYPASS
JULY 13 2019
TAKE ON A LEGENDARY COLORADO CHALLENGE.
REGISTRATION OPENS: JAN. 2ND

RIDE 1, 2, or 3 MOUNTAIN PASSES

JUNIPER PASS
LOVELAND PASS
VAIL PASS

TRIPLEBYPASS.ORG
As far back as I can remember, I’ve always loved bicycling. I don’t know if my first wheels (a Cheetah!) qualifies as a bike — it had pedals! My parents learned quickly that I had an adventuresome spirit, and rolling around the neighborhood without supervision was in my blood. I learned quickly that my adventuresome spirit would limit my saddle time to rides with Dad to the Dairy Queen for a kiddie cone. And that was punishment I could live with.

My bike was how I lost my first baby teeth. There was a faceplant into 22nd Street just a block away from home. I believe that the accident report read something along the lines of “Rider was not paying attention to the road when rider hit a pothole and went over the handlebars. Injuries included two lost front baby teeth and fat lips.”

Not less than a week later, my bike was how I lost my first bottom two baby teeth. The accident report there said something like, “Rider was not paying attention to the road when rider ran into back of parked car. Injuries included two more lost baby teeth and re-fattened lips.” I didn’t fess up to this one. I told my parents that I got hit by a soccer ball while playing at recess. The tooth fairy paid all the same.

My voyaging continued in elementary school with my Dad quizzing me on how I could go through tires so quickly on my bike. After telling him that I liked to ride and not that I loved to skid when I was braking (although I enjoyed that too), he bought me a speedometer for Christmas in 4th grade. You know, the kind with a needle and round gauge! This was a bit of a blessing and a curse the following summer. While putting 1800 miles on the bike was good, hunting for the best hills to try to max out that needle at 35 MPH was probably not. I don’t recall ever maxing it out, but I hit 30 a few times. Fortunately, no additional (and now permanent) teeth were lost in my adventures.

All the while growing up, bike rides with my dad on trails and different roads was a treat to look forward to and I never turned down a ride.

By 7th grade I had a paper route and, yes, MONEY! This meant daily bicycling excursions to Mr. Pizza for lunch, maybe Apache Mall, and all other areas of town that have been opened up by my wise old age and expansion of cycling range.

Unfortunately, again I found myself in trouble when after nearly 3,000 miles on my first ten-speed — a Schwinn World Sport — my Dad made the mistake of asking where I rode. Rather matter-of-factly (since I learned fairly early on that I’m a terrible liar), I told my Dad that many days I rode out to the north side of town (Rochester) — hit the Douglas trail to Pine Island, then hit County Road 5 to Byron, maybe stopped at the Dairy Queen there, before coming back into Rochester on Country Club Road and to Mr. Pizza for lunch (about 40-43 miles). My father pondered my response and said OK. The next morning, I went outside to find my bike chained to the garage. I think my Dad was actually impressed, but if my Mom learned of said exploits, I’d probably be dead. In hindsight, this was probably not the wisest choice for a 13-year-old — but I loved the rides and was naive enough to not know any better. Lucky for me, school was about to begin and I settled for street hockey and other mischief things that boys do on summer break.

Through junior high and high school, baseball took up the majority of my time and the pedals of the bike were replaced by the pedals of an automobile. But I missed the bike, the freedom of being out on the road or a trail, as it took me back to a simpler time. My junior year of college, my roommate, who will remain unnamed, bought a new bike for riding to school. But he never rode it! He was always running late so he took his car into campus. Finally, I asked if I could take it to class. Reluctantly he agreed — the bike was still brand new after all — 0 miles on it. He gave me his new bike lock (from a major super-secure manufacturer of bike locks) and I was off. It was an utterly blissful ride to campus at the University of Minnesota. I left early and took the long way with a few miles up the trail on West River Parkway before turning back. A single hour of class and I could be back on the bike for a few more miles. After class I returned to the rack where I locked up my roommate’s new ride and found pieces of a lock and no bike to be found. I was crushed, and so was my wallet, as I was out $300 to pay him for his new bike.

All the while in adulthood, my Dad has always been the encouragement to get back on the bike and I love him for that. He rebuilt old bikes for me to ride, scavenged together parts for other bikes, all in an attempt to rekindle that joy I had as a child. Maybe he learned long ago what I eventually came to realize now — that being out on the bike is an escape to simpler times. Where the whirring of gears and wind in your face are the salve to all of life’s anxiety and troubles, if only for that fleeting time. Because once you’re on the bike, it’s all about the ride.

