Join us on Thursday, July 4, for the 38th Annual Watermelon Ride, starting in Shoreview. Ride, volunteer, or do both!

The ride will start in the same location as the past few years -- at the Incarnation Lutheran Church, at 4880 Hodgson Road, about three-quarters of a mile north of the intersection with Hwy. 96. We will revisit our favorite routes -- a Family Friendly Loop of 13-15 miles with plenty of trails and paved shoulders, and the two longer loops around 25 and 52 miles, with a rest stop at Tamarack Nature Center.

Two miles from the end of the ride, enjoy a holiday picnic lunch at Snail Lake Pavilion, with the traditional Fourth fare of hot dogs (and veggie options) and the typical picnic spread. Of course there will be fresh-cut watermelon and the usual desserts too.

TIMES OF RIDES: 52-mile riders can leave between 7:30 and 9:00, and 15 and 25-mile riders can leave between 8:30 and 10:00 AM. Mechanical support from County Cycles will be available at the start and at Tamarack.

SIGNING UP FOR THE RIDE IS EASY; just go to our webpage, www.biketcbc.org/watermelon. There you can sign up electronically, or mail in your registration. (The early registration date about a week prior to the ride will save you money.) Registering at the start on the Fourth will work fine too.

We will also be looking for volunteers -- we need plenty and could not do the ride without you faithful folks. The same website has instructions on how to volunteer for the ride -- most opportunities will be July 4. The site is up and running, on the Home page, under Volunteer. You can sign up automatically. The positions are about the same as last year.

Our committee is looking forward to seeing many of you on the Fourth for the usual fun and celebration of biking, families, and American traditions!
PRESIDENT’S COLUMN

To all new members, welcome to TCBC!

We’re glad you’ve joined us and we look forward to meeting you on a ride sometime soon. Come to a ride, introduce yourself, meet some new biking friends, and have some fun! Returning members, as you’re getting reacquainted with the riding buddies you haven’t seen all winter, don’t forget to welcome the new folks into the group. You never know when you’re going to meet your new best friend. If there aren’t too many riders on the ride you’re on, this is a great time of year to have everyone go around and introduce themselves at the beginning of the ride. It’s a good way to get a reminder about someone’s name you may have forgotten, as well as meet folks who are new to you.

TCBC RIDE LEADERS, I would like to encourage you to not only check out our new Twin Cities Bicycling Club Meetup group, but also to join the Meetup group, and then dual-post your rides to the site. This is a good way to get more exposure for your rides and also to test out some of the new functionality this platform offers. Use of this platform is voluntary, and we understand that not everyone will be interested in using it. You can find a link to the Meetup group under the “Communications” tab on the TCBC home page. I would also like to encourage all members to join the Meetup site, test it out, and try RSVP’ing to some rides.

To those of you new members who found us via Meetup, be sure to look at the full ride calendar on the TCBC website in order to see the full array of rides we offer. There are currently only a small fraction of our rides being posted on Meetup. As well, most TCBC members have not yet joined Meetup, so the number of riders RSVP’ing to a Meetup event may dramatically underrepresent the actual numbers of riders attending.

An especially important topic this time of year, as it is all year long, is safety.

As you get back on the bike after a long winter, and as you start to get stronger and ride faster, please always stay sharp, stay safe, and take care of each other. Some riders may be a little rusty on their riding skills after being off the bike for several months. There’s no shame in taking it easy and riding at a speed that’s safe and comfortable for you. If you are unable to point out as well as verbalize road hazards because you’re gasping for air and barely able to hang on to the group, it is a good sign that you’re “riding beyond your ability” at that moment—it would be a good idea to slow down enough so that you can ride under control. It also doesn’t hurt to spend a little extra time paying attention to the pre-ride safety briefing and spending an extra minute or two reviewing safe riding principles this time of year. We all have a responsibility to ourselves and to each other—we hope you take that responsibility seriously.

Also, just a reminder, that if there’s confusion about the route, where the next turn is, whether the map or cue sheet are wrong, etc., please always keep safety in mind—move out of the roadway, move out of the intersection, pull off to a safe location, take great care if a u-turn is needed, and wait for everyone to regroup, etc.

Hope to see you all out on the roads sometime soon!

Happy riding, Shelby

RECOGNITION CORNER

Recognition Corner

Doug Nelson, Pete May, and Shelby Miller

I would like to recognize Doug Nelson, Pete May, and Shelby Miller for keeping a “TCBC” tradition alive with the “NOT the Ironman Bike Ride.” The Ironman ride started while still in the AYH, which then later became the fundraiser for Hi. It has since been moved to June 15th by FB4K. So they started the Not the Ironman out of Delano in 2018. (Mike Kubes)

Lyle Quimby and Jim Pederson

I want to recognize Lyle Quimby and Jim Pederson for their work with the ride schedule. All their work is behind the scenes, but is important to the club.

