The TCBC Board decided this summer to combine the Annual Meeting, which is always held in November, and the Banquet, which is usually held in January or February. There were several reasons, including the possibility of attracting a larger audience than usual before some leave paradise in Snow Country for warmer climes.

The plan seemed to work well. The crowd was around 175, one of our largest meeting groups in our history. Each half of the meeting took around an hour, and there were still plenty of prizes drawn and distributed during that time. The food was great and the new meeting location in Fridley was the right size and located just a mile outside the 694-494 beltway.

The only way the Banquet section would work was dependent on all of the leaders getting their reports in on time at the end of the participation year so our statistics would be complete. They did it! Special thanks to Bob Fix for his efforts coordinating that. Some stats are listed separately, some are in this article. Here are some of the highlights, which included more than 100 powerpoint slides, put together by President Shelby Miller.

John Benda and Craig Larson were newly elected to the Board, and re-elected were continuing members Ann Harris, Mike Kubes, and Shelby. Leaving the Board were Fran Rabe and Edward Eroe and they were sincerely thanked.

Fran later was the recipient of the Volunteer of the Year Award, which is continued on page 10.
Valerie Olson:
Val was the driving force for the TCBC Swap Meet for 16 years. She also ran our Facebook page for at least 5 years and has helped with our website for years. Val also was a big help in getting the TCBC Meetup Group up and running. *(From Mike Kubes)*

For the Annual Meeting/Awards Banquet:

**Evie Walters, Liesa Miller and Ann Harris**

A big thanks to Evie Walters for arranging the combined event. Liesa Miller and Ann Harris for setting things up.

**To our presenters:**

Shelby Miller, Kasey Kramer, Bob Fix, Fran Rabe, Ann Harris, Edward Eroe, George Blank, Bob Brown, Doug Nelson, Pete Hawkins, Dick Stardig, and Diana Cohen.

**Scott Larson and Linda Johnson**

Scott Larson and Linda Johnson for registration and merchandise sales.

**Shelby Miller**

A big thank you to Shelby Miller for combining both presentations into one.

**Ann Harris, Linda Johnson, Tony Abelson, Dick Stardig and Shelby Miller**

And last, we cannot forget to mention Ann Harris, Linda Johnson, Tony Abelson, Dick Stardig, and Shelby for acquiring all the door prizes. *(From Mike Kubes)*

We want to extend a big thank you to all the volunteers that make this club run throughout the year.

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

Hello everyone!
Hello everyone, I am humbly honored once again to be able to continue on for a third year as president of TCBC. I’m happy to continue to do what I can to help give back to an organization that has given so much to me. I will continue to do my best to represent the interests of all types of riders. TCBC continues to be one of the top recreational bike clubs in the country because of our members’ diversity of bicycling interests, our active leaders and riders, and our incredibly talented and dedicated group of volunteers. I will do my best to help ensure the vitality of our club in future years by working with our members, volunteers, the board of directors, and others to maintain the great club we have, while also exploring opportunities to make it even better.

Thank you! I would like to take this opportunity to thank 5-year board member Edward Eroe for his service to the club as he departs the board. He has been, and continues to be, a valuable contributor to the success of TCBC. Thank you as well to 6-year board member and past president Fran Rabe for her leadership and years of dedicated service as she leaves the board. Congratulations as well to Fran for being named our 2019 Volunteer of the Year! As I mentioned at the annual meeting/banquet, recognizing only one person, or sometimes a couple of people, with this award should in no way minimize or diminish the incredible contributions you all make to the success of our club. And this is especially true for those few members who do an incredible amount of work year after year and who are worthy of receiving this award every year. I forgot to do so at the annual meeting, but I would like to take this opportunity to recognize and applaud those who were nominated to receive this year’s Volunteer of the Year award.

Congratulations to Bob Brown, Carol Fitzgerald, Bob Fix, Kate Kovar, and Kristi Linder! And, finally, I would like to welcome John Benda and Craig Larson to the board. We’re looking forward to working with them as they bring new perspectives and insight to the board.

On a more serious note, it has come to my attention that the process for bringing a complaint or concern to the board is not as clear as it should be. Rest assured, you do not need to be a master of the TCBC bylaws (located under the “Resources” tab on the website) in order to bring a complaint forward. If the complaint or issue concerns something that occurred on or is associated with a ride, please reach out to our leader liaisons. We have attempted to make this a little easier by adding a notice on the website under the “Contact Us” tab, on the “Board of Directors” and “Other Positions” pages. You are also welcome to contact any board director, who, depending on the issue, will take it to the leader liaisons or the full board for consideration. Remedies for improper/inappropriate leader or member conduct during official club activities could include suspension or revocation of ride leader status and/or dismissal from the board—these are extremely rare occurrences. Regardless of whether you are on a club event or not, it is my hope that all TCBC members and ride leaders will comport themselves at all times, not only in accordance with the law, but also in a manner that reflects positively on TCBC and on the bicycling community in general. Thank you!

Happy riding, Shelby

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**RECOGNITION CORNER**

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**PRES COLUMN**

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**FALL ALL CLUB RIDE**
IN BRIEF

NEXT TCBC NEWS DEADLINE for the March-April issue will be Monday, February 3.

TCBC BOARD OFFICERS ARE: President Shelby Miller (starting his third year in that position), Vice President Mike Kubes (third year in that position), Secretary Kasey Kramer (fifth year in that position). (EDITOR’S NOTE: History is being made here. In the 26-year history of TCBC, no one has ever been secretary five straight or total years! Kasey ties Tony Anthonisen for the second-most years as an officer (Pete Hawkins has been an officer an amazing ten years.). Also, the same three people have never been officers together for three straight years.)

ELEVEN PEOPLE have been killed at this writing biking on Minnesota roads this year, the highest since 13 in 2008. Nationwide in 2018, more people were killed bicycling than any year since 1990.

