Following the 2019 decision to combine these events in November, TCBC combined them again via Zoom, and of course there was no banquet. About 60 people were able to attend. So no food, and no prize drawings, and the meeting moved steadily along and seemed to be successful with viewers being able to see and hear fine.

Here are some highlights, which included around 100 powerpoint slides, put together by President Shelby Miller. A number of folks presented. There are some stats elsewhere in this issue.

Newly elected to the Board were Pat Diedrich, Jean Hurlbert, and Tammy McLemore, pictured in the last newsletter, and Dick Stardig was re-elected. Leaving the Board were George Blank, Bob Fix, and Kasey Kramer, and they were sincerely thanked.

There were two new Leader Training sessions in early 2020, involving 22 new leaders. There were only two reported accidents this year, both needing medical attention. Club membership of course was down.

- Continued on page 5

**Related and / or Supported Organizations**
- Bicycle Alliance of Minnesota
- Express Bike Shop
- Full Cycle Bike Shop
- Gateway Trail Association
- League of American Bicyclists
- Midtown Greenway Coalition
- Parks and Trails Council of MN
- MN Randonneurs
- Move Minnesota
- Recovery Bike Shop
Volunteers of the year: Congratulations to our 2020 recipients!

Bob Fix

Many thanks to Bob Fix for his years of service on the Board of Directors and for his contributions in the areas of RideStats, website, Technology Committee, and related work. He has contributed above and beyond what we could hope for from a volunteer, and he cares a great deal about our club and its members.

Thank you to our Technology Committee

For the first time in the history of the club, a Volunteer of the Year award goes to a committee. Thank you to the Technology Committee for working tirelessly this summer to implement solo rides. These folks attended virtual meetings every week (and sometimes more often) and worked many hours to get the solo ride program up and running. Without their work, there would have been no ride season after the pandemic hit. They also planned, tested, and implemented the club’s first-ever virtual annual meeting and member recognition event. The Technology Committee consists of Edward Eroe, Chuck Faison, Gordon Fink, Bob Fix, Jeff Johnson, Kate Kovar, and Jim Pederson.

A big THANK YOU to departing TCBC board members!

George Blank

George Blank served on the board for six years. He also served on the Safety Committee and Jersey Committee and made many other contributions.

Bob Fix

In his four years of service on the board, Bob Fix did outstanding work in RideStats, the Technology Committee, and Membership, among other contributions.

Kasey Kramer

In five of her six years on the board, Kasey Kramer served as secretary. This puts her in the company of just two other people who have served as a club officer for five years or more.

Thank you, outgoing board members, for your numerous hours of volunteerism and for contributing to the future stability and success of TCBC.

Diana Cohen

We want to recognize Diana Cohen for the work she did as Bike U Coordinator. She did a great job in putting together interesting classes, all made more difficult due to the Covid restrictions. She got the sessions put on Zoom so they could still be held.

There are many of you out there that deserve some recognition. So if you know of someone who has done something that you would like to recognize, please send an e-mail to Recognitions@bikeTCBC.org. Please tell us who and why you think they deserve recognition.

Hello everyone. I hope you continue to be safe, healthy, and in good spirits. A few nights ago, I went out for a ride, alone, after work, in the dark, to check out the holiday lights around my neighborhood and beyond. It was a beautiful, calm night, with lots of creative and festive lights, almost no car traffic, and comfortable riding temperatures. It was almost perfect. But, something was missing— you! As wonderful as my solo ride was, nothing quite matches the spectacle and the camaraderie of, for example, a Mary Derks group night ride. Fifteen or so cyclists, lights ablaze, stretched out along a trail winding through a wooded local park is, if you haven’t tried it, something not to be missed.

This is, of course, just one of many things we are all missing both inside and outside of TCBC this year. Through memories like these, friendships we’ve built, connections we’ve made, as well as communicating through our social media and other electronic platforms, I hope you continue to find a sense of community within TCBC. As I’ve mentioned before, I also hope that you will continue to support our TCBC community by renewing your membership when it comes due, so that we can continue to provide the services you are accustomed to receiving. Even when group riding is suspended, we continue to accrue financial obligations what we must satisfy. That being said, and even though membership has declined during the pandemic, TCBC remains strong, financially viable, and it will continue to be here for you in the future.