This is a list of some of the things they do for us:

• Tested application before it was released.
• Create procedures for Ride Leaders and continually update those with all the changes that have been going through.
• Assist Ride Leaders in creating events and calendar entries.
• Review events submitted and make changes when needed before approval.
• Answer questions and solve issues for Ride Leaders.
• Make changes to events, calendar entries and completed ride data for Ride Leaders when needed.
• Work with application developer on issues and changes.
• Create or make changes to ride locations. (Mike Kubes)

Karen May, Pete Hawkins, and Richard Franco

There is a committee not many of you have likely heard about. It is the Outreach Committee and consists of Karen May, Pete Hawkins, and Richard Franco. Their tasks are mainly to make sure the Outreach Rides fit into the guidelines that have been established, make sure the rides do not conflict with major TCBC rides such as All Club Rides and the Watermelon Ride, and make sure a qualified TCBC leader is doing the leading and can be found at the Outreach Ride for riders to sign in for their mileage. I feel they deserve some overdue recognition for their work.

If you know of anyone that you think deserves some recognition for helping out someone on a ride, or even Ride Leaders that you think have come up with great routes or have done a ride every week for years, please let me know at recognition@bikeTCBC.org.
The volunteer signup is on the website for the Watermelon Ride. July 4th is on a Thursday this year. This is our chance to showcase TCBC to the community for our rides. We truly could not put this on without all of our great volunteers helping out. There are two new opportunities for experienced volunteers this year. We have a need for a volunteer to oversee the lunch operations this year. Look for the link on the TCBC website under Volunteering.

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### TCBC RIDE KEY FOR ROAD RIDES

<table>
<thead>
<tr>
<th>Ride Type</th>
<th>Description</th>
<th>Min Average Riding Speed</th>
<th>Riders Must Have</th>
<th>Rest Stops</th>
<th>Leader Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - Very Strenuous</td>
<td>Fast Paced, most difficult terrain, or longer distance</td>
<td>17+ mph</td>
<td>Advanced cycling skills; spare tube, patch kit, pump</td>
<td>At leader’s discretion</td>
<td>Anywhere</td>
</tr>
<tr>
<td>A/B - Strenuous</td>
<td>Swift, more difficult terrain, or long distance</td>
<td>15-17 mph</td>
<td>Intermediate to advanced cycling skills; spare tube, patch kit, pump</td>
<td>About every 20-30 miles</td>
<td>Anywhere</td>
</tr>
<tr>
<td>B - Brisk</td>
<td>Social, but emphasis is on riding - A good choice for experienced group riders - generally intermediate or greater pace, terrain and distance</td>
<td>13-15 mph</td>
<td>Intermediate to more advanced cycling skills; spare tube, patch kit, pump</td>
<td>About every 15-20 miles</td>
<td>With Group at the Published Pace</td>
</tr>
<tr>
<td>B/C - Moderate</td>
<td>Social emphasis, but for those with riding experience - generally intermediate pace, terrain and distance</td>
<td>11-13 mph</td>
<td>Intermediate cycling skills; spare tube, patch kit, pump</td>
<td>About every 10-15 miles</td>
<td>With Group at the Published Pace</td>
</tr>
<tr>
<td>C - Relaxed</td>
<td>Easier, for a more “laid-back” time, perfect for newer riders, slower pace and flatter terrain, shorter distance</td>
<td>9-11 mph</td>
<td>Entry level to intermediate cycling skills; spare tube, patch kit, pump</td>
<td>About every 10-15 miles</td>
<td>With Group at the Published Pace</td>
</tr>
</tbody>
</table>

### TCBC RIDE KEY FOR MOUNTAIN BIKE RIDES

<table>
<thead>
<tr>
<th>Ride Type</th>
<th>Ride Time for Mountain Bikes</th>
<th>Terrain for Mountain Bike Rides</th>
<th>Riders Must Have</th>
<th>Rest Stops</th>
<th>Leader Rides</th>
</tr>
</thead>
<tbody>
<tr>
<td>MB A</td>
<td>High Speed, no time limit</td>
<td>Difficult dirt trails, roots, rocks, many difficult hills, technically very difficult</td>
<td>Advanced MB skills; spare tube, patch kit, pump, chain tool, water</td>
<td>At group or rider’s discretion</td>
<td>Anywhere</td>
</tr>
<tr>
<td>MB A/B</td>
<td>Rapid, less than 6 hours</td>
<td>Challenging dirt trails or roads, roots, rocks, many hills, technically quite difficult</td>
<td>Advanced MB skills; spare tube, patch kit, pump, water</td>
<td>At least 1 time each hour</td>
<td>Anywhere</td>
</tr>
<tr>
<td>MB B</td>
<td>Moderate, less than 4 hours</td>
<td>Gravel or dirt trails or roads, some hills, technically moderate</td>
<td>Intermediate MB skills; spare tube, patch kit, pump, water</td>
<td>At least 1 or 2 times each hour</td>
<td>With the group - riders regroup occasionally</td>
</tr>
<tr>
<td>MB C</td>
<td>Slower, less than 2 hours</td>
<td>Gravel or dirt trails or roads, few hills, technically simple</td>
<td>Beginner MB skills; spare tube, patch kit, water</td>
<td>2 or more times each hour</td>
<td>With the group - riders regroup frequently</td>
</tr>
</tbody>
</table>

** For additional ride considerations see Ride Key at biketcbc.org **
Complete Calendar at biketcbc.org

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

JUNE 1
TOUR DE PEPIN OUTREACH RIDE — SEE STORY IN LAST ISSUE.

JUNE 3
DEADLINE FOR JULY TCBC NEWS.

JUNE 9
LUCE LINE LOOPS IN HUTCHINSON — OUTREACH RIDE. See ad or schedule.