By Bob Fix
Although it takes many dedicated volunteers to operate the internal structure of TCBC, it is truly our ride leaders who make TCBC successful. They are its public face and the ones who determine to a great extent what kind of bike club it is. By becoming a TCBC ride leader you can, within the moderate constraints of our rules and guidelines, lead the kind of rides that you want, to locations you prefer, and at times you would like to have them. As a TCBC ride leader, you will have an important role in shaping the character and success of TCBC.

For 2019, we are presently offering one new ride leader training class on Sunday, January 27, from 12:30 to 4:30 PM; another class may be added later if sufficient demand exists. New ride leaders will also be required to either attend or view the video of the TCBC Ride Leader Forum that will be scheduled for an evening in mid-April.

To qualify, we ask that you be a current TCBC member who has been active with the club for at least one summer biking season and that you agree to follow the rules and guidelines of TCBC. Also, that you have a true desire to help make TCBC a welcoming organization that’s focused on sharing the joys of bicycling with others and promoting safe and responsible riding. Lastly, you need to be fully accessible through email and telephone.

Please note that our ride leader training is specifically designed for TCBC and is not in any way a general leadership course. Participants will learn about the structure of TCBC, its communication systems, its rules and guidelines, and how to schedule and lead a TCBC ride.

I think that most of our present and past ride leaders would agree that assuming the role of TCBC ride leader has been a rewarding experience for them. It’s a role that offers opportunity for growth in many ways. I hope you will give your thoughtful consideration to becoming one of our valued ride leaders this year.

If you qualify and would like to register, please go to the TCBC homepage and click on the link to register. There is no cost to participate, but you are expected to lead several TCBC rides in 2019. There is a limit of ten participants. Please do not wait till the last minute to sign up; if there are not enough signups for this class, it will be cancelled. Information about any schedule changes will be posted on our website.

The Enjoyment of Winter Riding

(EDITOR’S NOTE: An article from the spring of 2003 recaps riding in the previous winter.)

Looking back to last fall, I never thought I could tolerate a ride in cold temps and snow. When winter comes, I’m usually bundled up inside with the art projects, take on a form of creative hibernation, and don’t go out biking until the temps hit the mid-50’s. Unexpectedly this winter was very different!

Early last November, Kate Kovar told me I was a winter rider when I took part in a ride with just an ounce of snow on the ground. When she said that, I’ll admit I really wondered how much longer I would last — maybe another ride or two, if I’m lucky? Was I ever wrong!

With the friendships that developed, the motivation and encouragement of other riders, and the determination of the ‘true hard core’ riders who would ride in most any temperature (myself now included), I survived the winter. Actually it got easier with time and winter biking clothes. For those of you thinking, “I would never attempt that,” it does keep you warm, as long as you are pedalling and bundled up.

Winter rides are somewhat different than summer rides. Depending on the weather, between 4 and 12 people usually showed up, with a few larger turnouts. This let us connect with other riders who became our friends and were the only ones to understand the reason we were out there riding. They were also different than the summer rides, in that the number of packs decreased and we often stayed together as a group, allowing us to get to know one another pretty well.

Last of all, I simply want to say Thank You to those who led the majority of winter rides (Kate Kovar, Scott Larson, Jim Joy, and Charles Breer), as well as to some of the consistent riders who shared much encouragement, enthusiasm, determination, and a passion for winter cycling.

By Lisa Dust

You Know Not to Ride Your Bike Outdoors When:

(EDITOR’S NOTE: Here’s something to warm us up during winter. It’s from our newsletter in the summer of 2001, and the author’s name is not recorded.)

- The best parking place is determined by shade instead of distance.
- Hot water now comes out of both taps.
- You have a flat on your bike, which was lying in your car in the heat and exploded.
- You learn that a seat belt buckle makes a pretty good branding iron.
- You discover that in July it only takes two fingers to steer your car.
- You break a sweat the moment you step outside at 7 AM.
- You discover that you can get sunburned through the car window.
- Your biggest bicycle wreck fear is, “What if I get knocked out and end up lying on the pavement and cook to death?”
- You actually burn your hand opening the car door.
- You realize that asphalt has a liquid state.
- The trees are whistling for the dogs.
When I met the English Bike

I grew up in Northfield, a college town. Professors, as we all know, have always been an eccentric bunch, and some of them even rode around town on bicycles. It’s true! Grown men riding bikes! In all my years of riding, I had not seen that. Those men tended to favor black bicycles with skinny tires.

I very clearly remember meeting one of those black bikes for the first time. I don’t recall the rider except that he was an older and bigger boy than me, and that I thought of him as being disadvantaged, his father being a professor. He was showing his father’s bicycle to some other older boys and letting them ride it. I stopped by to see what was going on.