Thank you once again to 2020 Volunteer of the Year award recipients Bob Fix and the Technology Committee for their outstanding contributions over the past year and beyond. Thank you as well to the others who were nominated for this award for the outstanding contributions they made. We continue, as always, to be thankful for and reliant upon our deep, dedicated pool of volunteers. Thank you once again as well to outgoing board members George Blank, Bob Fix, and Kasey Kramer for their numerous contributions over the past several years. We can’t thank you enough!

We will continue to strive to do our small part to be part of the solution, whether that be doing our part to be socially responsible in helping to stop the spread of the coronavirus, or whether that be working to find common ground between those who disagree, or whether that be educating ourselves and learning so that we can take actions that help lead to security, opportunity, and equality for all. With vaccine currently making its way into our communities as I write, and with each of us doing our part to help protect each other, we are cautiously optimistic about the future in general and about the future of our upcoming ride season.

Safe & happy riding, Shelby

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Roseville
THE CLUB IS LOOKING FOR A NEW BIKE U COORDINATOR.
Topics in the recent past have been on Bike Fit, exercise and nutrition.
Topics for Bike U could include: bike maintenance, trips taken.
The volunteer would be responsible for setting up the meeting, currently
on the club zoom account, and finding a speaker.
If you have any questions about volunteering for the club, send an
e-mail to volunteer@biketcbc.org.

Thank you to all the volunteers
that make this club great.
Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org

BIKE TRAILS AND ROUTES
This fall St. Paul completed a number of major new off-road bikeways! The
Piram Trail is covered in a separate article.

AYD MILL TRAIL: This stretches 1.6 miles along Ayd Mill Road from
Jefferson to Selby. There are three signaled entrances/exits at St. Clair, Grand, and Ashland/Hamline. This is possibly the first time in state history
that a highway lane was converted to a multi-use trail. It may have been the
most controversial and debated road and bikeway section in St. Paul.
Many thanks to concerned citizens, city staff, the city council, and Mayor
Carter for their efforts!

COMO AVENUE between Raymond and Hamline past the Fairgrounds: this is multi-use and connects to Como Park, along the north side of Como. Some on-street bike lanes
remain.

JOHNSON PARKWAY between Lake Phalen and Burns Avenue: this runs
along the east side and some cross streets were closed off for safety reasons.

WHEELOCK PARKWAY: this leads all the way from Como Park to Phalen Park and the Gateway Trail connection. These three segments are all part of the Grand Round system.

SWEDISH IMMIGRANT TRAIL: A half-mile segment was dedicated and
opened in mid-October. It connects into Interstate State Park with giant
maple trees and dramatic ravines. This paved segment now runs 6.4 miles
from near Shafer to the edge of Taylors Falls. There is a new trailhead which shares a parking lot with the Taylors Falls City Hall/Fire Department at 637 First Street. The trail includes a 160-foot bridge over a
ravine. It was carefully planned to route around large trees and
sensitive plants. Local volunteers and politicians supported the project and it is finally done after about 20 years of planning! (Your editor hopes to check this out next spring.)

RIVER ROUTE TRAIL IN DULUTH: This newly paved 2.4-mile stretch begins at Carlton Avenue in western Duluth (its former ending point) and
finishes at Spirit Valley’s Irving Park. The long-awaited trail runs under the
Bong Bridge, alongside the ore docks, and near the Verso Paper Mill. Locals
next hope to connect Irving Park to the Munger Trail trailhead below
Grand Avenue.

GITCHI-GAMI TRAIL: Another 3.5 mile segment should be completed
and open by next summer from Grand Marais to Cutface Creek Wayside. It will include a new timber-through arch bridge over the Fall River.

By Doug Nelson

NEXT TCBC NEWS DEADLINE for
the March-April issue will be Monday, February 8.

TCBC BOARD OFFICERS ARE:
President Shelby Miller (starting his fourth year in that position), Vice
President Ann Harris (first year in that position), and Secretary Jenny
Hurlbert (first year on the Board). History is made again in TCBC, as no
one has ever been President more than three years.

CURRENT STATUS OF THE CLUB:
No changes over winter, as vaccines are starting up in the world and
locally as this is written. Solo rides are continuing. As of mid-December
there are no definite plans or dates for our 2021 events — but if things go
very well, your editor hopes we may be able to have the Spring All-Club Ride on May 29. That is only
tentative, and no plans or reservations have been made.

TCBC BOARD MEETINGS are
usually held on the second Monday evening of each month via Zoom. If
you would like to participate or listen in, please contact Shelby Miller at
shelly.g.miller@gmail.com.