JUNE 10
6:30 BOARD OF DIRECTORS BUSINESS MEETING.

JUNE 15
MINNESOTA IRONMAN IN SHAKOPEE — OUTREACH RIDE. See ad or schedule.

JUNE 21-23
WOBEGON TRAILS RIDE. See WEEKEND RIDES article or schedule.

JUNE 22
SUPERIOR VISTAS IN WASHBURN WI — OUTREACH RIDE. See schedule.

JULY 4
38TH ANNUAL WATERMELON RIDE IN SHOREVIEW. See separate info on riding and/or volunteering.

JULY 8
DEADLINE FOR AUGUST TCBC NEWS.

JULY 26-28
PAUL BUNYAN AND HEARTLAND TRAILS WEEKEND. See WEEKEND RIDES article or schedule.

WELCOME NEW MEMBERS TO TCBC!
Hope to see you on some rides.

Jeff Allen  George Garry  Joel Marty
Bob Alwin  Keith Gasner  James Meyers
Pam Bagley  Andrew Gross  Mark O'Melia
Shawn Bagley  Kevin Gross  Alex Ostrer
Melissa Bougie  David Heffernan  Jim Proulx
John Breskey  Bret Hoekstra  Terri Russell
Mac Case  Mary Johnson  Eric Schneider
Dan Crose  Jacob Jungers  Joni Slattery
Frank Daniels  Birdie Kroshus  Beth Stebbary
Kathleen Daniels  Tony Lacoursiere  Eric Vicbins
Stephen Eisenmenger  Goran Latisko  Raymond Vigil
Doug Faust  Heather Leopold  Jim Wallace
Valerie Frysking  Joan Leterrenz  Isaac Westerlund
Beverly Garry

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webmaster@biketcbc.org

TCBC NEWS DEADLINES - usually between the 4th and 10th of each month for the next month’s issue

TCBC NEWS is published by the Twin Cities Bicycling Club, formed in 1993. Mail and checks can be sent to: TCBC, PO Box 131086, Roseville, MN 55113

NOTICE
Any non-bicycling TCBC activity or any Outreach Ride listed in this newsletter or on our website is not covered by our insurance provided by American Specialty Insurance Services, Inc.
This is a two-day ride from Hinckley to Carlton and back on the William Munger trail. Multiple distances are available. We start at the Hinckley Convention and Visitors Bureau at 9:30 AM. On the first day, you may ride from Hinckley and stop at the Carlton AmericInn motel for 56 miles, or continue on the trail toward Duluth before returning to the motel for a potential 90 miles. The second day we start from the AmericInn at 8:30 and return to Hinckley for 56 miles. We’ll have lunch at the Lazy Moose Restaurant in Moose Lake both days. The ride is fully sagged and has rest stops with snacks and refreshments each day in Finlayson and Mahtowa. A group dinner is planned for Tuesday evening at a Carlton restaurant or the nearby Black Bear Casino.

William Munger Overnight Trail Ride
Tuesday/Wednesday, August 6-7

You can overnight Tuesday wherever you choose, but to facilitate sagged baggage, we recommend the AmericInn, where we have a block of rooms reserved for the Twin Cities Bike Club. The neighboring Royal Pines Inn is a suitable alternative. To make reservations at the AmericInn, please call 218-384-3535. Be sure to mention you are with Twin Cities Bike Club in order to get a first floor room, allowing easy access for wheeling your bike to your room for overnight storage. Overnight bags (limit 1 per rider) will be sagged to the AmericInn from Hinckley. The trail’s website states that construction and repairs are planned for several locations during the summer. We will be checking the website for updates to share with riders.

For more information contact Warren Samuelson at warsam11@aol.com, phone 651-398-3653. The ride is listed as a B level ride but self-sufficient riders of all speeds are welcome. If you plan to attend, please notify Warren to assure we have enough refreshments and maps and to inform you of any final details. Be sure to include your cell phone number so we can communicate as needed during the ride. TCBC membership is required to participate in this ride.

Get off to a Great Start:
"Ease Into Biking"
C-Ride Series returns

JOIN US AT THE EASE INTO BIKING SERIES - a set of Saturday morning C rides aimed at newer riders and those who want friendly rides at a relaxed pace.

We will be exploring the pleasant, mostly-flat Rush Creek Regional Trail between the Coon Rapids Dam in the east, and the lovely more-rolling Elm Creek Park Reserve in Maple Grove to the west. Over these Saturday morning rides (June 1, 8, 15 and 22), we’ll gradually increase our distance from 15 to 20 to 25 miles while having fun! Come to one ride, several, or all. Optional lunch at next-door 5-8 Grill or Mexican restaurant.

ARRIVE ABOUT 9 AM AT THE CHAMPLIN HOLIDAY GAS STATION so you have time to get your bike and yourself ready, especially if you want help to check your tire pressure, adjust a seat, or review shifting. We will have a pre-ride gathering at about 9:20. Bring at least one filled water bottle, a spare tube, and any questions.