NEW BICYCLE FRIENDLY STATES ranking from the League of American Bicyclists: Minnesota has slipped from second to third behind Washington State and Oregon. Iowa is 26 and WI is 29. In the dreaded #50 Washington State and Oregon. Iowa from second to third behind


NEW BICYCLE FRIENDLY COMMUNITIES in Minnesota from the LAB: Hopkins and Albert Lea. Fergus Falls increased to a Silver ranking. Minnesota now has 31 BFC’s, with Minneapolis having the highest ranking at Gold.

RIDE EVERY ROAD: Congrats to Terry Stille. The 57-year-old Woodbury man recently finished doing what no one else has apparently ever done: biking every public road and street in Washington County — except those saying NO TRESPASSING or PRIVATE ROAD. It took him five years to traverse 31 cities and townships and total 7000 miles doing it. The county covers 423 square miles, from Hastings to Forest Lake. He saved the steep hills of Stillwater for the final miles. (There are other counties some of us could start on.)

By Doug Nelson

Bike U

BIKE TRAILS AND ROUTES

THE GATEWAY TRAIL CONSTRUCTION IS COMPLETED THROUGH OAKDALE, and a ribbon cutting ceremony was held in late November near the site where the new Gateway Tunnel passes below the newly redesigned Hadley Avenue. The Hadley crossing has been dangerous for trail users since the trail opened and it’s a great safety improvement. Also, about a third of a mile of trail has been repaved, which that stretch really needed. I was able to be present in a heated tent with cookies and plenty of political speakers, including Congresswoman Betty McCollum. They did a nice job on the trail and the road roundabouts and finished it ahead of next spring’s projected opening. Other Gateway news:
The trail reroute near 35E and Maryland: project is funded for construction in 2020.
Westminister Bridge improvement (a little east of 35E): work is expected by early summer.
Maintenance: striping on the trail was delayed by weather to spring. 146 trees were removed from along the trail in 2019.
DNR is working on options for extending the Gateway through and/or in the vicinity of William O’Brien State Park. All easements for the trail section from O’Brien to Scandia have been acquired.
BROWN’S CREEK TRAIL USAGE: the average for the previous 15 months was 450 users per day. From June through August it was 920 per day.

By Doug Nelson

Watermelon Ride: This ride has been put on yearly starting in 1982. Over 50 percent of the riders on the ride are non-members, making this the club’s big opportunity to showcase TCBC. Without volunteers, we can not put on this ride. In order to continue the event, we need some members to join the Watermelon Committee. What we need are the following:

Someone to take care of ordering the food, picking it up on July 3, and taking care of any extra needed on July 4.

A person to run the SAG operations on the day of the ride.

A person to run registration on the morning of the ride. This would entail setting up and taking down the site. Also they would need to keep track of members versus nonmember riders.

Having someone to be able to assist the club with some advertising of the ride would also be beneficial.

If this sounds like something you would be interested in, contact Mike Kubes at volunteer@biketcbc.org.

Check your Phone!
Get instant notification every time a Bikereverywhere map is updated. Updates are free.

www.bikereverywhere.com

BIKE U NOTE: During those long winter months, try cross-training with a bike buddy and check on summer bike tours. You want to stay physically and mentally fit for your biking activities.

DIANA COHEN

Volunteer Coordinator

Mike Kubes
Volunteer Coordinator

volunteer@biketcbc.org

Nutrition for Bicyclists

Tuesday, February 4, 1-3 pm
REI
750 W American Blvd W, Bloomington, 55420
(952) 884-4315

Skip the traffic, avoid the dark, plenty of places to park. Come with your questions and concerns about your nutrition. Hear from an expert. Luke Corey, RD, is a Registered Dietitian with Mayo Clinic Sports Medicine and Team Dietitian with the Minnesota Timberwolves. He will teach you how to use the power of nutrition to improve your performance on and off the bike. He may also provide insights on basketball; however, that would be a diversion from your primary biking sport.

RSVP BY WEDNESDAY, JANUARY 8. To register, go to: https://www.rei.com/events

Other questions or suggestions for future Bike U events, email: BikeU@biketcbc.org

BIKE U NOTE: During those long winter months, try cross-training with a bike buddy and check on summer bike tours. You want to stay physically and mentally fit for your biking activities.

Diana Cohen

DCCohen117@gmail.com

JAN/FEB 2020 TCBC NEWS 3
FOND MEMORIES?

SOME 2019 WEATHER

Wouldn’t want to forget a few challenges and facts from the year just gone by in the Twin Cities, would you?

JANUARY 19: the furthest into a winter we have ever gone before going below zero for the first time.

JANUARY 30: 28 below, the coldest temp for any date since 1996.

FEB. 7, 10, AND 12: record daily snowfalls for those dates.

FEBRUARY: the snowiest February ever with 39 inches, and it was the fourth snowiest month ever.

MARCH 3: a high of zero, a record low high.

APRIL 10-12: the fifth-biggest April snowstorm ever with 10 inches.

MAY, JULY, AUGUST: Each had about 6 inches of rain.

JULY 19: 95 degrees with a dewpoint of 80, the warmest day of the year.

NOVEMBER 27: a new record snowfall for the date of 7 inches.

COLDEST MONTH COMPARED TO NORMAL: February, 8 degrees below.

WARMEST MONTH COMPARED TO NORMAL: September, 4 degrees above.

IT’S RAINING/SNOWING AGAIN: by late November it was already the wettest year ever recorded here at 40 inches.

ONLY THREE MONTHS were warmer than normal.

By Doug Nelson

TCBC MEMBERS:
PUT IT ON A RACK
AND SAVE 15%*

Rack Attack Minneapolis
4170 Excelsior Blvd, St. Louis Park, MN 55416
(952) 926-7225 | rackattack.com

THE ORBEA GAIN IS THE FUTURE OF E-BIKES

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ads@biketcbc.org

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BIKE U Coordinator
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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
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 2020, we will be offering one new ride leader training class on Sunday, January 26, from 12:30 to 4:30 PM, in the Board Room of the Roseville Public Library. Another class will be added later if sufficient demand exists. New ride leaders will also be required to either attend the TCBC Ride Leader Forum that is scheduled for the evening of Monday, April 13, or view the video of it.