STATE BONDING BILL PASSES
on its fifth try in late October! It includes $1.2 billion for various projects. Some are:
$3 million for Safe Routes to School
$3.6 million for the Lake Links Trail along White Bear Lake
$2 million for the Heartland State Trail
$1.8 million for snow making at Battle Creek Park in St. Paul

$1.7 million for the Blazing Star State Trail to connect Albert Lea to
Hayward
$650,000 for 2 miles of the Oberstar Trail in Pine County
$500,000 for the Rice Creek North Regional Trail in Circle Pines and Lino Lakes

NINE BICYCLISTS have been killed in Minnesota in traffic crashes
through November, down from 11 in 2019.

JOHN FORESTER has passed away at age 90. He was born in England and
moved eventually to California. He became famous in the bicycling
world as being opposed to bike lanes and endorsed “vehicular cycling” —
believing cyclists should ride in traffic and claim the lane to be better
noticed by motorists. He fervently opposed European-styled cycleways,
and in the 1970’s started his long self-appointed career as savior of
cyclists’ road rights. Famously argumentative and inflexible, he
wrote Effective Cycling, which later became a training course. His
principle: “Cyclists fare best when they act and are treated as drivers
of vehicles.” A great divide grew, and in some ways still exists, between
cycleways/separated trails cyclists saying the best way to increase
cycling is to provide more of them, and the right-to-the-roads being
opposed to anything forcing them off the roads.
What do you think?
by Doug Nelson
When was the last time you went to a ride and were totally blown away by the experience? I’ll wager to say it’s been awhile for most of us. But that’s what happened to me on the final weekend of September. Velo Trempealeau. Chances are that many of you have heard about it; a bunch of us lived it.

It was a weekend filled with beautiful scenery, small-town hospitality, and a couple of “big bumps in the road.” There were times I thought my life was in danger, not from the 40-mph downhill, but from my comrades, as we ascended some of Trempealeau’s finer climbs. Linrude Road, known to the locals as “The Hipbreaker” (kind of a spooky name when you think about it); Pine Creek Road, aka “Coulee Climb” (dubbed by yours truly), or the infamous Myers Road.

For those of you who remember these climbs, I know you are smiling as you read those names. As we made those climbs, I kept hearing, “Let’s get him and sell off all his toys!” People actually said that! The phrase “lynching party” came to mind. Yeah, I admit some of the stuff! But you saw, you enjoyed, and yes, the weather held, boy did it ever! A big thanks to all of you who came out to enjoy salty snacks.

Friday’s ride was only 27 miles but what a great introduction to the area. The impromptu tour we had of some local sites in the town of Independence was great.

On Saturday’s ride we had 36 people. I’ll never forget rounding the corner in the town of Ettrik and seeing all the motorcycles at the local establishments — there must have been 100 of them. It was kinda neat to see bikers mingling with bikers; I guess we’re all two-wheeled brethren at the heart of it all.

As I was playing a part in the creation of this event (thanks Kristine), I had my reservations for how it would be well done, my friends.

Would anyone come? Would people like it? Would the weather hold? The list went on and on. But all my fears were unjustified. You came, you saw, you enjoyed, and yes, the weather held, boy did it ever! A big thanks to all of you who came out to play on that weekend and made this event take on a life all its own. Special thanks to those TCBC’ers who helped make the event happen: Kristine Poelzer (ride leader and organizer), Ron Plinske (lodging), Darryl Zurn (website promotion), and me too (route designer and organizer). A job well done, my friends.

By John Murphy
TCBC needed to work within state health guidelines and be socially responsible this year.

Goals for 2021: Resume group riding when possible and evaluate continuing the solo ride program. Focus on safety. Explore ways to maintain and increase membership. Evaluate and implement technology enhancements. Find ways to give back to our cycling community, including making sure our club is welcoming and accessible to all.

Congratulations to our 2020 Volunteers of the year!

Many thanks to Bob Fix for his years of service on the Board of Directors and for his contributions in the areas of RideStats, website, Technology Committee, and related work. He has contributed above and beyond what we could hope for from a volunteer, and he cares a great deal about our club and its members.

For the first time in the history of the club, a volunteer of the year award goes to a committee. Thank you to the Technology Committee for working tirelessly this summer to implement solo rides. These folks attended virtual meetings every week (and sometimes more often) and worked many hours to get the solo ride program up and running. Without their work, there would have been no ride season after the pandemic hit.

