The Minnesota Ironman Bicycle Ride began in 1967 and ended, at least for the time being, in 2017. Last spring a few of us old-timers decided to keep the tradition going on the last Sunday of April by organizing a regular TCBC ride based on some of the old 1990’s routes starting in Delano and mostly using Wright County. It was a hit! 49 bikers attended on a beautiful warm sunny day into the 60’s, just a bit breezy. We are planning on keeping the tradition going this spring on April 28. Last year’s 38-mile route went through Montrose with a rest stop in Buffalo. A 58-mile option went through Watertown and Waverly before reaching Buffalo. The 100-mile century route, always an Ironman tradition, also went through Maple Lake and Monticello. At this writing (early February) we’re planning on keeping things the same unless we find a need to change them, with three routes. There will be no cost or refreshments served. See the schedule on the website in April for specifics.

As of now we would again plan on meeting at 9 AM at the Delano Central Park, across from the baseball field. Bathrooms and water will be available, weather permitting — last year it was close coming so soon after the blizzard!

(P.S.: Another group may be using the Ironman name, with permission, at a new June metro area ride. No confirmed news as of this writing.)

By Doug Nelson, Pete May, and Shelby Miller
RECOGNITION CORNER

This month we recognize

We would like to thank the following contributors for putting on the Awards Banquet:

Tony Abelson, Jackie Battis, John and Collette Deninger, Bob Fix, Ann Harris, Pete Hawkins, Jean Hurlbert, Linda Johnson, Mike Kubes, Shelby Miller, Doug Nelson, Jim Pederson, Fran Rabe, Steve Scott, Patt Seleen, Dick Stardig, and Evie Walters.

Congratulations to all the award winners.

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.

PRESIDENT’S COLUMN

Winter is here!

Thankfully, I love winter in Minnesota, and love being outside in the winter fat biking, skate skiing, and running...oh, and shoveling too. Well, not so much the shoveling. After wondering about and hoping for snow throughout the early weeks of winter, we are certainly getting our fill of it now. It’s been great to see that throughout the coldest winter temperatures and wind chills in decades, and through all of the snow, our hearty TCBC winter riders have continued to ride on. A few of our members have been very active this winter and have been riding multiple rides per week. Cheers to you guys!

As I write, the TCBC Annual Awards and Recognition Banquet is just a few days away. As a result of this unfortunate timing, I cannot yet recognize our Volunteer of the Year award winner by name here in print. As always, we have dozens of members worthy of receiving this award every year. Some of our more dedicated volunteers are touching TCBC work almost every single day! It is really inspiring to stop and think about just how large and successful our club is, and exactly what sort of history, social connections, club infrastructure, and lasting memories have been created over the decades! Our volunteers cannot be thanked enough. So, as always, recognizing only one person or sometimes a couple of people, should in no way minimize or diminish the incredible contributions you all make to the success of the club. All of you (riders, leaders, volunteers) are the real strength of our success as we look forward to our next 25 years. It is always my hope that you all feel recognized and appreciated every day for your individual contributions, whatever and however large or small they may be.

Our theme for this year’s banquet was “Bike to the Future—the next 25 years.” While we decided not to think too deeply about exactly where each of us will be 25 years from now, we did intend the theme to simply recognize that, as of the end of the 2018 ride season, we have now completed our 25th year as TCBC and we’re looking forward to the next 25 years. Banquet contributors could not, of course, resist capitalizing on the fact that our theme sounds very similar to the title of a certain 1985 hit movie. Thank you to our Master of Ceremonies, Doug Nelson, and to everyone who contributed to the banquet preparations. Your ideas and assistance are much appreciated.

I also want to give a special thank you to the sponsors who attended the banquet and to all sponsors and local businesses who donated door prizes for the banquet. We were able to give away a lot of great prizes. And we were able to give a door prize to well over half of the banquet attendees this year! Thank you to Ann Harris, Linda Johnson, Mike Kubes, Dick Stardig, and Bean & Tony, who did the vast majority of the work in securing these prizes.

Safe & happy riding,
Shelby
Bike Trails and Routes

Gateway Trail: The City of North St. Paul will construct a permanent rest room at the Rotary Club trailhead next to the public works building, with year-round toilets and water. Also, funds were acquired to replace the old Westminster Bridge in St. Paul (near 35E) and fix the portion of slumping trail east of the bridge.

Stillwater Loop Trail: Mentioned in this newsletter before, we will have more news on it when it hopefully opens this summer. The trail on the former Hwy. 35 hill is a manageable 5 percent grade. A counterclockwise loop is recommended due to the hills. The full loop trail from Stillwater, along the river, over the 94 bridge, through Houlton, and back down to Stillwater, will be 4.7 miles with around 200 feet of climbing, mostly across the 94 bridge.

Lake Vermilion Trail: Interested parties have been planning this for years. It would be a 40-mile paved regional trail, along the southern shore of Lake Vermilion. With the Lake Vermilion Soudan State Park on the eastern end, the trail would run through Tower, then northwest along the lake, ending north of Cook. This is the fifth-largest lake entirely in Minnesota and very scenic. The trail would connect with the Mesabi Regional Trail. If funding can be secured, parts of the trail may be built by 2021.