DIRECTIONS to the Holiday gas station, 6210-109th Ave. N., Champlin, MN 55316: from Hwy 694, take Hwy 252 north 3.4 miles to Hwy 610. Get in LEFT lane. Turn left (west) on Hwy 610 for 2.4 miles. Turn right (north) on Zane Ave. N./CR 14 for 2 miles. Zane becomes Douglas Drive. At 109th Ave. N, turn right into Holiday lot. (If coming from the west, from Hwy 694 go north on Hwy 169 for 5.1 miles, turn right at the lights on 109th Ave. N. for 1.6 miles; left into the Holiday at Douglas Drive). Holiday is on the NE corner of the intersection of 109th Ave. and Douglas Drive, across the street from Champlin High School. Park in the west side of the lot.

PLEASE CONTACT any one of us before the ride if you have ANY questions about biking, clothing, weather, or directions. We are looking forward to seeing you there! Carolyn Caswell 612-308-3830 ccCaswell@hotmail.com, Craig Larson 763-424-4223, Deb Matchinsky 612-270-6476.

THE ORBEA GAIN IS THE FUTURE OF E-BIKES

WARDEN HILLS
1201 County Rd E
651-490-7708

ARLEN HILLS
651-644-2354

THE ORBEA GAIN IS THE FUTURE OF E-BIKES

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

June 21, 22, 23
Wobegon Trails Ride
Join us for one, two, or three days of C rides with different length options on the paved Wobegon Trail. Each day’s ride starts from the Albany Trailhead. Make your own reservations for lodging. A block of rooms are reserved under Twin Cities Bicycle Club at Baymont Inn and Suites, 820 Shamrock Lane, Albany, 320-845-2145. Cost for a room with two Queen beds is $114 plus tax per night. Rooms are reserved until May 31.

On Friday the ride departs from Albany to St. Joseph with a lunch stop on route for a total of 30 miles. Details of Saturday and Sunday rides will be in the schedule. For more information call Miriam Simmons 651-212-0775, or Lyle Koehler 612-516-2053.

September 20, 21, 22
Three Days in Lanesboro
Welcome C riders and friends to our three days in Lanesboro! Join us again for scenic rides of 20-40 miles each day in Southeast Minnesota. Some of us go to the play at the famous Commonweal Theater on Friday night. The play will be the adventure tale, “Peter and the Starcatcher”. Call Clareyse Nelson to reserve your ticket(s), 612-759-1762, and for more information. Reserve your place to stay early as Lanesboro is a popular spot! Camping in the local campground is also an option.

July 26, 27, 28
Paul Bunyan and Heartland Trail Weekend
Join us on a three-day trek of C rides with length options each day and after the rides, fun activities, and food opportunities! Trails are paved with routes that pass through northern hardwood forests and stands of jack, red, and white pines. A block of rooms is reserved under Twin Cities Bicycling Club at the Walker Hotel (218-547-2200). The address of the hotel is 907 Minnesota Ave, Walker 56484.

On Friday we bike from the Paul Bunyan Trailhead in Baxter at 11:30 A.M. with a lunch stop in Nisswa and back (33 miles). Details of Saturday and Sunday rides will be in the schedule. For more information call Miriam Simmons 651-212-0775, or Lyle Koehler 612-516-2053.
Join the Tour of Saints tradition
Each summer in Central Minnesota, more than 1,000 cyclists wend their way through a verdant, rolling landscape along quiet country roads and trails as they ride Tour of Saints, “a heavenly little ride.”

The 39th annual Tour of Saints takes place on Sunday, July 14, starting and ending at the College of Saint Benedict in St. Joseph, 75 miles northwest of Minneapolis on I-94.

Register now and save
Register online or download an entry form through the Tour of Saints website. Register now to take advantage of early registration discounts. Event-day registration is $40. Save $8 if you register by June 13. Save $4 if you register by July 10.

Bicycle Alliance of Minnesota members can get an additional $5 discount.

Getting to the Tour
From the Twin Cities, take I-94 to the St. Joseph exit and drive one mile to St. Joseph. Signs will direct participants to the college entrances, parking and check-in. Riders may check in and begin riding between 6:30 and 8:30 a.m.

Enjoy 18, 35 or 50 miles
Three courses of 18, 35 and 50 miles are designed to let riders choose a course that fits their comfort level.

18 miles – 16 on trail
The 18-mile course features the Lake Wobegon Trail, and is ideal for those who prefer to avoid hills. A mile into the ride, cyclists reach the paved trail, which cuts its way through cattail marshes and woodlands along the route of a former Great Northern rail line. At the halfway point, riders relax at the Avon rest stop for food and drinks before the return trip.

35 and 50 miles – country roads
The longer courses trace 35 or 50 miles of winding byways. The Cold Spring Bakery hosts the first rest stop in Cold Spring at mile 12, offering fresh pastries, fruit, cold water and drinks. The second stop at 25 miles is at Collegeville Orchards. There, cyclists stretch their legs and enjoy fresh fruit, chilled drinks and cookies from the Cold Spring Bakery.

Choose your distance
At mile 31, riders can head for the finish for a 35-mile day or follow the 50-mile course. For those riding 50 miles, the last rest stop at mile 40 is Avon’s city park on the Lake Wobegon Trail. Volunteers welcome riders with more fresh fruit, candy bars and cool drinks.

Ahh! A fine finish
From Avon, cyclists can choose to log a full 50 miles by following the gently rolling Norway Road, or opt for the slightly shorter and more level Lake Wobegon Trail to St. Joseph.

Riders reunite with friends and family at the finish in cool comfort at the College of Saint Benedict, where they can slurp on watermelon and sip lemonade. Showers are available (bring a towel).