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 is focused on sharing the joys of bicycling with others and on 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 and history of TCBC, its communication systems, its rules and guidelines, and how to schedule and lead fun and safe TCBC rides.

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 become a TCBC ride leader, please go to www.biketcbc.org, look for this article on the homepage, and find the link to register. There is no cost to participate, but you will be expected to lead several TCBC rides in 2020. There is a limit of ten participants in a class. The deadline for registration is Wednesday, January 15. Please do not wait to the last minute to sign up; if there are not enough sign-ups for this class, it will be cancelled.

Information about any schedule changes or additional class dates will be posted on our website.

Pete Hawkins, TCBC Ride Leader Trainer
TRIPLE BYPASS | JULY 11-12 | 2020

RIDE 1, 2 or 3 MOUNTAIN PASSES

BACK FOR 2020
THE DOUBLE TRIPLE BYPASS, 240 MILES
**Minnesota Randonneurs**

**New look, new board, new rides!**

A lot has changed with Minnesota Randonneurs in the past two years. We have grown significantly, become more structured organizationally, and have had the experience of successfully running one of the largest randonneur events ever held in the U.S., the Coulee Challenge 1200k, in 2018. All of this has fundamentally changed how we perceive ourselves within the randonneur world and here in Minnesota.

Minnesota Randonneurs is now a 501c3 non-profit corporation with a board of directors with a lot of energy focused on growing our sport and creating new opportunities for our current and new riders to enjoy the randonneur approach to cycling. We currently have 230 members and website users.

Minnesota Randonneurs and TCBC have enjoyed a strong long-term (10 years) relationship, starting when we moved our route base from Rochester to the Twin Cities in 2010. TCBC supported us for several years from insurance, ride leadership, and ride calendar perspectives. About five years ago our national randonneur body (RUSA) began providing central insurance coverage so the relationship with TCBC has evolved but is still remains intact. We have gained many randonneurs from the TCBC ranks, so this means there is a lot of overlap between riders in both groups. Minnesota Randonneurs is a more independent organization now, but we still post our rides up to 200k on the TCBC ride calendar. We look forward to seeing more TCBC riders on our events this coming year and always enjoy meeting and riding with our TCBC friends on TCBC rides.

Here are some of the highlights of our upcoming rides, starting now and going well into the 2020 season. Have a look at what we are offering and check our website (www.MnRando.org) for more details and registration information.

1. **WINTER RANDO RIDES** keep your legs moving and let you enjoy the company of others on our winter-tested routes – flat and well-maintained throughout the winter with good places to stop along the way. We’re hosting two rides/month from December – March.
   a. 1st Saturday 200k brevet
   b. 3rd Saturday 100k Populaire

2. **COME SPRING** there are several fun rides on tap, of some them longtime favorites, with a couple of new twists. Here are the highlights:
   a. Escape to Wisconsin 119k - (74 miles) April 18th – a great season opener starting in Stillwater up to Osceola, over to Wisconsin for some smooth roads and a well deserved lunch stop at the Bass Lake Cheese Shop with sandwiches, meals and snacks before heading to Trout Brook Rd, one of the nicest hills anywhere, and it’s a downhill, before circling back to the start. This ride does have some uphills but is mostly mellow rolling on very nice cycling roads.
   b. City Slickers 200k – May 2nd - our classic tour of the Twin Cities – 5 major river crossings, several parks, trails, lunch at the Co-op in Stillwater, and guaranteed to take you to places in the Twin Cities you haven’t been to before.
   c. Fleche Team Ride – May 29-31 - Get 3-5 friends together, come up with your own 220-mile route, and ride it as a team over 24 hours, ending at our host hotel for a reception, followed by team stories and more food and refreshments. See the website for more information. More details/rules will be available soon. This is a fun team event – don’t miss it.
   d. Shakopee Gravel 100k – June 13th – a brand new route starting in Shakopee on good class B, fairly challenging gravel roads and a great place to rehydrate and recalorize at the finish.

3. **COME SUMMER** we have some more interesting ways to spend time on your bike:
   a. Golden Pancake 200k Night Ride, July 11th, starting at 8 pm. A great ride for those that haven’t done a lot of night riding and are looking for good company and a safe route to have a fun experience. The emphasis is on safety, riding as a group, and enjoying the ride.
   b. Zumbro 135k and 200k Gravel Challenge, Saturday, August 2nd. A fun, fairly challenging class B gravel adventure starting in Zumbrota. Lots of pretty scenery, with some good climbs and drops to go with long flat stretches along the Zumbro and Whitewater rivers.
   c. William Dodd Road Ramble – Aug 22 – one of our classic 200k brevets cruising through mellow rolling country roads south and west of the Cities. Follow the same route Jesse James and his gang used after their infamous Northfield Raid in 1876. The roads are a lot better now, but it is still amazing to remember that Colonel William Dodd and his crew built the original road from St. Paul to St. Peter in less than a summer in 1853.

These are just some of the highlights of the 2020 Minnesota Randonneurs season. In all we are sponsoring 30 events. Rides of 200k or less will be posted on the TCBC Ride Calendar as Outreach rides so you will get TCBC credit for them.

One brand new rule change from RUSA, our national randonneur governing body, is that all riders on a RUSA event must be a member of RUSA, due to new insurance policy requirements. RUSA membership is $30/year. Joining or renewing can be done quickly on their website at www.RUSA.org.

Annual membership in Minnesota Randonneurs is optional for rides less than 200k, $25/year for 200k and longer rides. See www.MnRando.org for details.

Check out our website, sign up, and come on out and ride with us. Cheers....

Rob Welsh
President, Minnesota Randonneurs
Regional Brevet Administrator
612-801-4196

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**REID ZEUS DT**

All-terrain conqueror with Shimano SLX and hydraulic disc brakes from down under!

$1439.99

**REID CYCLES**

Other models “Boss” starting from $525.