Gitchi Gami Trail: A 3-mile stretch will be paved from Grand Marais to Cutface Creek Rest Area, expected to open in 2020.

New Trail Authorized: The Legislature has authorized the Oberstar State Trail, which would run between North Branch and Hinckley. Or the trail could run from Washington County through Taylors Falls to Hinckley. This would plug the missing gap and make a continuous off-road paved trail from the metro area to Duluth. However, the DNR needs considerable funding to make this a reality.

Wis Trails: Due to severe storms and flooding last August, the Sparta-Elroy State Trail remains closed from Norwalk to Elroy until repairs can be made. This affects more than half of the 32-mile trail. Also, over half of the connected 400 State Trail is closed for the same reason.

By Doug Nelson

Weather Watching: December and the first half of January were much warmer and drier than normal, which made more biking possible. Then the polar vortex hit and we eventually reached 28 below on January 30! Now it’s February and the snow is piling up fast.

Minnesota Crash Stats: Bicycle crashes are only reported if they involve a collision with a motor vehicle. There were eight deaths reported in 2018. Since 2009, deaths have ranged from five to ten each year. The state record was 24 in 1977. 2017 total stats including injuries and deaths: 80% were from Mondays through Fridays. Of these, 34% were between 3-6 PM. Of stated gender, 74% were male. July had the most crashes. Tuesdays and Fridays had the most crashes, and Sundays had the least! 93% occurred in cities with populations over 5000 people.

Leading crash cause for bicyclists: failure to obey traffic signs/signals. Leading cause for motorists (by far): failure to yield right of way.

By Doug Nelson

Volunteer Corner

Watermelon Ride Volunteers

The club has a need for two special volunteers. We need a couple of committee members for the Watermelon Ride. The positions will have a lot of support from the club. We have volunteers who have worked the ride for years.

The first is to:
Set up the registration and supervise the volunteers at ride start in Shoreview.
Make sure that we have all the forms needed.
Keep track of the number of TCBC members signed up.
Keep track of the number of non-members doing the ride.
Be able to use the club’s square to run credit cards on.

The second is to:
Set up and supervise the volunteers at the picnic at Snail Lake Park
Need to be available on the day before and the day of the ride. (July 3rd and July 4th)
Order and pick up the food required for the ride. (We have a list from previous picnics)

Volunteers

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

Mike Kubles Volunteer Coordinator

Volunteer Email:
If you have any questions about volunteering for the club, send an email to volunteer@biketcbc.org.
MARCH 30 TCBC SWAP MEET IN HOPKINS. See separate info.

APRIL 4 ANNUAL RIDE LEADER FORUM IN SHOREVIEW.

APRIL 8 DEADLINE FOR MAY TCBC NEWS. Doug Nelson, newsletter@biketcbc.org.

APRIL 8 6:30 BOARD OF DIRECTORS BUSINESS MEETING.

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.

The Gift of Exploration
Explore more by bike with mobile bike maps by Bikeverywhere. Over 20 maps from the Twin Cities to Amsterdam.

Hey, it’s winter, we appreciate you for joining us!

Brian Berger
Carol Curoe
Dylan Leatham
William Lenertz
Chuck Licha
Dan Perinovic
Sandy Ridgway
Steve Ridgway
Chris Rude
Donald Shea
Mark TenEyck

NEW MEMBERS

PRESIDENT
Shelby Miller
shelby.g.miller@gmail.com

VICE PRESIDENT
Mike Kubes
misterwestie1@yahoo.com

SECRETARY
Kasey Kramer
circe371@hotmail.com

TCBC BOARD OF DIRECTORS:
George Blank
georgeblankhere@gmail.com
Edward Eroe
EREroe@Eroe.com
Bob Fix
bobfix@gmail.com
Ann Harris
AnnHarris@gmail.com
Fran Rabe
Fran.Rabe@gmail.com
Dick Stardig
dick_stardig@hotmail.com
TREASURER
Roger Fickbohm
Treasurer@BikeTCBC.org.

ADVERTISING
Kate Kovar
ads@biketcbc.org

ART DIRECTOR
Steve Scott
artdirector@biketcbc.org

BIKE U COORDINATOR
Bob Brown
mnfolbot@aol.com

LEADER LIAISON
Pete Hawkins, Katie Angle
and Patt Seleen
leaderliaison@biketcbc.org

MEMBERSHIP
Kristi Linder, Mary Derks,
Scott Larson
membership@biketcbc.org

NEWSLETTER EDITOR
Doug Nelson
651-472-2639
news@biketcbc.org

NEW MEMBER COORDINATOR
Garry Glubka
651-303-2207
newmember@biketcbc.org

PUBLIC RELATIONS DIRECTOR
Don Picard
550-894-3431
don451@mac.com

SCHEDULE COORDINATOR
Jim Pederson
763-234-5180
schedule@biketcbc.org

VOLUNTEER COORDINATOR
volunteer@biketcbc.org

WEBMASTER
webmaster@biketcbc.org

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

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

COMPLETE CALENDAR AT BIKEBC.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.