They also planned, tested, and implemented the club’s first-ever virtual annual meeting and member recognition event. They were: Chair Edward Eroe, Chuck Faison, Gordon Fink, Bob Fix, Jeff Johnson, Kate Kovar, and Jim Pederson.

Our women’s mileage winner did 127 rides and led all women in that category again. She averaged 38 miles per ride. With 4791 miles, the women’s winner was Linda Johnson! This was her fourth win in the past five years. Katie Angle is the only woman to win more, with 9.

Finishing second was Jackie Battis, and third was Susan Evan, who won this award way back in 2002.

Our men’s mileage winner did 145 rides to lead the club in that category. He averaged 35 miles per ride. With 5077 miles, the men’s winner was Johnny Pugh! He had never finished high up in mileage before. In the past four years we have had four different men’s winners.

In second was Paul Loughman, for the third straight year, and in third place was Pete May.

By Doug Nelson
by Caron Whitaker

Sixty percent of Americans surveyed think the federal government should invest more of its transportation dollars into programs that benefit people who bike and walk. In a new League of American Bicyclists/Ipsos poll, Americans across the political, social, and racial spectrum report wanting better places to bike and walk, with 78% of people surveyed agreeing that their community would be a better place to live if bicycling were safer and more comfortable.

(The poll of 1000 adults was conducted in August 2020.)

The new poll is the third in eight years conducted by the League of American Bicyclists surveying Americans’ attitudes towards biking and the federal government’s investment in sidewalks, bike lanes, and trails. Previously, a 2016 telephone survey found 67% of Americans believed better biking and walking would make their community a better place to live. As the largest grassroots bicycling advocacy organization in the nation, the League of American Bicyclists sees these poll results as a call to action for Congress to pass a transportation bill that invests in transformative infrastructure for people who bike and walk.

In the 2020 poll, Americans are asked how much money they think the federal government should be investing in sidewalks, bike lanes and paths, 43% say it should be at least 6 percent or more of the transportation budget, 30% believe the government should be investing 3 to 5 percent, while 17% say this should be between 1 to 2 percent and 11% believe it should be less than 1 percent.

After being told that less than 2 percent of the transportation budget goes to biking and walking infrastructure, 60% of those surveyed believe that federal funding for bicycling and walking should be increased, up from 58% in 2016 and 47% in 2012.

For the first time since 2012, people across all demographic breakdowns support an increase in investment. The biggest increases in support for shifting federal transportation funding to bicycling and walking comes from Republicans, White Americans, people over 50 and those with a high school education or less. However, the highest level of support remains with Democrats, Black Americans, women, those with college degrees and those living in cities.

(Reprinted with permission from the League of American Bicyclists.)
by Karen Johnson

Tales of riding across Iowa with over 10,000 cyclists in what may be the hottest week of the year at the end of July usually elicits a single question, “Why?” The short answer is because it is RAGBRAI: Register’s Annual Great Bicycle Ride Across Iowa. And this year was the 39th RAGBRAI, the oldest, largest and longest bicycle-touring event in the world, with a new route each year stretching from the Missouri River to the mighty Mississippi.

So on July 23, we made the pilgrimage south to the starting location -- Glenwood, a town along the Missouri River on the western side of the state to embark on the ride across our sister state to the south. Glenwood is in southwest Iowa in a hollow of the Loess Hills. Yes, folks, for two of the hottest days in the summer we experienced those Loess Hills as we climbed about 5000 feet in 64 miles our first day and 4800 feet during the next day’s 65-mile ride. But our goal was to ride into Davenport to the east in 7 days and 454 miles later, and although challenging we survived the heat, humidity, and hills.

Teams came from Minnesota such as the Loons, Balance, and JOKERS WILD (Jolly Old Kodgers Enjoying Ragbrai While Imbibing in Lotta Drink), who transform into characters with birds on our helmets. proudly wearing team jerseys, and riding in colorful buses. I rode with Team Loon along with 35 others who are known for various renditions of loon calls and songs along the route and dancing to live music in loon helmets. Only the Chiquita bananas dancing the YMCA song with a local high school band rival the cacophony when the Loons meet up with the Pink Flamingos.