Continued on next page

TOUR OF SAINTS

135 MILES OF PAVED TRAIL, BUT WHO’S COUNTING?

Register now for the Great River Energy Mesabi Trail Tour—held on Saturday, August 3, 2019.

mesabitrail.com
Help along the way
If cyclists need a lift during the tour, they can call the St. Cloud Amateur Radio Club (W0S6V), and they’ll dispatch one of the Gilleland Chevrolet support trucks roving the course. Bike shop mechanics offer help at the food and rest stops.

Driving far?
Come stay on Saturday!
Riders can book an apartment or guest room for Saturday night at the College of Saint Benedict and wake up at the Tour start on Sunday morning. About 150 riders take advantage of this option.

It’s a relaxing alternative to that pre-dawn trip on Sunday morning. Check into your room on Saturday, explore the town or cruise the Lake Wobegon Trail, then enjoy dinner at a St. Joseph restaurant and a pint at Bad Habit Brewing, a Tour sponsor. Ride Tour of Saints on Sunday, and check out after you finish the ride.

Guest room
and apartment rates
Single rooms are $49.78. Double rooms (two twin beds) are $63.06. Bathrooms are located down the hall for single and double rooms.
Apartments (with two bedrooms and four beds) are $161.51. Each apartment has a kitchen, a living room and a bathroom. To find more information and book your stay, visit the Tour of Saints website:

www.tourofsaints.com
Michael Doyle
Event Director, Tour of Saints
320-266-7579
michaeldoyle@tourofsaints.com

New in 2019!
Our riders have been asking for a Tour of Saints jersey, and this year, thanks to our partnership with Primal, we’ve got one!

The inaugural jerseys, with artwork created exclusively for Tour of Saints, feature Primal’s Q3 Elite polyester fabric, plaited and double-knit with a square grid texture for aesthetic appeal and slight weight reduction. They sport three-compartment pockets on the back and adjustable front zippers, and are SPF 35+.

Jerseys are $70, and are only available online through May 29.

Follow the links at the Tour of Saints website or go directly to tourofsaints.com/order-jerseys/ to learn more and place your orders. Jerseys can be picked up July 14 at Tour of Saints.

http://tourofsaints.com/order-jerseys/
Imagine that it’s a glorious spring morning, and for the first few miles you have been riding comfortably along at a pace of 18-19 mph with a typical TCBC group of eight to 12 riders, enjoying the weather, the scenery, and occasional conversation with your fellow cycling enthusiasts. As the group begins ascending a gradual, but longer climb, you notice that not only has the extra effort of climbing made the continued conversation more difficult, the pace has also picked up to over 20 mph, a phenomenon not uncommon on TCBC group rides! You look ahead to see that there’s a new “leader of the pack” who has decided to make your Saturday morning ride more challenging than desired, much like a demanding boss who expects work to get done over the weekend!

As you crest the longish climb, you despairingly watch the group already speeding down the other side about 40 yards ahead of you. Embracing the false belief that you will be able to catch the group going down the hill or on the coming straightaway, your hopes are quickly dashed when you realize that there is a 10 mph wind from the west, the direction you happen to be riding. Heeding the advice offered during the ride briefing not to ride beyond your ability (like this is actually a choice), you gear down to slow your heart rate, ease the burning in your quadriceps and adjust your expectations based on the prospect of a solo ride for the remaining miles. Two hours later you arrive at home and set out surfing the net to better understand the ways of the natural forces at work in the world. The first thing you learn is the difference between linear and curvilinear functions. One of your many ruminations over the final 30 miles was to wonder how an increase in pace from around 19 mph to 21 mph, a modest change of about 10%, could push you into a power deficit so quickly, even with the extra work of a modest climb thrown in. You discover the following chart and are

**The Physics of Getting Dropped**
why it’s harder to stay with a group than you would hope!

*By Bruce Lindberg*

Imagine that it’s a glorious spring morning, and for the first few miles you have been riding comfortably along at a pace of 18-19 mph with a typical TCBC group of eight to 12 riders, enjoying the weather, the scenery, and occasional conversation with your fellow cycling enthusiasts. As the group begins ascending a gradual, but longer climb, you notice that not only has the extra effort of climbing made the continued conversation more difficult, the pace has also picked up to over 20 mph, a phenomenon not uncommon on TCBC group rides! You look ahead to see that there’s a new “leader of the pack” who has decided to make your Saturday morning ride more challenging than desired, much like a demanding boss who expects work to get done over the weekend!

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surprised to learn that at the speed you were initially riding, a 10% increase in pace required nearly a 30% increase in power. (Dark red lines show that while about 155 watts were required at 19 mph, 200 were needed to sustain a 21 mph pace*)

You further notice that this differential increases even faster at higher rates of speed, where a 6.3% increase in speed requires an 18.2% in power output. Although you realize that your tendency to ride near the back of the group (not necessarily by choice) mitigates the absolute level of frictional force working against you, courtesy of the stronger riders up front, the relative increase in power output is nevertheless substantially greater than the marginal 10% increase is velocity.

Another factor working against your quest to stay with the group is unfortunately not mitigated by the group. You’re on your own when it comes to battling the relentless pull of gravity, which thankfully is a constant function, but nonetheless a substantial force to overcome. And you astutely observe from the adjacent chart that those extra pounds you’ve been meaning to lose also contribute to the need for additional power output at increasing levels of velocity, especially at speeds above 20 mph.