MARCH 11 6:30 BOARD OF DIRECTORS BUSINESS MEETING.

MARCH 14 7:00 PM BIKE U EVENT: MAJOR TAYLOR CYCLING CLUB AT BLOOMINGTON REI.
Must pre-register. See article.

MARCH 23 LEADER TRAINING SESSION II. See Leader Training article elsewhere.

LUCER LINE LOOPS
A Rotary Sponsored Ride for Water Carnival
HUTCHINSON, MN
June 9th, 2019
3 Paved Bike Rides
Plus 75K Gravel Grinder
Start & Finish at Crow River Winery

FULLY SUPPORTED RIDE - TCBC Outreach Approved Ride
Map & registration available at HutchinsonRotary.org

50 MILES
25 MILES
12 MILES
75K GRAVEL GRINDER

MAR/APR 2019 TCBC NEWS
4
UPCOMING EVENTS

20th Anniversary Major Taylor Bicycling Club of Minnesota Program

WHEN: Thursday, March 14th – 7:00 PM
WHERE: Bloomington REI – 750 American Blvd., Bloomington, MN 55420 – Community Room
REGISTER: To register for this FREE event go to the REI Bloomington website. Scroll down the list of Classes and Events to March 14th and click on register for this event.

Photographer Walter Griffin, and the Vice President of the Major Taylor Bike Club of Minnesota, Dacia Durham, will present a program on the national Major Taylor Club movement, and on the Minnesota club’s creation and impact on the Twin Cities cycling scene. Founded in 1999, the Major Taylor Bicycling Club of Minnesota came about as a result of three Black women intending to ride on the Twin Cities to Chicago AIDS Ride, and the efforts of four Black men who wanted to see them succeed and who helped them to prepare. After the women completed the AIDS Ride, it was decided to form a club in honor of the legendary Major Taylor, an African American man who dominated the world of international cycling for a decade.

(See the other column on this page for more on this.)

This is our chance to meet members of the Major Taylor Bicycling Club of Minnesota, to learn from them, and to share ideas with them. It’s also their chance to meet us too. So let’s be there. Sign up today!

Bob Brown
TCBC Bike U Coordinator
612-986-5838

THE MAJOR TAYLOR BIKE CLUB

is named in honor of one of the world’s two most dominant cyclists, Major Taylor, the other one being Eddy Merckx. Of the two, Major Taylor overcame, by far, the greatest obstacles to achieve his decade of dominance. After winning a world championship in 1899, he was barred from the American racing circuit, which led to the crowning of the American Champion to compete a World’s. He was nonetheless the world’s dominant cyclist for ten years, setting numerous world records and defeating American, European, and World Champions, in many races.

Whatever title you might have won in those years, the real question was, could you beat Major Taylor? The general answer was that you could not. In 1909, his last professional race was a match race against World Champion Charles Dupre. Once again the perennial question arose: could the World Champion beat Major Taylor? Nope.

Subject to verbal, social, and severe physical abuse by his own countrymen, who favored the emergence of a “Great White Hope”, he handled it all with such fortitude of character and forbearance, that even Jackie Robinson would likely have wondered how he did it.

With this great man as their inspiration, Major Taylor Bike Clubs have sprung up around the country, with the Minnesota club currently celebrating its 20th year. We now have the opportunity to meet with them. Two founding members of the Minnesota Major Taylor Bike Club, photographer and Chair of Ride Coordination for the club, Walter Griffin, and club Vice President, Dacia Durham, will be presenting the history of this movement and of the Minnesota club. Deeply involved in mentoring, advocacy, and outreach, the Major Taylor Bike Club of Minnesota has much to share regarding the role of bicycle clubs in the community, the state, and across the nation. And oh yes! They do ride their bikes!

Let’s show up! Meet the Major Taylor Bike Club as they celebrate their 20th anniversary. Hear the program and share with them ideas regarding the wonderful sport we have in common. See the Bike U announcement for details. by Bob Brown

THE MAJOR TAYLOR BIKE CLUB

UPCOMING EVENTS

Sunday, May 26, 2019
Registration 7:00am - 10:00am • Irvine Park - Chippewa Falls, WI
35, 50, 75 and 100 Mile Routes
$35 through May 11 • $45 after May 11 • $50 day of
Family Rates available - see web site

Ride Includes:
• Rest Stops with Food & Water
• SAG Wagons
• Brat Feed

T-Shirts available for purchase
For more information and registration forms: www.ChippewaValleyRide.us
Chippewa Valley Ride, PO Box 975, Chippewa Falls, WI 54729

Don’t miss the Pre-Ride Party on Saturday Night
May 25th 6-8 at the Lelah Lodge
CONGRATULATIONS AND WELCOME to the eleven TCBC members who participated in the first New Ride Leader Training Class for 2019, which was held at the Roseville Library on the afternoon of Sunday, January 27.