So what makes this ride special? How can you possibly enjoy a weeklong ride with thousands of cyclists on the back roads of Iowa going through small rural farming communities? For each person who gets hooked and comes back year after year or for the RAGBRAI “virgin” it is something different. For me, I’ve discovered the scenic beauty of Iowa; the panoramic and majestic river valleys, the long stretches of farm fields, the open spaces, woodlands, and bubbling streams.

And the towns are some of the friendliest and most hospitable folks you can imagine. Where else could you hitchhike into town from your home stay or campsite safely, because the local folks know that you’ve biked all day and are headed for the live music at the town’s center? And you are treated to the best homemade pie served multiple times and places during the day as you glide through rural communities or stop at roadside stands.

RAGBRAI really is a week long celebration of cycling, with immersion into America’s heartland, where you are welcomed with open arms and laughter and you can be cycling silly all day long. From the Danish crepes in Elk Horn, a community proud of its heritage, to homemade ice cream in a field between towns, there are culinary delights everywhere. And water slides or jumping into a river during the heat of the day is often an option. Simply stated, it is hard not to enjoy the spirit of RAGBRAI. As one leader of a RAGBRAI team has said to her group, “If you aren’t having fun on RAGBRAI, lower your expectations!”

Remarks from Paul Loughman

November 1, 2019 to October 31, 2020 marks the completion of my fourth year as a TCBC member. It also marks my third year finishing in the top three in the club.

2020 became the Year of the Pandemic, and the pandemic affected everyone; TCBC was no exception. Group riding was suspended, and for a while, that meant there were no club rides at all. Then came SOLO rides. A unique compromise for sure, but it meant that one could again ride TCBC rides and receive credit for doing so, and I began registering and riding SOLO rides.

I eventually found myself in 1st place, both in Men’s and in the club overall. And I stayed in that position for several months. Until that is, I moved from Columbia Heights out to Anover in September. There are basically zero TCBC rides that start anywhere close to Anover. Turns out that my previous residence in Columbia Heights was an ideal location, being within relatively short driving distances to nearly all TCBC scheduled rides. But from Anover, the distance I’d have to drive, both to and then back from ride starts, is significantly farther than I’m willing to endure. Result? My ‘Club’ riding went down hill fast!

My last TCBC ride was on September 16; Johnny Pugh’s North MRT and Rice Creek Trails ride. I was solidly in the #1 position, but I stopped doing any club rides. Even so, I retained the #1 position into October. But Johnny Pugh kept on riding. Is anyone surprised? I wasn’t. Eventually, he surpassed me, as did Linda Johnson. I pretty much knew that Johnny would end up passing me and secure the #1 position. I also knew that Linda would likely surpass me as well, as she was closer to me in club mileage than Johnny was for quite some time.

What am I trying to say about this? Simply this: I’ve been riding for the miles. Pure and simple. All other reasons were secondary, and I’ve decided that I don’t want to be riding ‘just for that’. I want to ride because I want to, not because I need to. I don’t want to feel compelled to ride just so I can reach/maintain a specific position within the club.

“It’s not about the mileage.” We hear this from our officers, but for the past three years, I didn’t believe it. It was about the mileage, for me at least. But participating as an active member in TCBC is so much more than that, and I think that maybe, now, I’m beginning to understand/accept that.

So, for the TCBC ride year just ended, I’ve finished #2 in Men’s and #3 Overall. Yes, it’s an accomplishment, and one I won’t say I’m not proud of; I am. Did the pandemic and its impact of how TCBC conducted rides impact my ability to attain this accomplishment? Yes, it did. But, the impact affected everyone within the club equally, so this achievement isn’t diminished as a result.

#2 (Men’s) for a third year in a row. I’m satisfied. I was #1 for several months. Also, satisfied. Being #2 behind Johnny Pugh. Very satisfied. That Linda Johnson finished with more miles than me? Puts a smile on my face.

Ride because you want to ride, not because you think you need to ride. Ride for the enjoyment, not just for the miles. Thank you all!

Bikes, Glaciers, the Vietnam War and the Driftless Area of Wisconsin all come together in this debut novel by Doug Shidell

Search Doug Shidell on Amazon or click “On His Own Terms” on Bikeeverywhere.com
New Waterfront Trail Connection OPEN

A new, nicely paved, off-road trail was finished this fall which links Harriet Island in St. Paul with Kaposia Landing Park in South St. Paul. It runs just under four miles and increases the trail connections in the area.