Three boys tried out the black bike while I was there, returning with stories of riding up the hill by the hospital without having to stand up and pedal, and of how easy it was to go up a hill in “low”. Inquiries regarding what kind of bike it was were met with the simple description that it was an English bike. Further discussion revealed to me that it had three speeds, a concept with which I was familiar, having previously pestered my father about the shift lever on the steering column of our Ford.

When it was my turn to try the English bike, I did at first find it inferior to my Hiawatha because it was so awkward. The pedals were way too far from the seat, upon which I could therefore not sit. Worst of all, the top tube was dangerously far from the pedals, requiring of me a precarious tiptoe style of pedaling. When I backpedaled, there was no coaster brake, and the hand brakes were hard to reach and too big for my hands. Nonetheless, I figured I could ride the bike anyway. I was, after all, in 2nd grade, with more than 3 years of riding experience, and I was unencumbered by a helmet.

The ride didn’t go that well, but going up the hill by the hospital, I could tell that the pedals turned more easily than those of my Hiawatha. This easy pedaling I considered to be such a great feature that, for some time thereafter, I dreamed of an English bike made especially for 2nd graders. I even stopped by the hardware store to see if any had come in. Sadly, they never did.
ALL BRITISH CYCLING EVENT

ON TUESDAY JANUARY 15TH, 2019, join us as we attempt to explain the anomalies known as The Lake Pepin 3-Speed Tour and the All-British Cycling Event. Yes, these events are limited to English built bicycles and that explains the dignity of it all but not the popularity.

Based upon English cycle touring in the 1930s, The Lake Pepin 3-Speed Tour is an enigma of cycling events. Distinctly non-tweed, non-lycra but quite well accessorised, this is a serious long-distance 2-day tour that starts in Red Wing, continues to Wabasha via the Wisconsin side and the next morning we continue back to Red Wing via Lake City.

SOME OF THE HIGHLIGHTS INCLUDE: The Blessing of the Bicycles, prize drawing, competitive tea brewing, bakery invasion, historical markers, The Old Stone Wall, breathtaking vistas and naps in the grass.

The ABCE is the 3-day companion event based in New Brighton at Barley John’s Brew Pub. We start with a reception on Friday evening, a longish Saturday tour of Minneapolis and St. Paul that begins and ends at Merlin’s Rest. Sunday continues the madness with a cycle jumble, social hour, gravity race/pastry joust, bicycle judging, stories both true and otherwise, and concluding with the award ceremony and prize drawing. All of this is heavily peppered with dry English humour.

www.3speedtour.com
www.ABCEtour.com

Jon Sharratt,
Tech Support Specialist

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JON SHARRATT - SHIRT-TAIL ORGANISER • GENTLEMAN CYCLIST

Lake Pepin 3-speed Tour

JULY: Turtle Saved by Mellow Monday Rider. Rain, sun, and turtles?
YES! Twelve of us set off on a mellow 28-mile ride. The threat of rain at the start did not deter this group. We all rode in light rain and took shelter under a large tree when the rain got heavy (no lightning). Even though Sue Blum gave us all a warning of glass on Vadnais Blvd, Paul Lee chose to ignore her warning and got a flat. Then the troupe stopped at McDonalds for an ice cream treat. We thought this was probably the highlight of the evening, but we were wrong... The riders were still together on the last leg of the ride when we spotted a large turtle crossing Old Snelling Ave. Laurie Dinneen took charge and grabbed the turtle and returned him (or her) to the lake. Traffic stopped and the bikers all cheered for Laurie and the turtle. My goodness, our rides are just so exciting.....

1997 RECAPS

JULY SOMETIME: THE FIRST ANNUAL “RIDE AND EAT PIZZA/PASTA” WAS A GREAT SUCCESS.
Ten hearty riders met for the first New Member Ride on a dark, dreary, rainy day. The forecast did not sound good! What did these people decide to do? They opted for the “Eat” part of the description and declined to do the “Ride” part. We were given a private room at the Green Mill. Some funny riding and running stories were shared and we got to meet some new members. It goes to show that you don’t need to ride in the rain to have a good time! Thanks to you who turned out, and we will reschedule. We just have to use the neat maps Pete May did for us. Thanks Pete, they will get used yet!

By Dona and Tom Devine

JULY 1: Turtle Saved by Mellow Monday Rider. Rain, sun, and turtles?

Two Devine Recaps
(Written in 1997)
### Various Ride Stats for 2018 and for All-Time.