45% OFF Tune-ups and Overhauls for TCBC Members

**BIKE SHOP**

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<th>Tues Wed</th>
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<td>2661 County Rd I</td>
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The month of September is a great time to be in the mountains of Colorado. The aspen trees turn color, there are less tourists, and the weather is generally pleasant with fewer afternoon thunderstorms. This year, I spent 3 weeks in Colorado during September, planning to alternate between mountain biking and mountain hiking. While the mountain biking was good there on the Colorado Trail and the Buffalo Creek Mountain Bike Trail system, the major highlight of the trip turned out to be the mountain hiking. The highest mountains in Colorado are over 14,000 feet at their summits. They are known as 14ers and there are 54 of them in Colorado. I had already hiked to the summit of 11 of them and one I had done by bicycle on the paved road to the top of Mt. Evans. On this trip, I was able to summit seven more.

On past trips, I had learned the hard way that just diving into 14er hiking left me majorly sore, mostly from the descent that my Minnesota muscles were just not prepared for. So, on this trip I wanted to take a more gradual approach and started with a hike in Staunton State Park that was about 8.5 miles round trip and 1400 feet elevation gain. It was a great warmup hike with fine views of Pike’s Peak along the way. Next up was the first 14er of the trip, Mt. Sherman, which is just outside of my home base in Fairplay. As is common with 14er trailheads, there was a rough dirt road to get there where sometimes it was hard to go much faster than 5 mph! Mt. Sherman, though, is one of the easier 14ers in that it’s a 5.5 mile round trip with about 2100 feet of elevation gain – a good starter 14er! The hike started off with beautiful weather until I reached a saddle between Mt. Sherman and an adjacent mountain where I encountered a strong chilly wind. This made me a bit nervous about conditions on the summit. But I encountered other hikers coming down and all assured me that it was beautiful on the summit with very little wind. So I pressed on and reached the summit to find it was indeed beautiful with little wind and copious sunshine. I spent about an hour at the summit chatting with other hikers and enjoying the magnificent view!

At this point, my friend Doug Duncan joined me in Fairplay and we decided to do another hike that was unique in that it enabled you to summit four 14er peaks in the course of one loop hike. The hike was 7 and ¼ miles with about 3500 feet of elevation gain. The trailhead was at 12,000 feet, so you start at high elevation and go up from there. The first mountain peak, Mt. Democrat, was the most difficult of the four with a very rocky, boulder-filled approach. This was followed by an easy ascent to Mt. Cameron and an out and back to the Mt. Lincoln summit. After that, we hiked over to the Mt. Bross summit, where some clouds moved in and dropped some ice pellets on us. But the weather cleared as we pressed on to the most difficult part of the hike – a long, loose, rocky descent back to the parking lot. We virtually had to take care on every step of this part of the hike and the parking lot was a welcome sight when we arrived!

Following that, I decided to tackle Mt. Bierstadt, 14,060 feet. This mountain was nice in that it had a paved road all the way to the trailhead, which is not very common for 14ers. The trail began at the summit of Guanella Pass Road and was a 7 mile round trip with about 2900 feet of elevation. It again was a beautiful day and a fun hike with a rocky area to scramble through to the summit. A lot of other hikers
were out, no doubt due to the gorgeous weather and paved road to the trailhead.

For the last week, I relocated to a very small town, Granite, that’s between Leadville and Buena Vista in the Colorado mountains. There was some good mountain biking in the area and another 14er I wanted to hit. My next target was Mt. Massive and a “massive” undertaking it would be to summit this 14er. Mt. Massive is the 2nd highest 14er in Colorado at 14,421 feet, just behind its next door neighbor Mt. Elbert, which I’ve summited twice. Mt. Massive, though, involved a 14 mile round trip with 4600 feet of elevation gain, so this was going to require an early start to insure I was done before sunset. So, out of bed at 3:30 AM (oof!), a good breakfast, and I was hiking with my headlamp by 6 AM. It was a long haul to the summit, but the views were fabulous along the way. As is typical for a 14er, I had to pick my way through a boulder field as I approached the summit. But that’s what makes mountaineering interesting! Then I arrived at what I thought was the summit, only to check my GPS app and find that, nope, the actual summit was further ahead. Then finally, I arrived at the true summit at about 1:30 PM and could relax, eat my packed lunch, and enjoy the mind-blowing views. I also had a nice chat with a woman from Steamboat Springs who was celebrating her birthday by hiking Mt. Massive. Then back on the trail down the mountain to the trailhead. I arrived about 5:30 PM and promptly headed in to nearby Leadville for refueling and beer! It was a long, but very memorable day on the mountain! I was also glad to find I was not horribly sore the next day, so my gradual approach to 14er hiking appeared to work out!

I have done a lot of road and mountain biking in Colorado, but I find that 14er hiking there has a lot to offer as well. If you are out in Colorado for biking or other reasons, check out 14er hiking. It offers a different kind of challenge and the scenery is amazing!

By Dick Stardig

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**YOUR WINTER HEADQUARTERS**

**TONKA CYCLE SKI BOARD**

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

**MAPLE GROVE CYCLING**

13950 GROVE DRIVE
MAPLE GROVE, 55311
763-420-8878
VISIT US ONLINE AT: MapleGroveCycling.com
Continued from cover

secretly determined by the Board. Quoting from Shelby’s speech: “.... This friendly, humble, good-natured leader has worked tirelessly on behalf of TCBC for many years. She has volunteered in many capacities and,
as you saw earlier tonight, has just finished her 6th and final year on the board of directors. She has served as Vice President and 2 years as President of TCBC. After leaving her role as president, she continued in a supportive role by serving on the budget committee, handling various legal filings with the state, and by supporting the new incoming president. She will also continue to serve the club as one of our Leader Liaisons. She is a great example of someone who cares deeply about our club and its members, and who has actively engaged in the work and direction of the club for many years.”