We really appreciate their taking on a new volunteer role with TCBC, and we hope that all of you will help to make their experience as a TCBC Ride Leader rewarding by giving them your respect and full cooperation.

In the above photo from left to right are: Jeff Johnson (instructor), Steph Johnson, John Deininger, Joe Van Kirk, Don Checots, Erik Neu, Eugene Hollingsworth, Andrei Lebedev, Jay Rudberg, Lloyd Vasilakes, and Tom Pomeroy. Not pictured: Pete Hawkins (instructor)

P.S. The second and last New TCBC Ride Leader Training Class for 2019 will be held on Saturday, March 23, from 10:30 am to 3:00 pm at the Wentworth Library in West Saint Paul. The class maximum is 10 and the minimum is 5, so please register early so it won’t be canceled.

Complete details and registration can be found on the TCBC website: biketcbc.org

Pete Hawkins and Jeff Johnson
TCBC Ride Leader Trainers
Rainy Days are Mondays

(Reprinted from the Dec. 1997 issue. Times have changed, right?)

The time is 5 PM on a Monday in September. I look around the parking lot of the Snail Lake School. All the A riders are usually here by now. I don’t see anyone that I recognize and no bikes in sight. I sit in my car, lean my head against the window, and close my eyes. So much for the Centerville Cycle ride taking place, I think.

All of a sudden, I am jolted awake by a pounding on my window. It’s a B rider. “Get the signup sheet ready and let’s go,” he says. I groan. I was planning all the things I would do tonight since there were no A riders out and about. I look around to see his B rider wife is there, and another B rider emerging from her car.

I shiver with cold. It must be only 50 degrees. I whine. I look to my windshield for hopes of more sprinkles, but the rain has stopped. I ask, “Where are all the A riders?” I am informed that the season for the A riders is over; that the A riders only emerge when it is warm and sunny. I look around, and there are only brave and bold B riders.

We head out into the coolness and are soon warmed up after a few miles. My spirits start to improve. “Look at the colors of the leaves,” I exclaim. We are riding at a pace where we can look around at the lakes and the leaves, and not just at the wheel in front of us. I wouldn’t want to be in a paceline today, I think.

As we ride along, I say, “Hey, the B riders are leading the pack.” Maybe these B rides aren’t so bad after all, even if we do have to list a “silly little rest stop” in our routes. I realize that it’s fun to be able to breathe without having to suck air the entire ride. I could certainly get used to these more relaxed B rides, and not have to struggle to keep up with the A riders.

By Laurie Dinneen
Mobility Sharing – What's rolling in the Twin Cities

What is mobility sharing (St. Louis Park municipal website)

Mobility sharing is a transportation solution ideal for short-distance, point-to-point trips. It allows users to pick up an available scooter or bike for use within a specific service area, generally the boundaries of a city. Some are “dockless,” meaning they are picked up and dropped off wherever within the service area. These scooters have GPS capabilities to monitor use and identify location.

Why mobility sharing (Nice Ride website)

Nice Ride will show that the benefits of alternative transportation are many and lasting and include:

- Avoiding vehicular congestion
- Reducing our carbon footprint
- Less dependence on fossil fuels
- More efficient movement from place to place
- More opportunities for healthy physical activity
- More interesting personal experiences interacting with our cities
- A growing affinity to make other changes in all modes of transportation
- A sense of civic pride

How do you use mobility sharing (Golden Valley municipal website)

- Download the service provider app. Note: service providers have separate apps.
- Using GPS tracking, the app will tell you where the nearest available bicycle is.
- When you find the bike or scooter, you can use the app’s payment system to unlock the ride. You can then ride the bike wherever you want to go.
- If you park the bike/scooter and end your rental session, you need to lock it, and it can only be used again when another customer chooses to rent it.

Metro mobility sharing in 2018

This past summer, dockless bike and electric scooter sharing arrived on our streets and bike paths. Nice Ride, the nonprofit bike sharing program which began its pioneering program in 2010, transitioned operations to Motivate, a for-profit company which entered into a pilot agreement with Minneapolis. It operates similar bike sharing programs in New York, Washington DC, Montreal, and San Francisco. Motivate was selected among three finalists in a request for proposal by Nice Ride. In addition to operating the existing Nice Ride docked bike program, Motivate introduced 1,500 dockless blue bikes with geo-fenced parking zones in Minneapolis. LimeBike, a competitor, launched pilot programs in St. Paul and Golden Valley as well as approaching St. Louis Park and Richfield. LimeBike bicycles do not have designated parking hubs.

Without municipal approval, Bird, an electric-scooter sharing company, began distributing scooters in Minneapolis. LimeBike followed soon after and together they placed a thousand e-scooters on the streets. Bird and LimeBike later entered into a pilot testing agreement with Minneapolis for the remainder of the year. Minneapolis is studying 2018 data and will refine 2019 agreements.

Nice Ride 2019 plans in Minneapolis (Notes from a January presentation to the Minneapolis Bicycle Advisory meeting.)