The Robert Piram Trail is named after the longtime leader of the St. Paul Parks Department. When the missing link in Rosemount is finished, hopefully by 2022, a network of paved off-road trails will stretch unbroken along the Mississippi from North Minneapolis to Hastings. That should be worth the wait!

Starting from Harriet Island, which is already connected to a trail running southwest along the river, the new trail runs east along Plato Blvd for about a mile, passing plenty of businesses and offices, then crosses under Hwy. 52 and turns right to follow the frontage road along 52. It passes the St. Paul downtown airport, some junkyards, a swamp, the St. Paul Impound Lot, a recycling plant, a nice area of woods, etc. Easements were worked out with 18 different landowners to make this happen.

The trail does cross some railroad tracks and there are chicane metal gates to slow trail users down, as there may be automatic trains crossing that may be hard for trail users to see. There are two new wooden bridges over wetlands, and abandoned old structures in sight at times. The trail does have some solar powered lights for nighttime. It gives users a new view of the downtown skyline.

One of the longest bike bridges in the metro area (not crossing a river) takes you across the Union Pacific tracks and you reach Kaposia Landing Park, where you connect with the bike bridge across Concord Street to Simon’s Ravine Trailhead, which has parking and seasonal bathrooms. (This is about 2.6 miles from Plato and 52.) From here, the River to River Greenway leads up (and up) to the west, and also the Mississippi River Greenway leads south.

The Piram Trail was fully open in mid-November — it just needs more signs. The trail should be cleared of snow this winter, and a ribbon cutting opening ceremony will be held sometime in 2021.

(Thanks to Dan Marshall for his informative article and info.)

By Doug Nelson

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WEATHER

Some 2020 Twin Cities Weather

You wouldn’t want to forget these events from the year gone by, or would you?

FEB. 14: -12 degrees, the coldest day of the winter.

APRIL 12: 6 inches of snow, a new record for this date.

LAST WINTER: 51 inches, but only 10 inches after mid-February. Remarkably, the snowiest month was November 2019.

APRIL 14: 30 degrees, a record low high.

MAY 17: 2 inches of rain, a new record for this date.

JUNE 8: 96 degrees, the warmest day of the year.

JUNE: wettest month of the year with 6 inches.

SUMMER: 15 days above 90 degrees.

SEPT. 9: 50 degrees, a record low high.

OCTOBER 20: About 8 inches of snow, a record for any date before October 31 (and many of you remember what that was).

OCTOBER 25: 29 degrees, a record low high.

OCTOBER: 9 inches of snow, a new record for the month.

NOV. 3:17: three new records were set with 75, 75, and 74 degrees.

NOV. 10: 5 inches of snow.

NOVEMBER: 11 days above 50 degrees.

COLDEST MONTH COMPARED TO NORMAL: October, 5 degrees below normal.

WARMEST MONTHS COMPARED TO NORMAL: January, March, and November, each about 5 degrees above normal. December might end up being even warmer.
What I Have Been Doing (Part 2)

Continuing what I was writing about in the Sept–Oct issue — finding ways to keep myself busy with no group rides.

I did yard work at our church. I took a total of eight camping trips. And I biked a lot. As I have mentioned, I continued to take old Bike Atlas routes, some now for the second time this year, if I liked them enough the first time.

IN LATE AUGUST I hit the North Shore again and did a few hike-bike segments on the Superior Hiking Trail, as I started doing last year. And when the weather was uncertain on two days, I just hiked and didn’t bike. Wanted to clue you in on a couple that you might especially like — get those maps out if you know the areas — Lock your bike to a tree off the huge trailhead parking lot on County 4 just west of Beaver Bay and park there. It’s a 4.4-mile hike, partly along the scenic Beaver River, including some nice overlooks, back to your bike. From there, go the same way as you drove — it’s mostly flat and/or downhill, all on pavement! I swear it only took me 16 minutes to bike what it had taken me over two hours to hike, back to my car. Outstanding.

From Schroeder, drive west a few miles up Cramer Road, County 1, and lock your bike next to the Superior Trail lot. Drive back down Cramer Road, some of which is paved and most of which is downhill. Park at the Temperance River State Park parking area along Hwy. 61. Hike the Superior Trail 8 miles to your bike. You travel along the Temperance and Cross Rivers for quite a ways and it is pretty. Of course, this is a climb, eventually around 700 feet from where you parked. And getting on your bike again, what a fine downhill section (once you get past the gravel), then you hit 61 and just ride east a bit to your car at Temperance. Enjoy someday!