So after considering these unrelenting laws of physics, you decide that you may not be in such bad shape after all. Maybe with some additional training and fulfilment of your resolution to lose a few pounds, you will get over the top of that climb with the group in the not-too-distant future? A worthy goal even at the back of the pack!

* See this URL for an interactive model to calculate your personal power output at various speeds: https://www.gribble.org/cycling/power_v_speed.html

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**TCBC Member Benefit:**

**LAB Insurance**

Among the many benefits that come with TCBC membership, possibly the most significant is our insurance policy that was crafted by the League of American Bicyclists (LAB) and is administered nationally by American Specialty Insurance Services, Inc. (AmerSpec) It consists of Liability and Medical coverage plus an Accidental Death & Dismemberment policy. Coverage is available to all legally organized bicycling organizations that maintain a club membership with LAB. All coverages apply only on approved and scheduled TCBC bike rides. The Liability Insurance provides $1 Million of General Liability and up to $3 Million of General Aggregate coverage. The Medical Insurance provides up to $10,000 of coverage per person per claim after a $500 deductible, which disappears if either you or your primary medical insurance company has paid that amount on your claim. This Medical Insurance is secondary to any other Medical Insurance you may have. Also, there is a $5,000 Accidental Death and Dismemberment coverage per person. TCBC pays the yearly premium for these insurances as a member benefit for all current paid-up members.

One may ask why it is beneficial to have Liability coverage while riding a bicycle. Well, consider the fact that in one recent year alone at a national level, AmerSpec paid two claims of over $400,000 each to pedestrians who were hit by bicyclists. They also paid a myriad of smaller bodily injury and property damage claims resulting from cyclists’ errant actions including damage to automobiles.

The benefits of the Medical coverage are more obvious. Over the 25 years of TCBC’s existence, there have been scores of claims paid, including many that resulted in payouts close to or at the maximum of $10,000. Having this extra medical coverage can help ease at least a small amount of the pain and financial hardship of experiencing a biking-related injury.

In order to benefit from our LAB Insurance coverage, you must: be a currently paid-up member at the time of the accident; have signed a yearly waiver; have signed the Ride Report Sheet at the start of the ride on which the accident occurred; and have submitted, with the help of the ride leader, an accident report to AmerSpec as soon as possible after the ride.

While we hope that our members will never need it, TCBC is pleased to make this valuable benefit available to all of its members. Your half of the deal is to make certain that your membership is current and that you comply with the other items listed in the previous paragraph.

*Disclaimer: the information in this article about the LAB Insurance coverage provided by AmerSpec is written with the best intentions of accuracy, but the final word on coverage will always be determined by the actual policies of the insurance underwriters.

Pete Hawkins,
TCBC Insurance Coordinator,
May, 2019

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**THE SNOW IS GONE! LET THE WHEELS ROLL!**

**SAVE 15-35% ON ALL LAST YEARS BIKES!**

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**Enjoy 55 miles of beautiful, paved rail-trails across central Minnesota.**

Visit CentralLakesTrail.com for maps and information.
The Midtown Greenway is a 5.5-mile long former railroad corridor in south Minneapolis with bicycling and walking trails. It is owned by the Hennepin County Regional Railroad Authority and the trails are maintained by the City of Minneapolis. The Midtown Greenway Coalition is the grassroots organization that successfully advocated for installation of the Midtown Greenway by public agencies. The Coalition continues to engage our community in protecting, improving, and using the Greenway.

For most of its distance across the city, the corridor is grade-separated from the street grid, either in a trench passing under bridges carrying streets overhead, or on a raised area with traffic passing underneath it. This offers barrier-free bicycling that can make crosstown trips faster than going by motor vehicle. To the west, the Greenway connects with paths around the Minneapolis Chain of Lakes and the Southwest LRT Trail extending to the western suburbs (some of which have just closed for LRT construction). To the east, the Greenway connects with paths along the Mississippi River.

The Greenway serves a very ethnically and economically diverse community. All the way across Minneapolis the Greenway runs parallel to nearby Lake Street, a commercial strip with hundreds of retailers, restaurants, and other businesses. The Greenway trails are plowed in the winter, lit at night, and open 24/7. Several thousand people use the Greenway each spring, summer, or fall day, and hundreds of hearty cyclists and runners use it each winter day regardless of weather.

A few history highlights:

2000 - Phase One of the Greenway bike and pedestrian trails opened from the intersection of 31st Street and Chowen Avenue to 5th Avenue.
2001 - Rail service in the corridor was abandoned. A year later, the remaining railroad tracks between Hiawatha and Chowen Avenues were removed. The segment east of Hiawatha remains active.
2004 - Phase Two opened from 5th Avenue to Hiawatha Avenue.
2006 - Phase Three of the Greenway opened, connecting Hiawatha Avenue to the Mississippi River.
2007 - The Martin Olav Sabo Bridge opened spanning Hiawatha Avenue, bypassing a dangerous at-grade crossing.
2008 - The Freemwheel Midtown Bike Center opened, consisting of a bike store, repair shop, and shower and locker facilities.