Also receiving special salutation was longtime leader Lyle Koehler, who led or co-led 122 rides this year! Lyle was second only to Randall Huskamp, who had 144 and led the club in leading for the 10th straight year. There were 183 leaders eligible to lead in 2019, and 128 or them led four or more rides.

Mark Thornsjo gave a heartfelt tribute to our friend Les Miner, who was taken from us in a tragic accident in August. County Cycles received thanks for supporting TCBC for so long.

Our women’s mileage winner did 160 rides and led all women in that category. She averaged 44 miles per ride. With 7096 miles, the women’s winner was Linda Johnson! She also won in 2016 and 2017. Only one woman has won more than 3 years — Katie Angle with 9. Finishing second and third were Samantha Carroll and Jackie Battis. Samantha has finished second four times.

Our men’s winner did 154 rides to finish second in that category. He averaged 52 miles per ride. With 7966 miles, the men’s mileage winner was Randall Huskamp! He also won in 2016. (Randall’s speech is included in this issue.) Only two men have won more than twice — Richard Miller and Dave Carlson. Finishing second and third were Paul Loughman and Chuck Ryan. Paul finished second for the second straight year, and led the club by a wide margin with 208 rides.

Please see the Recognition Corner for more thank yous expressed.

By Doug Nelson

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SAVE THE DATE
8TH ANNUAL WINONA ROTARY RIDE THE RIDGES
Saturday September 19, 2020

Go to RideTheRidges.bike check out the 2019 photos, riders comments, routes and more!

Winona Rotary
Ride The Ridges

2020 info coming soon!
### ALL-TIME STATS

#### YEARS OVER 1000 TCBC MILES
- 39 Doug Nelson
- 38 Pete Hawkins
- 37 Dick Hartmann
- 31 Bob Hoffman
- 30 Jeff Johnson
- 28 Sue Blum

#### YEARS OVER 2000 TCBC MILES
- 25 Sue Blum
- 23 Bob Hoffman
- 22 Mark Gregory, Shelby Miller
- 21 Susan Evan, Liesa Miller
- 20 Mike Nizielski

#### YEARS OVER 3000 TCBC MILES
- 20 Mike Nizielski
- 19 Mark Gregory
- 17 Katie Angle
- 16 Sue Blum, Susan Evan
- 14 Jim Joy, Richard Miller

#### YEARS OVER 4000 TCBC MILES
- 20 Mike Nizielski
- 17 Mark Gregory
- 16 Katie Angle
- 14 Richard Miller
- 12 Randall Huskamp
- 11 Jeff Johnson

#### YEARS OVER 5000 TCBC MILES
- 14 Katie Angle, Richard Miller
- 12 Randall Huskamp
- 10 Mark Gregory
- 8 Jeff Johnson, David Wamsley

#### YEARS OVER 6000 TCBC MILES
- 14 Richard Miller
- 10 Randall Huskamp
- 9 Katie Angle
- 7 David Wamsley

### LEADING THE MOST RIDES DURING 2019

- Randall Huskamp, 144 rides
- Lyle Koehler, 122 rides
- Chuck Ryan, 87 rides
- Carol Fitzgerald, 67 rides
- Diana Kasper, Duane Kasper, 61 rides
- Mike Beadles, 60 rides
- Tom Hewes, 58 rides
- Jonathan Grad, 57 rides
- John Rogers, 56 rides

### HIGHEST TCBC MILEAGES IN ONE ACTIVITY YEAR

#### MEN
- 18,504 Richard Miller 2012
- 14,593 Richard Miller 2008
- 13,331 Richard Miller 2013
- 12,658 Richard Miller 2010
- 12,236 Chuck Ryan 2018
- 11,996 Richard Miller 2009
- 11,892 Richard Miller 2015
- 11,750 Richard Miller 2014
- 11,637 Shelby Miller 1998
- 11,160 Chuck Ryan 2015

#### WOMEN
- 10,873 Liesa Miller 1998
- 10,072 Catherine Fox 2015
- 8,670 Mary Aschenbren 1998
- 8,325 Katie Angle 2007
- 8,296 Katie Angle 2008
- 8,057 Catherine Fox 2018
- 7,940 Katie Angle 2006
- 7,769 Mary Burbank 1999
- 7,745 Katie Angle 2012
- 7,731 Melanie Pidgeon 2011

### LARGEST RIDES OF THE YEAR IN 2019

(Those receiving mileage credit for these)

<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 25</td>
<td>All-Club Ride</td>
<td>218</td>
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<tr>
<td>Aug 31</td>
<td>All-Club Ride</td>
<td>159</td>
</tr>
<tr>
<td>July 4</td>
<td>Watermelon</td>
<td>108</td>
</tr>
<tr>
<td>June 1</td>
<td>Tour of Lakes</td>
<td>65</td>
</tr>
<tr>
<td>May 31</td>
<td>Brainerd</td>
<td>51</td>
</tr>
<tr>
<td>Aug 3</td>
<td>Tour de Tonka</td>
<td>48</td>
</tr>
<tr>
<td>July 31</td>
<td>Whole Enchilada</td>
<td>47</td>
</tr>
<tr>
<td>June 2</td>
<td>Brainerd</td>
<td>45</td>
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<tr>
<td>June 15</td>
<td>Ironman</td>
<td>44</td>
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<tr>
<td>June 5</td>
<td>Whole Enchilada</td>
<td>43</td>
</tr>
<tr>
<td>July 21</td>
<td>Scandia Scamper</td>
<td>42</td>
</tr>
<tr>
<td>Oct 27</td>
<td>Halloween Ride</td>
<td>42</td>
</tr>
</tbody>
</table>

### MOST RIDES LED IN ONE YEAR

#### MEN
- 234 Paul Huntington 2007
- 217 Herb Schultz 2008
- 203 Herb Schultz 2007
- 182 Randall Huskamp 2013
- 166 Herb Schultz 2009
- 154 Randall Huskamp 2011
- 148 Randall Huskamp 2018
- 144 Randall Huskamp 2019
- 144 Randall Huskamp 2016
- 143 Herb Schultz 2006