**TOTAL RIDES** taking place during the 2017-2018 ride year: 1676 (previous year was 1831).

**TOTAL MILEAGE** was 630,024 (previous year was 728,643).

**WOMEN OVER 1000 MILES ON TCBC RIDES:** 49 (previous year 62).

**MEN OVER 1000 MILES ON TCBC RIDES:** 146 (previous year 169).

**RIDES GOING:** 145 A rides, 566 A/B rides, 352 B rides, 214 B/C rides, 297 C rides, plus others. Totals in each of these categories dropped from the previous year, with the largest decrease in B rides.

**RIDES GOING:** Saturday 284, Sunday 283, Wednesday 258, Thursday 247, Tuesday 218, Monday 203, Friday 183.

### LARGEST RIDES OF THE YEAR
(Those signing up for mileage credit)

| Date       | Ride Name                                    | RIDES | RIDES GOING:
|------------|----------------------------------------------|------|-----------|
| 5/27       | Spring All-Club Ride                         | 146  | MEN:
| 9/1        | Fall All-Club Ride                           | 49   | WOMEN:
| 10/28      | Halloween                                    | 38   | TOTAL MILEAGE:
| 6/1        | Brainerd Lakes Ride                          | 51   | 630,024
| 7/4        | Watermelon Ride                              | 49   | (previous year was 728,643).
| 4/29       | Not the IRONMAN Ride                         | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 5/5        | Sonny’s                                     | 42   |
| 6/23       | Sonny’s                                     | 43   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 4/28       | Sonny’s                                     | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 7/18       | Whole Enchilada                              | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 8/15       | Whole Enchilada                              | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 9/5        | Whole Enchilada                              | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 3/17       | Joe Best Memorial                            | 38   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 8/11       | Sonny’s                                     | 38   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).

### LEADERS LEADING MOST RIDES

| Rider       | RIDES | RIDES GOING:
|-------------|------|-----------|
| 148         | Randall Huskamp                           | 146  | MEN:
| 113         | Chuck Ryan                                | 49   | WOMEN:
| 82          | Mike Beadles                              | 42   | TOTAL MILEAGE:
| 76          | Lyle Koehler                              | 43   | 630,024
| 73          | Diana Kasper                              | 42   | (previous year was 728,643).
| 73          | Duane Kasper                              | 42   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 71          | Richard Miller                            | 38   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).
| 67          | John Rogers                               | 38   | **TOTAL MILEAGE** was 630,024 (previous year was 728,643).

### ALL-TIME STATS

#### YEARS OVER 1000 TCBC MILES

<table>
<thead>
<tr>
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<tr>
<td>38</td>
<td>Doug Nelson</td>
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<tr>
<td>37</td>
<td>Pete Hawkins</td>
<td></td>
</tr>
<tr>
<td>36</td>
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<tr>
<td>30</td>
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#### YEARS OVER 2000 TCBC MILES

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<td>20</td>
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#### YEARS OVER 3000 TCBC MILES

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<td>13</td>
<td>Richard Miller</td>
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<td>11</td>
<td>Randall Huskamp, Jeff Johnson</td>
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#### YEARS OVER 4000 TCBC MILES

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#### YEARS OVER 6000 TCBC MILES

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<tr>
<td>13</td>
<td>Richard Miller</td>
<td>9</td>
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<tr>
<td>9</td>
<td>Katie Angle, Randall Huskamp</td>
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#### HIGHEST TCBC MILEAGES IN ONE ACTIVITY YEAR

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<td>2012</td>
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<tr>
<td>14,593</td>
<td>Richard Miller</td>
<td>2008</td>
</tr>
<tr>
<td>13,331</td>
<td>Richard Miller</td>
<td>2013</td>
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Dancing with the Devil

While spring rains and flood waters were threatening in Minnesota, bright skies and tail winds escorted us almost daily along our route. In our 700 miles, we saw many wild turkeys, dozens of turkey vultures, and one redneck (who turned out to be from Wisconsin, go figure). We celebrated our accomplishment at the Loveless Motel, a landmark known for its sordid history, but we only stayed for dinner.

David Gepner was instrumental in introducing our group to the local color. (Or was it we who provided the color to the locals?) Germaine Hall (aka Martha Stewart) bought an antique bathtub for her garden. (FYI, the bike trailer has since been equipped with hooks for future bathtub carnage.) Jim Walker won honors for being the perfect tourist and exploring all things historical. Walt Kuhlhorst and Jerry Hall proudly represented the septuagenarian sector. And Tony Wanscurra was our official photographer.