Selected accomplishments:
- NO HIGH VOLTAGE POWER LINES! Our Coalition led a neighborhood-based coalition that fought to keep ugly and harmful power lines out of the Greenway. After more than two years of work and with the help of our attorney and the neighborhood groups, we WON. The power company was forced to bury the lines under 28th Street.
- NO BUSWAY Kept a limited stop, rapid busway out of the Greenway by proposing electric streetcars instead.

Continued on next page
Continued from previous page

- **NEW ACCESS STAIRWAYS AND FRONT DOORS** Modified plans for dozens of developments on land adjacent to the Greenway so they enhance the Greenway instead of warring it in. For example, the stairway behind the Midtown Sheraton Hotel is the result of our advocacy work, and the Midtown Lofts at Bryant Avenue would be separated from the Greenway by a roadway rather than a public walkway if not for us. We are currently working with the developers of the former Bennett Lumber site, to create new public access stairs and public plazas. This new site will also feature a wonderful public promenade/bridge along the edge of the project.

- **GRACEFUL NEW TRAIL ENTRANCE RAMP** Along with Midtown Phillips, successfully advocated for a new trail entrance ramp at 10th Avenue connecting the Greenway to Midtown Exchange, Midtown Phillips, Stewart Park, Anderson Schools, Abbott Northwestern Hospital, and Powderhorn Park.

- **SUSTAINABLE GARDENS** Installed and maintain gardens in the Greenway with volunteer power to showcase native plants, on site water management, and ecological sustainability. Along with public and private partners and many volunteers, we have also helped planted about 3,000 trees in the Greenway during eight annual Arbor Day events.

- **OUTREACH** Engaged hundreds of Hispanic immigrants and Native people via group walks in the Greenway, resulting in many families now using the Greenway regularly on their own.

- **SAFETY** Organize volunteers to sweep up broken glass daily, maintain communications with police and the City about trail and crime issues, coordinate the Trail Watch bike patrol, and advocate for improvements in traffic control devices at the trail’s at-grade crossings with roadways.

Upcoming projects include:

- **PUBLIC ART**, including working on our vision that the Greenway some day rivals the Walker Sculpture Garden as an art destination in Minneapolis.

- **NEW PARKS AND PLAZAS** on land adjacent to the Greenway, part of a long-term community vision for more trail entrance ramps, green spaces, public walkways along the street-level edge of the Greenway’s trench segment, and plazas at future trail transit stations. These open spaces will improve Greenway access, safety, and aesthetics.

- **GUIDING NEW DEVELOPMENTS** on land adjacent to the Greenway so that they front the Greenway rather than hide it behind parking lots or loading docks.

- **TURF-TRACK STREETCARS** in the Greenway alongside the trails, to provide a cross-town link connecting the Hiawatha Light Rail Transit line with the future Southwest Corridor Light Rail Transit line as an important part of a growing regional rail system.

- **GREENING** the Greenway through volunteer engagement caring for existing plantings and fostering the work of other to install new sustainable plantings.

- **BRIDGING THE MISSISSIPPI,** infrastructure plan still unknown such as using the existing freight rail bridge for the trails to cross the River, or building a new bike/ped bridge instead of or in addition to the existing bridge freight rail bridge. The Coalition supports plenty of events along the Greenway and there are many volunteer opportunities. Also, they have various membership categories. For more info, see their website at midtowngreenway.org.

  By Doug Nelson

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**JULIE TIMM**

(Excerpts from the newsletter)

**PRESIDENT WAS JULIE TIMM.** VP was Pete Hawkins, VP At Large was Margaret Kelly, Secretary was Bruce Beck, Treasurer was Tony Stifter.

**THE IRONMAN** had been organized out of Lakeville for the first time, with some wonderful and some frustrating experiences. They estimated 3,000 bikers rode, the largest Ironman ever at that time. It was an ideal weather day. Of the riders reporting these facts, 67 were male, with the average age of all riders being 40.

TCBC was organizing the 18th Annual Watermelon Ride out of Control Data (now Boston Scientific) in Arden Hills, with two 25-mile routes.

We also promoted our 19th Annual Weekend on Wheels, three days of biking in western WI, based out of River Falls.

**WEB SITE REVIEW FOR BICYCLISTS:** “This column has been created to share awareness of bicycling-related web sites and to include a mix of topics, whether practical, community service, education, fun, or bizarre.”

TCBC members:

**PUT IT ON A RACK AND SAVE 15%**

**TCBC MEMBERS:**

**PUT IT ON A RACK AND SAVE 15%**

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*In-store purchases only. Excludes installations & hitches.*
by Bob Brown

The TCBC Awards Banquet was an enjoyable affair. There were many awards, my take being approximately none, to be exact. There were also many prizes, more than any other year, I think. Near the end of the banquet, I had settled into my usual “didn’t win nothing” doldrums when all of a sudden I won a hat – a real nice TCBC baseball cap. I was at first giddy with pleasure to have been singled out as a winner. While the prize drawing wound down, several more people won hats just like mine.

Then came the announcement over the loudspeaker. The number of prizes just happened to exactly equal the number of ticket holders. Crestfallen, I realized they had thrown in enough hats so that everyone got something. Nice as TCBC baseball caps are, receiving one was like getting a ribbon indicating that I’d tied with several others for last place, which fits with how I usually do when it comes to door prizes. Fortunately, I did at least win a separate drawing for the Grand Prize – a set of hand built premium wheels – Ultegra hubs, Velocity A23 rims, DT spokes. They were built by County Cycles during the banquet, and they are straight and true.