- Motivate was acquired by Lyft, the ride sharing service operator.
- The 2018 pilot program of 1,500 dockless bikes will be increased to 3,000 bikes in 2019.
- Motivate is proposing to replace the docked Nice Ride “green” bikes with electric-assist bikes using the existing dock hubs. Plans are to install up to 500 e-bikes in April. E-bikes will be pedal-assist and have a maximum speed conforming to state and local regulations.
- Bike racks are being researched as an alternative to the striped sidewalk hubs used for the dockless bikes.
- St Paul’s Nice Ride parking hubs will be relocated in Minneapolis. In 2018, St. Paul declined to be part of the transition from Nice Rice to Motivate and made a separate agreement with LimeBike for their dockless bike program.
- Geographic bike distribution will increase in 2019 and will extend to all of Minneapolis in 2020.
- Improved mapping software is being developed.
- In May, a new program will be initiated to provide reduced annual membership for persons meeting income guidelines.
- Reducing the minimum membership age from 18 continues to be researched. If the age requirement can be reduced, it could be beneficial for Safe Routes to School participation and other youth transportation needs.

What can we expect in 2019

Mobility sharing will require increased interaction, awareness, and education for existing road and trail users. The 2018 pilot programs proved popular but raised concerns about their ubiquitous presence and safety. The rollout happened with fewer incidents and complaints than anticipated. Some users will be unfamiliar with shared bicycles and scooter operation, safety, rules of the road, and parking requirements. Nice Ride, Motivate, LimeBike, and Bird provide information on their websites and this may prove to be surprisingly beneficial considering the information gathering abilities of their App-savy users.

Just as motorists adapted to bicyclists becoming more prevalent this past decade, adapting to increased mobility sharing will be an adjustment with benefits and challenges. Bicycling has become safer as our numbers increase and more motorists become bicyclists. Motorists have become more aware and accepting of bicycles, sharing the road, granting three-foot minimum passing, and SLOWING DOWN. Bike facilities have improved and continue to increase. Minneapolis has a goal to increase bike commuting to 15% by 2025, as well as reducing traffic fatalities. St. Paul and other metro cities are pursuing similar strategies. More information can be found on many city websites as well as Nice Ride, Motivate, Bird, and LimeBike.

by Dan Miller

---

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

WAS $1439.99
NOW $1149.99

Tune-ups and Overhauls for TCBC Members
20% OFF

REID CYCLES
All in stock FAT BIKES 20% OFF

BIKE SHOP
carsbikeshop.com

Mon Thu Fri 10 - 8
Tues Wed 10 - 6
Saturday 10 - 5
Closed Sundays in March

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

Mounds View Boulevard
Mounds View, MN 55112

8 MAR/APR 2019 TCBC NEWS
Knowing it all

In 1981 I had a Bernie Mikkelson custom steel touring frame made for me in Oakland, California. I was finishing up a Respiratory Therapy program at Skyline College in San Mateo, about to graduate and begin my first full-time job as something other than a cook at Orange Julius, bank check filer, or medical records file clerk which were my previous jobs. The bike and this trip were my graduation gifts to myself, before being tied down to work at the hospital.

I rode with Tony and his coworker Ray for 8 days from San Jose to Los Angeles along the California coast. They were aerospace mechanical engineers. We hauled the gear, camped, ate badly, and I suffered on the saddle each day. Tony had assembled the bike for me. I was never professionally fitted to the bike and I thought you were supposed to have an aching neck in addition to a sore rear end every time you ride. I was young. I could take the pain.

The weather was beautifully sunny every day. We were lucky and had no mechanical mishaps. There were no cell phones, ATMs, or Gatorade. Upon arrival in Los Angeles, we loaded the bikes onto Amtrak and took an 8-hour train ride home to San Jose. To this day it is the best trip ever.

I rode with Tony and his coworker Ray for 8 days from San Jose to Los Angeles along the California coast. They were aerospace mechanical engineers. We hauled the gear, camped, ate badly, and I suffered on the saddle each day. Tony had assembled the bike for me. I was never professionally fitted to the bike and I thought you were supposed to have an aching neck in addition to a sore rear end every time you ride. I was young. I could take the pain.

The weather was beautifully sunny every day. We were lucky and had no mechanical mishaps. There were no cell phones, ATMs, or Gatorade. Upon arrival in Los Angeles, we loaded the bikes onto Amtrak and took an 8-hour train ride home to San Jose. To this day it is the best trip ever on my bike. It’s the best because it was the most suffering and thus the most difficult.

I worked and rode a few years, left the shop and County Cycles built me a new set of wheels. Shortly after that some clicking sounds returned. With a long sigh I said hmm, sounds like I need a bottom bracket overhaul again. I moaned and groaned, not ready for another bike repair. Ball bearings worn out already? How can that be? Have I been riding like a maniac? I even started shopping for a replacement bike, wondering how much longer my Felt, now 7 years old, would last. Was it worth fixing and how much would it cost?