#### WOMEN
- 144 Katie Angle 1998
- 144 Katie Angle 2004
- 144 Katie Angle 2005
- 144 Katie Angle 2006
- 144 Katie Angle 2007
- 144 Katie Angle 2008

### MOST TCBC RIDES IN ONE YEAR

#### MEN
- 277 Shelby Miller 1998
- 274 Patrick Morford 2010
- 273 Richard Miller 2008
- 271 Tony Stifter 2005
- 268 Ed Hassler 2008

#### WOMEN
- 287 Pam Svoboda 2008
- 262 Lisa Miller 1998
- 216 Pam Svoboda 2012
- 213 Linda Johnson 2016
- 212 Mary Aschenbren 1998

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**Jan/Feb 2020 TCBC News 11**

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*BikeFergusFalls.com 800-726-8959*
Stillwater Story

(Reprinted from the summer of 2008)
When I got my Schwinn Paramount, the salesmen told me it was a good bicycle. Well, I was sophisticated enough to know it had lots of shiny paint and chrome, so I thought I should ride it to some place good, and Stillwater struck me as being such a place. Living then in New Brighton, I selected a route that became a favorite of mine. Eventually it evolved into THE JELLOMAN TRAIL, but in the beginning, I would just ride over to Stillwater by myself, eat breakfast, and suffer up the Myrtle Street Hill on my way back home. Such was my idea of a great morning on the bike in those days.

On Father’s Day this summer, my family plans were for late afternoon and I had most of the day to do whatever I wanted. So let me see. I had this brand-new Schwinn Madison single speed bicycle. I was sophisticated enough to know it had lots of shiny paint and chrome. Stillwater was still there and had bicycle races to boot. What should I do? The old Stillwater trail was calling me.

The Madison ran smoothly. The hills of Dellwood rolled by. Breakfast at the Main Cafe was ample and good. There were cool breezes along the St. Croix. I ran into some TCBC riders who had come over to watch the final stages of the Nature Valley Grand Prix, and that was nice too. The races were great. Kristin Armstrong was amazing as she took on a strong field of women riders and blew them all away. The men’s race was very close.

The final powerful tall-gear pedal strokes of David Vellieux, as he topped Chilkoot Hill to sneak by favored Rory Sutherland and claim victory, were impressive indeed.

Well, that wasn’t the first time I had been impressed in Stillwater. Years before, I had ridden there with my girlfriend to watch some local races. We watched from a location where we could see the riders come down Chestnut to make a hard right turn and run up Chilkoot Hill. I thought I recognized one of the riders, but he was going a lot faster than I had ever seen him ride before, so I wasn’t sure.

As he came down Chestnut on the next lap, his wheel slid out on the turn, and he scraped across the intersection and so far out of it, I had the imagined sensation of bone grinding on pavement. I was surprised to see him get right up. I got a good look at him then, and he seemed badly hurt. But he got back onto his bike, blood and all, and took off up Chilkoot Hill. It was with some considerable pride that I told my girlfriend, “I know that guy.”

I have no idea what it’s like to be that tough, but if you really want to know, you could ask our own ageless (careful now — I said ageless, not aging) Bob Hoffman. He would be exactly the one to know. As for me, I may take a shot at going up Chilkoot sometime in a granny gear.

By Bob Brown

Traditions

Parents passing the joy of cycling down to their children, so that one day those children can carry on the tradition of cycling to their children.

Another word that is used around the holidays is service. We give thanks to all who serve, be it in our military, our schools, churches, communities, or in you - the TCBC volunteers who help to carry on our traditions. You see, there is no service without sacrifice. We can purchase gifts with our money, but what we give in time is far more special, because time is a resource that we are gifted once. When we gift that time to others – it indeed is the greatest gift that we can give. It brings me great joy to see our volunteers come together to put on a huge event like the Watermelon Ride, and to see TCBC members organize to volunteer for Free Bikes 4 Kids. It is the service and the sacrifice that kindles the joy in new riders and reaffirms the joy we experienced when we were granted that gift.

As the calendar turns to a new year, my hope is that we’ll continue and grow these great traditions within TCBC. Whether we continue with the old or create anew, that we will continue to plant the seeds and impart the joy of cycling to others not only within our club, but within the community as a whole. It is a gift that is far more special, because time is a resource that we are gifted once. Sacrifice. We can purchase gifts with our schools, churches, communities, all who serve, be it in our military, holidays is service. We give thanks to those children can carry on the tradition of cycling to their children. to those children can carry on the tradition of cycling to their children.

A word that is often heard during the holiday season is “tradition”. Whether it be the Thanksgiving and/or Holiday get-togethers at a particular relative’s house, or enjoying a special dessert on Christmas Eve, or a special activity that takes place only this time of year – the word tradition implies something that is special and is established over time.

TCBC has a few traditions of its own! Events that are special and established over time and hold a special place for those who participate year after year. Interminning the newness of the present day with the wistful reminiscing of the past. TCBC’s Halloween Ride celebrated its 39th anniversary this past year and the Watermelon Ride celebrated its 38th! We have many regular rides that have been led by dedicated ride leaders for many years as well. Did you know that our Watermelon Ride featured over 300 riders this past 4th of July? It was the club’s largest ride for 2019 and over 60% of the riders were not TCBC members. Having volunteered for the Watermelon Ride over the past few years in different capacities, it has been wonderful to meet the families that come to the ride year after year. It is their tradition.

By Bob Fix
Midtown Cycling does group rides, it’s all we do, and we do it well. I have learned a few things from doing group rides and I’d like to take a few moments to share with you some of what I want Midtown to represent. I hope you will have a new appreciation for what group rides are all about and why we enjoy them so much.

This year Midtown had a Starter Pack ride, which was the brain child of David Nagel; since he does not have any children, this is what he does. It was for cyclists who have a fear of riding in packs and are intimidated by such. A number of Midtown riders brought their partners. It was a ride with a teaching moment on group riding at a slow pace, a B or B/C pace. Since it was towards the end of the summer season, we did not reschedule another one. We took comments from those who attended and hope to bring back the Starter Pack next year.