WOW ! My hat was suddenly elevated from “participation ribbon” to “frosting on the cake”. Those wheels proved out to be perfect for me. As light as the Mavic wheels on my best road bike, they are very strong and far more versatile. After consulting with County Cycles and another shop about the wheels, I decided to put them on the bike upon which I posted my fastest ride since rejoining TCBC in 2005, 18.9 mph for 38 miles. The bike is a triple cranked Sora level bike not worthy of the wheels, except that it is equally versatile. Both bike and wheels can accommodate a broad range of tires, so now I have a bike that can change from road bike to night bike, unpaved trail bike, gravel bike, or light touring bike, just by putting on the right tires.

I had actually been thinking to replace the narrow rims on that bike anyway. Why not make use of the generous spacing offered by the fork, stays, and long reach brakes? I have never understood why road bikes are made with such a tight fit around narrow tires anyway.

What a good prize!

THANK YOU, THANK YOU, COUNTY CYCLES!

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Fergus Falls...

The Central Lakes Trail Starts Here

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A fun and challenging 100 mile, 100 km and 60 km bicycling ride in Western Wisconsin. Excellent timing and route for WI Ironman training. Supported Century and 8mi Family Trail Ride, Food Stops, After Party - Great Food & Beer! Early registration $60 at http://sadisticcentury.com Tee included prior to Aug.

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8.17.2019
MENOMONIE, WISCONSIN
15K 60K 100K 100 MILES

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ELEVATION GAIN OF 8819 FEET WITH OVER 30 CLIMBS
THIS IS NOT YOUR EVERYDAY CENTURY RIDE - IT'S SAPISTIC
Plenty of rides have been going with some weather challenges thrown in. Since November 1, 2018, here are those with the most for the trips reported:

**MEN**
- Chuck Ryan: 4126
- Randall Huskamp: 3163
- Chuck Nelson: 2975
- Paul Loughman: 2522
- Brad St Mane: 1672
- Chris Tamez: 1669
- Marc Hirschmann: 1463
- David Wamsley: 1441
- Joe Rebholz: 1373
- Thomas Cook: 1369
- Andrei Lebedev: 1194
- Aaron Halfaker: 1148
- Pete May: 1101
- Brian Hecht: 1033
- Tony Le: 858

**WOMEN**
- Catherine Fox: 1428
- Liesa Miller: 998
- Jackie Battis: 980
- Linda Johnson: 890
- Karen May: 798
- Katie Angle: 756
- Judy Emerson: 647
- Marina Lim: 620
- Carol Fitzgerald: 538
- Trisha Groth: 474

**MEN DOING THE MOST RIDES:**
- Ryan: 83
- Huskamp: 72
- C. Nelson: 62
- Loughman: 55
- May: 55
- Hirschmann: 35
- St Mane: 33
- Tamez: 33
- Wamsley: 33

**WOMEN DOING THE MOST RIDES:**
- Battis: 30
- Fox: 27
- Johnson: 27
- Lim: 26
- May: 26
- Angle: 23
- Emerson: 22
- Miller: 22

**LEADING THE MOST RIDES:**
- Randall Huskamp: 72
- Chuck Ryan: 71
- Lyle Koehler: 18
- Carol Fitzgerald: 16
- Jonathan Grad: 14
- Pete May: 13
- Marina Lim: 12
- Diane and Duane Kasper: 12

**BIGGEST RIDES REPORTED FROM APRIL 8 THRU MAY 7:**
- Apr 20...Dunn Early: 32
- Apr 28...Not the Ironman: 26
- May 4...Sonny's: 26
- May 4...Bent Brewstillery: 25
- May 5...Run for Border: 25
- May 6...Pink Express: 25
- Apr 23...Tuesday Tuneup: 24
- May 4...Dunn Early: 24
- May 7...Tues Tuneup: 24
- Apr 20...Sonny's: 23
- Apr 20...Lift Bridge: 23

**SINCE THE LAST ISSUE:**
- Ryan increases his lead and Nelson jumps into third. For the women, Fox’s lead shrinks a bit and Battis rises to third.

**REPORTED ACCIDENTS AND SOME RELATED COMMENTS**

**MAY 1:*** Rider was beginning to cross an intersection when a vehicle approaching the cross street with a stop sign bumped the rider’s bike and she fell. Rider was apparently not injured but she went to a local hospital for a checkup.

**Comments:**
- When crossing an intersection where the opposing traffic has a stop sign, you should make sure any vehicle approaching the stop sign sees you, and comes to a full stop before you enter or cross the intersection.

Now that the warmer riding weather is here, I thought that this would be an appropriate time to remind riders what they should bring with them on every ride. I would recommend the following items: extra tube, patch kit, tire levers, bike tool, tire boot (for large tire punctures), small hand pump or CO2 pump (w/2 CO2 cartridges), water bottle in a bottle cage on your bike, energy bar, Shot Blocks (cramp buster), small first aid kit, and a lock. I know what you are going to ask: how can I carry all of these things? Actually, they can all be carried in a medium-sized seat bag and in your jersey pockets if there is an overflow.

**REMEMBER:**
- RIDE SMART, RIDE SAFE

Paul Frenz
TCBC Safety Committee
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*  
(ensures 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.