Last year, I wore out my wheel rims and County Cycles built me a new set of wheels. I was happy to postpone a repair bill. After a month the noise came back. I brought it to the shop and they confirmed — I needed an overhaul. Six months later the hubs clacked, so those were overhauled also.

The bottom bracket ball bearings had nothing to do with this. The clicking sound was actually the rear left spokes hitting each other because they were loose. Joe the mechanic, and builder of my bike, tightened them all. Silence ensued and I was on my happy, rolling way. Problem solved. By Joe, the real mechanic.

Winter Clearance

TRY TONKA CYCLE SKI BOARD
16 Shady Oak Rd, South St. Paul, MN 55429
952-938-8336
tonkacycleandski.com

Enjoy 55 miles of beautiful, paved rail-trails across central Minnesota.
Visit CentralLakesTrail.com for maps and information.
EDITOR’S NOTE: This is the second in a series of articles about groups that TCBC supports financially. We have been a supporting club member since BikeMN was founded in 2008.

Building a More Bicycle Friendly Minnesota

It seems like only yesterday that a few folks dreaming about a more bike friendly Minnesota formed the little organization called the Bicycle Alliance of Minnesota. The midst of the Great Recession probably wasn’t the best year to start a nonprofit, but it happened nonetheless and in what feels like a flash, we celebrated our 10th birthday last year.

The volunteers, members, and staff of BikeMN are helping our state become more resilient, vibrant, and bike friendly. We believe Minnesota should be a place where it’s easy, safe, and fun for everyone of any ability level to walk and bike.

Members of TCBC may know us because we throw fun bike events like the Saint Paul Classic, but we’ve actually been working every day for a decade to make Minnesota a better place to walk and bike.

Making it Easy for Minnesotans to Walk and Bike

Whether we’re visiting a rural township, tribal lands, regional hub, or a rollicking downtown business district, BikeMN works to help passionate local people make positive changes in their own communities. More and more local leaders realize that changes to municipal policies and corporate culture, for example, will do more than make bicycling and walking easier . . . it will help attract families, young talent, and loyal customers. We’re changing the status quo to keep Minnesota’s communities and businesses strong.

Making it Safe for Minnesotans to Walk and Bike

Knowledge is power – and ensuring everyone learns how to safely walk, bike, roll, and drive in their community will make Minnesota a safer place. That’s one reason why we’re so proud of our education program. We just trained our 600th Walk! Bike! Fun! teacher to bring pedestrian and bicycle education to students. In addition to the decade’s worth of legislation we’ve passed to modernize Minnesota bike laws, we’re aggressively working on a number of public education initiatives.

Making it Fun for Minnesotans to Walk and Bike

One of the things that makes for so many joyous bike rides is our well-developed network of recreational trails and bike routes. These trails provide opportunities to go on Saturday morning adventures and experience the natural beauty our state. BikeMN almost always advocates on behalf of new trail projects and ongoing trail maintenance. One of BikeMN’s highest priorities is making sure that Minnesota invests in its future by dedicating a sustainable source of funding to walking and bicycling.

Come along for the ride!

We’re proud of the changes BikeMN has made in the past 10 years, like bringing back bike safety education to elementary schools and effectively advocating to modernize Minnesota bike laws and fund Safe Routes to School. But we can’t help but think about the next 10 years and the challenges ahead. The next decade of bike advocacy and education is going to require a bigger network of support to keep Minnesota and its communities on the path to resiliency, vibrancy, and bike-friendliness. Will you come along for the ride? Become a member and support our work! Your membership also gets you discounts on all BikeMN rides. Learn more at bikemn.org/joinrenew.

By Joanna Olson, BikeMN
This summer marks the end of a spectacular 30-year run of track cycling at the NSC Velodrome in Blaine. This one-of-a-kind facility will be razed at the end of the 2019 cycling season. Over the past three decades, the track has seen thousands of riders spin millions of laps. It has been the launch pad for numerous local cyclists and has crowned national champions, world champions, and Olympic medalists along the way. Its loss will be profound for the Minnesota cycling community, but a dedicated group is working to develop the next generation of track cycling — and you can help.

Track cycling has been a part of the Minnesota cycling scene for the better part of 140 years, with the first international races being held on dirt tracks and roller rinks in the late 1800’s. World famous racers called Minnesota home through the heyday of Six Day Racing in the 1930’s. It’s the most traditional form of racing and in some ways the most basic. The bikes have one fixed gear and no brakes. The NSC Velodrome follows the Olympic standard design with a 250-meter length and 43 degrees of banking in the turns. Races are short, fast, and happen entirely in front of the grandstand, making for a thrilling spectator experience. The velodrome has showcased some of the best bike racing in Minnesota for 30 years, and stands on the shoulders of great tracks and riders from over a century of track racing history. Don’t miss your chance to take in — or be a part of — the fastest sport on two wheels.

Built in 1990, the velodrome was designed by the world-renowned Schumann Bros. velodrome architecture firm. It is an exact replica of the Barcelona velodrome that was the site of the 1992 Olympic track cycling events. In a fitting cycle, Dutch pro Leon van Bon has stood on the podium in both Blaine and Barcelona — tallying great results in both the Minnesota Fixed Gear Classic and the Barcelona Olympics.