Regarding group riding, there is no I in group but there is an OUR. Our group, meaning together not one greater, but a solid effort by all to move forward.

With Great Power comes Great Responsibility. If you are the strongest in the group, YOU have a great responsibility to know the power contained within the group. I am talking to everyone here, we all have the capability at some time, to be the strongest or fastest in a group. A, B, or C riders are all included. We are only as fast as the slowest rider, and sometimes that slowest rider is me. I like group rides — I sign up for group rides and I do not like getting dropped when I was thinking I was going to ride in a group for the day. The expectations at the start of the ride should be clearly explained. So here are a few of my rules for my group that I expect to abide by. I hope you will consider this on your next group ride.

#1 Surging from stop signs, half wheeling, & sprinting from the back to the front, does nothing to encourage safe group riding. Race techniques are not for group rides, they are for races when you want to dominate the field, go for the win, or just show off your powerful legs; you now have just become a target. It may be impressive to some, but within the group ride you have just become a frustration as they surge to grab on to the draft and the poor, slower guy, struggling, is wasting even more energy, just trying to latch on after the last surge. If there is a sprint called, go for it, be smart, be safe. Don’t push anyone out of the way, not everyone wants to sprint. After a surge of such, slow down and regroup. Especially after climbing hills....

One thing about hills.... Many people like to prove how powerful they are when a hill comes into play. If you really want to be the best in a group, you will keep your power the same and climb without showing off that powerful physique. A good steady climb allows the slower rider to stay within the peloton and not waste strength that will be needed later in the ride.

#2 Communicate your intentions: if you are riding on the right side of someone, communicate you are there. Talk about potholes, cracks, traffic & debris. If you are the front power committee, systematically move the group around, avoiding danger. Do so in plenty of time, read the road ahead to allow the group to follow safely, know what is in front, know what is behind, know your group, know your power, know your responsibility. At stop signs, do not cross if the group as a whole cannot cross together. Call car left or right. If you are moving across, make sure that everyone crosses together and if not, you soft pedal or wait. The last cyclist doesn’t want to take a chance crossing to stay with the draft.

It is called a group after all; if you want to power off the front by yourself, you are no longer in the group and you just as well could have gone out on your own. The group is more powerful because of you, and your strength is appreciated when you are tuned into the flow of the group that you are with. If the group is too slow for you, then find another group. If the group is too fast for you to hang on, find another group that fits you, build your strength and come back.

We all want to avoid accidents and yes, we all were new group riders at one time. Groups that are serious about riding in a group work meticulously to be predictable and safe at higher rates of speed. Any deviation from the peloton formation causes confusion and a split in the group. All riders should remain steady in the group, avoiding sprinting from the back of the pack to pick up the pace. If you want to ride up front and pull, wait your turn or move forward slowly, informing other riders, or wait until a stop sign or traffic light to begin your pull. Being predictable is the best way to avoid surges and to avoid confusion in the pack that could cause movement within the peloton. This is not a race; a group ride should not act like a race, but as one unit, one team, moving about in unison, to the fulfillment of pleasure of each cyclist.

Randall Huskamp
(Taken from Randall’s acceptance speech for winning the Men’s Mileage Award, slightly edited.)

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'Twas the Season

By late October, the cycling season was pretty much over, as no place in town was too far to walk, and riding was colder than walking for sure. Anyway, there were hikes to be taken along the RR tracks north of town with shotgun to hand, and also balls to be dribbled and baskets to be shot over at the high school where my dad had keys to open up the gym on weekends and during Thanksgiving vacation.

As fall brightened into the snowy days of winter, there were cookouts to be enjoyed in the snow-covered woods, the occasional blizzard to be braved in old storm coats, and always there was basketball. Christmas vacation was a season unto itself with more of everything, outdoors and in. Selecting and decorating a tree was a favorite.

In our house, it was the case that under our tree there was nothing as dawn broke on the morning of Christmas Eve Day. However, there was great excitement later when we opened our presents under the tree, and one behind it. In the dining room there was a new stereo! Christmas music was playing! The poor old piano looked on, lonely and forgotten, its job for that Christmas taken on by another.

Regarding the present behind the tree, to me it was special. When our family had been downtown scurrying from store to store, filling up the trunk of our car with packages, everyone on their honor not to peek, I was stumped on my fifth and final present. Everyone in my family needed many things and they were easy to shop for, that is except for my dad. He had nothing but a house, a car, and a family. For himself, he had so little, you couldn’t even figure out what he might need or want more of, or what he might want at all.

I ran into my brother in front of the hardware store where he was dealing with the same problem of what to get for our dad. In the store we saw nothing good, and then, suddenly, there it was! A bright red spud! We admired its splendid color, its heft, and the sharp edge of its chiseled end. We imagined how, with this fine spud, our father could take us ice fishing and chop holes for us. We even visualized ourselves manning the spud, although with some feeling of guilt, as of course the spud would certainly not belong to us. We pooled our money to buy it, and somehow got the spud home without it being seen. If you have ever tried to giftwrap a heavy metal bar, the sharp chiseled end being over five feet from the other end, you know it’s hard to conceal its nature. That’s why we put it behind the tree.

When we got back home, there was a flurry of activity as the warm smells of turkey and all the trimmings began wafting through the house. Sometime after full dark, Christmas dinner was ready and there were 28 wrapped presents under the tree, and one behind it. In the dining room there was a new stereo! Christmas music was playing! The poor old piano looked on, lonely and forgotten, its job for that Christmas taken on by another.

When I was a junior high student in Zumbrota, the cycling community in that town was active, but not beyond the age at which it became legal to drive. Riding was generally conducted within the confines of the city limits, (The Great Ride of the Pudding Boy being an exception) with most rides lasting no more than several blocks, though multiple trips per day were common.

When my father was able to discern much regarding the nature of his present through the paper, but when he opened it, I thought I saw a surprised gleam of pleasure in his eye. Before he said a thing, I knew what we would be doing on Christmas Day.