Mike Beadles provided the ultimate SAG support with his dutiful driving. However, David Pettit and Mary Wingfield were members of the “I don’t need no stinking SAG” club. Much credit goes to Mark Sorlie for making the IDNNSS club possible for me (wheel sucker extraordinaire). And Graham Hemphrey and Bill Crain were crazy enough to join me in my adventure of cycling home at the rate of spring. by Mary Wingfield

One Reported Accident and a Related Comment and Thoughts on Night Riding

OCTOBER 27, 10:10 AM: Rider was riding single file on a bike trail and came upon a group of women standing and taking photographs on the right side of the trail. Rider called out “on your left”. Nevertheless, one of these women walked onto the trail, colliding with the rider, who fell. Rider did not sustain any injuries. However, her helmet was cracked and her mirror was broken.

COMMENTS: When there are pedestrians on a shared trail or even just off a trail, one should certainly call out that you are passing them (which in this case did not work), and riders should also move further to their left to avoid a collision with such pedestrians if they decide to unexpectedly move to their left in front of passing bicyclists.

NIGHT RIDING: Now that it has gotten dark late in the afternoon, I have noticed many bicyclists riding wearing dark clothes and without any lights on their bikes. It is very difficult to see these riders and it is dangerous for the riders and for motorists who may hit them. If you ride at night, you should do the following:

1. Wear a yellow (or any color) reflective jacket or vest (such a vest can be found at Home Depot or Menards for under $10).
2. Wear flashing arm or leg bands (check Amazon or your local bike shop)
3. Put reflective tape on the side of your bike that can be seen by traffic approaching you from the side. There are also flashing or solid lights that can go between your spokes.
4. Have a good front white light and a good red rear light that can blink or be solid red.

When I ride at night, I always do all the above. I want to make sure that I am seen by all other vehicles sharing the road or trails with me.

REMEMBER: RIDE SMART, RIDE SAFE

Paul Frenz
TCBC Safety Committee

(EDITOR’S NOTE: Here’s an interesting group trip recap from spring 2001 by Mary Wingfield.)

If you were stopped by a sheriff, a judge, and a local reporter, you might be paranoid. But those who went down to Mississippi to ride the Natchez Trace (aka the Devil’s Backbone) were greeted with and treated to fine Southern hospitality by these folks. No bail money required this trip.

We got off to a fine start in Biloxi the last week in March. Since some of us were going to be biking home, we began with the ritual of dipping our tires into the Gulf of Mexico. And thanks to a slight mapping error (only 20 additional miles), we were able to get a century in on our first day out. (No need to say who was responsible, but the term “Mary miles” became a common way to describe anything required this trip.) I prefer to think of it as the ultimate training ride.

By the second day, we managed to bag our limit for abandoned puppies before pedaling on to Columbia, MS. There our Lycra and bright colors were enough for us to make the local paper.

We made our way across Mississippi and on to Port Gibson — the town one Civil War general described as “Too beautiful to burn.” It still is. The azaleas, dogwoods, and red buds were resplendent. We spent two days enjoying the local color and history before moving up the Trace. The Natchez Trace was an old Indian route used in the early 1800’s by ‘Kaintucks’ after rafting down the Ohio and Mississippi Rivers to sell their wares in Natchez. Today it is a lush parkway with many interpretive markers and historical sites.

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GET READY TO RIDE! Here’s your chance to pick up some great new and gently used bikes, parts, clothing, and accessories from TCBC members with more cycling stuff than we need. Our obsession is your good fortune, come get the bargains! This event is open to anyone with an interest in cycling. No admission, fees, or commissions are required. Buyers do not need to be TCBC members. However, all sellers must be current TCBC members or sponsors; you may purchase a membership ($30/$45) at the door. Bicycling related non-profit organizations may request free display space by contacting us in advance. Some non-profits will be accepting donations of bicycles, parts, or equipment.

Please forward this email to all of your bicycling email lists, club members, and cycling friends. We look forward to seeing you there!

Valerie Olson
Swap Meet Coordinator
Twin Cities Bicycling Club (TCBC)
http://www.BikeTCBC.org/swapmeet
http://www.facebook.com/events/1485586551703210/

16TH ANNUAL TCBC SWAP MEET
1:00 PM to 3:00 PM on Saturday, March 30, 2019
Hopkins VFW Post 425
100 Shady Oak Road, Hopkins, MN 55343
- Buy, sell, or donate new or used bicycling gear
- Find out more at: http://www.BikeTCBC.org/swapmeet
- Contact Valerie at: SwapMeet@biketcbc.org or 612-454-5084

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

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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. / /

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$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.