The velodrome was an integral piece of the Olympics Training Center vision held by Gov. Rudy Perpich and the state legislature when they approved the funding for the National Sports Center in the late 1980’s. Early events at the velodrome included U.S. Elite National Championships, Olympic qualification events, and stops on the EDS Cup pro track racing tour. 1994 also brought the Masters World Championships to Minnesota and several local racers earned rainbow stripes at that event.

The velodrome has also launched the careers of many riders to global success. Kelly Catlin is the most notable export. So far she has earned three world championships, several World Cup titles, and an Olympic silver medal. Peter Moore has collected numerous Junior National Championships and represented the U.S. in the Junior World Championships last year. Daniel Casper and Tim Mulrooney lead our Masters racing community with multiple Masters World Championships. Many more riders have medaled on the world and national stages, with the common thread in their success being their home track in Blaine.

It’s not too late to ride your first laps on this storied track. The velodrome will offer beginner classes, a Corporate Challenge team event, and a number of “try it out” days this season. If you’ve ever wanted to experience the rush of riding the banking, now’s the time. They have bikes and people to guide you around the track, but it’s really pretty simple. All you have to remember is, “Go Fast, Turn Left.” Learn more about how you can ride the track at www.nscsports.org.velo.

While 2019 marks the end of an era, it doesn’t mean the end of track cycling in Minnesota — the Minnesota Cycling Center. The group’s vision is to develop a multi-purpose community event, retail, and education center built around an indoor velodrome. The Cycling Center team is pursuing support from the State Legislature as well as the cities of Minneapolis and St. Paul to secure a site for this venue. The group is also working with the Minneapolis Public Schools to deliver a bicycle-centric STEAM curriculum called, “ABS’s — the Science of Cycling.” This after-school program forms the foundation of their planned STEAM programming to be offered in the new facility. (STEAM is Science, Technology, Engineering, Athletics, Math.) They need your help! This spring, the group will introduce legislation at the State Capitol in search of initial funding for the facility. Sign up for their newsletter or social media to be alerted to ways you can help influence your legislators to support the bills. Of course, they can always use volunteers for the STEM program. Your financial contributions can also help them conduct analyses of the properties under review and execute the plans they have for the building. Learn more about their efforts and progress at http://mncyclingcenter.org.

Don’t miss your chance to ride the historic NSC Velodrome. And with your support, there will be another banked bike track in Minnesota’s future. It’s the end of an era but a new one is on the horizon.
Staying A(head) of the Field

A day on the bicycle during your childhood brings back fond memories of the summer and the wind through your hair as you rode along. What? Fast forward to the current day, and it doesn’t feel right to be on a bike ride without your trusty helmet. Over the past 40 years, the design and technology in your bicycle helmet has evolved just like the technology in the bike itself. Are you ready for a new helmet? Does your helmet have what it takes to protect your brain in the untimely event of a fall? Read on.

The Basics
At its core, a bicycle helmet is made of a hard outer shell and a foam inner liner designed to absorb impact in the event of a crash. The outer shell is generally made of Polycarbonate, a strong, lightweight thermoplastic. The inner liner is expanded polystyrene or EPS for short. Yes, the same material that your new television was packed in is what makes up the inner liner of your helmet! So what? Plastic and EPS have been around for a long time, what makes helmets better today than in the past?

The New
Computer aided design (CAD) has been a game changer in many industries, and bike helmets are no different. Design engineers use CAD to not only design the helmets themselves, but the software can simulate impact events, wind tunneling, and other dynamics that are critical to the safety and/or comfort of the end product. For example, CAD designs have been used in cooperation with research about the outer shell’s role in an impact event. In the beginning, helmets were tested by dropping them straight down on an anvil and then measuring the corresponding impact, but we know that in a bike accident, a straightforward blunt force event is not all that is taking place. Outer shell design involves rounded surfaces and material design that abrades in a way that can slide off the pavement or other surfaces and not “catch”, causing neck trauma or head rotation in a way that introduces additional forces against the brain.

Since the outer shell is designed to slide across a surface in the event of a crash, it lays bare the reality that in most crashes we are moving forward on our bikes when an event occurs. Therefore, the impact is not a perpendicular force straight down on our head, but instead a combination of downward force with tangential force to the ground at some angle in between, based on our speed at the time of the event. Say hello to MIPS (Multi-Directional Impact Protection System). By now you have likely seen a number of helmets that now include a technology called MIPS. This is a low friction “slip” layer inside the inner shell of the helmet that is designed to lessen the tangential forces in an impact. The way MIPS would function is to think of a thrown ball that “skips” off the ground. At the moment of impact, you have the downward force of the ball hitting the ground, and the tangential force of the forward momentum of the ball. The MIPS layer allows a sliding motion of 10-15 mm in all directions in your helmet to lessen the rotational force of your head from the tangential force of impact, as the force is projected forward in a direction you are already moving, as opposed to that force projecting into the unforgiving ground.