IN SEPTEMBER I was able to take my planned trip out West, mainly the Black Hills and Colorado. It was mostly camping, and hiking every day, and I did climb a couple of mountains. It was so dry out there but certainly made for easier hiking. No problems and I had a terrific time, even with the lack of breath at high altitudes, which gradually got better.

OCTOBER: Bike and hiked plenty. Second half of the month was cold and damp, and snowy, and I decided not to go camping again.

NOVEMBER: Served as an election judge again at our church with 510 people voting there! Hiked 17 days. Hit my goal for the year of 4000 total biking miles, despite my longest day being “only” 46 miles. Every year since 1978 I had biked at least 50 miles in a day, till now.

DECEMBER: With the freaky warm weather early and no snow, I broke my December mileage record easily. Some great hikes too. Planned trips, on paper, for 2021 or sometime.

Dealing with the pandemic has been unreal. I will look back on this time as the year I gradually started transitioning toward less biking and more hiking, among other things. Or maybe not, who can say?

By Doug Nelson
and I undertook to consider the
question of what we should do. We
held a discussion during which we
considered the finer points of
thought that educated men are prone
to exchange, and based upon which
we reached a concurrence when one
of us said, ‘Let’s go eat.’ We rode out
of Eagle Cliff to head east on county
road 16. Arriving at Whalen, where
the pie shop was closed for the
season, we crossed the river to head
west on the Root River Trail which
took us to Lanesboro. There we
found a place with outdoor tables
and ordered eggs benedict. When my
meal arrived I found the toast upon
which the eggs were placed, quite
resistant to my fork, so I ate the eggs,
sauce and all, after which there lay on
my plate nothing but a big piece of
hard toast. I picked that up and ate it
by hand. Both entrées were quite
good, as was the coffee with which I
washed it all down. If I were to eat
breakfast in Lanesboro again, I would
eat at the same place, order the same
meal, and eat it the same way, except
I might order some jam to try on the
toast.
Fortified as we were by a fine
breakfast, we again considered the
question of what we should do, and
settled upon a plan to buy worms.
We’d heard word around town of a
mystery, a man emerged from
another building not too far away,
some threats on an empty
refrigerator. There was no sign to tell us
what was in those containers,
whether or not they were for sale,
and if so, how much they cost.

As we were contemplating this
mystery, a man emerged from
another building not too far away,
apparently the headquarters building
for the two refrigerators. He wanted
to know what we wanted. When we
asked what he had for bait, I thought
he was going to shoot us. He seemed
angry that we didn’t know that the
price was $3.50, and stating that if
you did not pay, you would be
arrested or shot. The price seemed
high, the refrigerator being empty.
The penalty for not paying seemed
high too. My brother noticed another
refrigerator, a spinner, and caught three trout. The
also fished for a bit on that day, using
a cooler, cooking gear, and a
fire ring was well appointed with a
stove.

On Friday, the 9th of October, my
brother, Tom, traveled up from Rock
Island to set up his camp on the Root
River at Eagle Cliff Campground. He
also fished for a bit on that day, using
a spinner, and caught three trout. The
River at Eagle Cliff Campground. He
settled upon a plan to buy worms.

It being a very nice day, and we being
very determined men, we decided to
go look for worms in that town. Our
ride on the Root River Trail was
pleasant and found us arriving in
Preston without a clue. We corralled
a local citizen and made clear she
better tell us where the worms were.
As if she had always intended to do
so, she revealed to us their location.
The “bait shop” she directed us to
was not very fancy. It appeared
principally to be a refrigerator
standing against the wall of an
unrelated building. There was a sign
on the refrigerator indicating the
price was $3.50, and stating that if
you did not pay, you would be
arrested or shot. The price seemed
high, the refrigerator being empty.
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high, the refrigerator being empty.
Here are the final totals for all TCBC trips between Nov. 1, 2019, and Oct. 31, 2020, including both group and solo rides. More are available on the TCBC website.

**WOMEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linda Johnson</td>
<td>4791</td>
</tr>
<tr>
<td>Jackie Battis</td>
<td>3870</td>
</tr>
<tr>
<td>Susan Evan</td>
<td>3636</td>
</tr>
<tr>
<td>Katie Angle</td>
<td>3525</td>
</tr>
<tr>
<td>Jessica Hagg</td>
<td>3266</td>
</tr>
<tr>
<td>Karen May</td>
<td>2983</td>
</tr>
<tr>
<td>Kate Kovar</td>
<td>2032</td>
</tr>
<tr>
<td>Sue Blum</td>
<td>1946</td>
</tr>
<tr>
<td>Mary Derks</td>
<td>1881</td>
</tr>
<tr>
<td>Judy Emerson</td>
<td>1818</td>
</tr>
<tr>
<td>Liesa Miller</td>
<td>1399</td>
</tr>
<tr>
<td>Bonnie Shoebottom</td>
<td>1332</td>
</tr>
<tr>
<td>Nancy Quinby</td>
<td>1078</td>
</tr>
<tr>
<td>Alex Johnson</td>
<td>1047</td>
</tr>
<tr>
<td>Patt Seleen</td>
<td>866</td>
</tr>
<tr>
<td>Ann Harris</td>
<td>700</td>
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<tr>
<td>Mary Nelsen</td>
<td>690</td>
</tr>
<tr>
<td>Sam Carroll</td>
<td>609</td>
</tr>
<tr>
<td>Catherina Fox</td>
<td>548</td>
</tr>
<tr>
<td>Kade Quarles</td>
<td>501</td>
</tr>
</tbody>
</table>

**MEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnny Pugh</td>
<td>5077</td>
</tr>
<tr>
<td>Paul Loughman</td>
<td>4600</td>
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<tr>
<td>Pete May</td>
<td>3962</td>
</tr>
<tr>
<td>Mike Nizielski</td>
<td>3588</td>
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<tr>
<td>Doug Bickel</td>
<td>3501</td>
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<tr>
<td>Jim Angle</td>
<td>3491</td>
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<tr>
<td>Alex Johnson</td>
<td>3176</td>
</tr>
<tr>
<td>Patt Seleen</td>
<td>866</td>
</tr>
<tr>
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</tbody>
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**LEADING THE MOST RIDES,** including group and solo combined

- Chuck Ryan: 69
- Johnny Pugh: 58
- Randall Huskamp: 40
- Mary Derks: 36
- Pete May: 36
- Glen Olson: 28
- Andrei Lebedev: 27
- Mike Kubes: 24
- Scott Larson: 21
- Tom Hewes: 20

**MOST C RIDES LED:**
- Lyle Koehler: 6

**MOST B RIDES LED:**
- Johnny Pugh: 8

**MOST A/B RIDES LED:**
- Chuck Ryan: 69

**MOST A RIDES LED:**
- Randall Huskamp: 25

**MOST MOUNTAIN RIDES LED:**
- Johnny Pugh: 7

**MOST NIGHT RIDES LED:**
- Tom Hewes: 5

**MORE CLUB 2020 TOTALS**

- RIDES HELD: 539 (1611 in 2019)
- 43 leaders led at least 3 rides.
- TOTAL MILES: 149,800: 100,000 from solo rides and 49,000 from group.

**YEARS OVER 1000 TCBC MILES**

- Doug Nelson: 39
- Pete Hawkins: 38
- Dick Hartmann: 37
- Bob Hoffman: 31
- Jeff Johnson: 29

**YEARS OVER 2000 TCBC MILES**

- Sue Blum: 25
- Bob Hoffman: 23
- Susan Evan: 22
- Mark Gregory: 19
- Shelby Miller: 21

**YEARS OVER 3000 TCBC MILES**

- Mike Nizielski: 18
- Mark Gregory: 17
- Katie Angle: 16
- Susan Evan: 14

**ALL-TIME STATS**

- (* names with asterisks increased in 2020)

**YEARS OVER 1000 TCBC MILES**

- Doug Nelson: 39
- Pete Hawkins: 38
- Dick Hartmann: 37
- Bob Hoffman: 31
- Jeff Johnson: 29

**YEARS OVER 2000 TCBC MILES**

- Sue Blum: 25
- Bob Hoffman: 23
- Susan Evan: 22
- Mark Gregory: 19
- Shelby Miller: 21

**YEARS OVER 3000 TCBC MILES**

- Mike Nizielski: 18
- Mark Gregory: 17
- Katie Angle: 16
- Susan Evan: 14

**MEN DOING THE MOST RIDES:**

TWIN CITIES BICYCLING CLUB
P.O. BOX 131086
ROSEVILLE, MN 55113

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.