Driving onto Lake Pepin was a new experience for me, but we didn’t break through the ice and die or anything. Neither did my brother nor I presume to impose upon our father’s rights as the sole owner of the spud. He was very good at chopping holes in the ice, each strike of the spud breaking off big chunks, which my brother and I scooped out of the three holes he chopped. We unwound a baited line from a stick into each one of the three holes, and laid the sticks across the holes. Standing back looking at what we had done, my brother and I got bored; so we left our dad in charge of the fishing, walked across Lake Pepin, and climbed the bluff on the other side.

I should tell you that in our family Christmas Day was just the day after Christmas, except to see what Santa Claus brought the night before. Also please know, we did not leave my father alone on the ice. There were other fishermen out there. When my brother and I returned from our trek, we were pleased to learn, that while we were gone, we had caught some walleyes. Also, in our absence, our father had talked to everyone in the vicinity and had picked up some fine tips on how to ice fish, none of which involved the bluff on the other side of the lake.

As you can see there was an off season for the Zumbrota cycling community, but it was by no means a void. It was just another season, and a pretty good one too.

Bob Brown
WOMEN DOING THE MOST RIDES: Johnson 160, Carroll 141, Battis 119, Angle 116, Nelsen 104, May 100, Zieler 100.


BIKERS OF THE DECADE
Once again we have been able to determine those with the most mileage on TCBC rides in a ten-year stretch. The past couple of decades ended up with these leading men and women:

1990-99: Paul Lee with 38,000 and Sue Blum with 28,000.

2000-09: Katie Angle with 47,700 and Richard Franco with 47,300.

FOR THE DECADE JUST CONCLUDED FROM 2010-19, those at the top were not hard to guess. I determined who seem to be the top three men and women. Any corrections or changes, please contact your editor and do not chase Bob Fix, as he had nothing to do with this particular calculation.

Richard Miller: 106,600 mi.
Randall Huskamp: 79,400 mi.
David Wamsley: 68,000 mi.
Katie Angle: 59,700 mi.
Sam Carroll: 51,800 mi.
Linda Johnson: 47,600 mi.

OTHER HISTORICAL NOTES
Katie Angle has been in the top five women every year starting with 2004. Richard Miller has been in the top four men every year starting with 2007. Linda Johnson and Sam Carroll have been in the top five women every year beginning in 2013, and Randall Huskamp has been in the top four men each year from 2013. Linda has three mileage titles and only Katie and Richard have won more times. Sam has finished second for four years, more than any other woman.

MILEAGES AND STATS

REPORTED ACCIDENTS AND SOME RELATED COMMENTS

OCTOBER 4, 3:00 PM: Rider was on a mountain bike trail and went over a trail feature that included a sizable drop that she did not anticipate. Rider crashed and fell off her bike. Rider obtained medical treatment at a local hospital. She only sustained bruises.

COMMENTS: Apparently this trail feature was new and had not been there in previous years. If a club mountain bike ride has not been scheduled for a trail for some time, it would be a good idea for the ride leader to determine if new features have been added to the trail and to then look at this new feature and describe it to other riders. The ride leader could also suggest that riders stop and look at the new feature before they ride through it.

OCTOBER 6, 2:00 PM: Rider was stopped and standing over her bike and stepped on a large rock. She lost her balance and fell breaking a bone in her foot. X-rays were taken and rider was told to wear an orthopedic boot and return in six weeks for evaluation.

COMMENTS: In my many years of reporting on club accidents, this is the first time that a rider has been injured after stopping but while standing over the bike. When you come to a stop, make sure you do so in a place that there are no obstructions which could cause you to fall when you put your feet on the ground.

OCTOBER 19, 9:30 AM: It was raining and rider while turning slipped on wet paint striping on the road and fell. Rider sustained a broken clavicle and was treated at a hospital.

COMMENTS: Painted striping on the road surface can be very slippery when wet. Slow down when crossing such surfaces and try not to apply brakes while on the painted surface.

OCTOBER 23, 11:30 AM: Rider was in a pace line with about ten riders. The group was slowing for a stop sign. Riders were calling out “slowing”. A rider behind was apparently looking down momentarily and did not slow fast enough and hit the rear wheel of rider in front. Both riders fell and both sustained multiple bruises but did not seek medical attention and continued to ride.

COMMENTS: When in a pace line, keep a safe distance behind the bike in front and always be prepared to slow or maneuver based on verbal commands passed back through the pace line.

ADDITIONAL COMMENTS
In November there were three bicycle fatalities, unrelated to TCBC, in the metro area and this number is certainly unacceptable.

One accident occurred on Duffy Road in Eagan, where a 13-year-old boy riding to Dakota Hills Middle School died after his rear tire was hit by a car.

A second accident occurred in Brooklyn Park, when a school bus early in the morning made a right turn at 65th Avenue onto Zane Avenue hit and killed a man on a bicycle. The bus driver said he never saw the bicyclist.

The third accident occurred in Minneapolis at the intersection of Linden Avenue and 12th Street. A semi-trailer at night made a right turn on red, hitting and killing a man on a bicycle.

Larger vehicles such as semis and school buses have larger turning radiiuses that create blind spots where bicycles are not visible. Bicyclists must be careful around large vehicles that are making or could make right hand turns.

RIDE SMART, RIDE SAFE
Paul Frenz
TCBC Safety Committee
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.

Benefits of Membership are Many:

- The choice of many rides in Minnesota, Wisconsin and other states.
- Discounts at our sponsoring bike shops.
- A website and newsletter highlighting cycling related activities and training suggestions.
- Medical and liability insurance for all members on TCBC rides.
- Member mileage tracked and an online calendar to make finding and tracking rides easy, all maintained by the Club and its many volunteers.
- Annual Training for new and returning ride leaders
- Informational presentations via our Bike U program.
- An awards program to highlight the accomplishments of our members.
- A discounted banquet for our membership every year.