What about the inner shell, that EPS stuff? EPS has remained largely unchanged because it remains one of the best protections against blunt force impacts as well as inexpensive to manufacture. EPS is designed to compress and collapse in a way that disperses energy from an impact over a larger area and not transfer that energy to your brain. I’ll save the science for another article, but the thickness of the EPS liner in your helmet is based on the compression and energy absorption of the EPS used, along with the average weight of a human head being about 3 kg. So, in a crash, the EPS is handling the blunt direct force of the impact, while the MIPS layer is helping slow the head’s rotational speed and tangential force of the impact.

All of this sounds very scientific and smart, but what about smart technology in helmets? Helmet manufacturers such as Specialized are now offering helmets that have devices that can connect via Bluetooth to your phone. On a Specialized helmet, the crash detection device called ANGI (Angular and G-Force Indicator) can sense an impact or crash, and alert the phone to make an emergency call, email, or text on your behalf if you do not respond on the phone that everything is OK within a set amount of time. The Apple watch technology that can sense a fall and call for help is very similar to what these helmets do. These smart helmets can also have GPS locators, are planning to integrate with other ride apps like Ride with GPS, and overall can be a smart investment for riders who ride or commute alone.

Coming Together
And now we come to the most important piece of all of this... A poorly fitting bike helmet can negate most or nearly all of the protective benefits of your helmet. TCBC provides a helmet fitting clinic at our annual Watermelon Ride to demonstrate for young and old alike how a helmet should be properly fitted to get the greatest benefit from it! Many new helmets have adjustments in them that allow for a safe and comfortable fit around the head. Getting your straps adjusted correctly is then the final key.

Finally, remember that in the event of an accident, if your helmet has taken impact or you notice a crack in the outer shell, it is time for a new helmet! The compressive properties of EPS are good for one time only. Do not trust the health of your brain to compromised equipment! Helmets cannot prevent concussions or brain injury, but a good, correctly fitted helmet could reduce the extent of injury in the event of a fall.

Because fit is so important to the safety and comfort of your ride, take the time to try on helmets before you buy! If you’d like more information, please visit one of TCBC’s sponsors such as Erik’s Bike Shop, https://www.eriksbikeshop.com where they can help you find the perfect protection for the perfect ride.

Safe riding everyone!
By Bob Fix
By attending two meetings of Gentleman Cyclist and the Bike U Presentation in January, I learned the following:

Internal geared hubs and derailleurs share a roughly parallel history. The advantages of derailleurs were light weight and mechanical efficiency in the form of less drag. They generated more interest in the racing community than in the general public. They were crude devices requiring frequent adjustment and maintenance, and they were dirty, as the chain, cogs, and shifting devices were all covered with oil and exposed to road dirt. The internally geared hub was heavier and less efficient, but it shifted neatly, was very dependable, extremely durable, and required very little maintenance. The gearing was enclosed, and since the chain did not require an external shifter, it could be enclosed as well. As a result, the internally geared bikes could easily be kept very clean, permitting the wearing of clothes that one would not want soiled by chain grease, or caught up in the chain.

In 1930’s Britain, the 3-speed internally geared hub dominated the general market and became immensely popular. A bike culture developed in Britain at that time, the likes of which was never seen here then or since. Commuting and travel by bicycle became the order of the day. Bicycle trains would take loads of passengers and their bicycles out from the cities for weekends of riding in the country.

There was an element of style which accompanied the heydays of the British 3-speed bicycle, whether it was the elaborate and formal clothes of well-to-do recreational cyclists, young blokes dressed to be what we now call “The Fast Guys”, a man on his way to the office, or a riveter on his way to the shipyard.

The group, Gentleman Cyclist, seeks to memorialize cycling from that time and place, continuing to collect and ride British 3-speed bikes and to somewhat relive the bicycle culture of those days. Though the name of the group is singular, there are many gentlemen who attend their events, and ladies too. A gentleman always invites a lady, or she can show up of her own accord and be very welcome.

There are two main events for Gentleman Cyclist. The Lake Pepin 3-speed Tour, starting in Red Wing, is May 18th and 19th, this year. The All British Cycling Event (ABCE) out of Barley John’s Brew Pub in New Brighton is September 13th, 14th, and 15th.

The website of Gentleman Cyclist is found at 3speedtour.com. Scroll down the left side of the site for information about the group, The Lake Pepin 3-speed Tour, the ABCE, or better yet, stop by when the group meets on the first Monday of each month (except holidays) at Barley John’s Brew Pub. They start at 5:30 to 6:00 PM.

Bob Brown
TCBC BIKE U COORDINATOR

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.

SADISTIC CENTURY
EST 2015

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

ELEVATION GAIN OF 8819 FEET WITH OVER 30 CLIMBS
THIS IS NOT YOUR EVERYDAY CENTURY RIDE - IT’S SADISTIC
Traveling With a Bike

by Pete May

Whenever my wife and I take a trip we’ll drive. There’s no fear of flying involved, we’d just rather see the country we’re traveling through and be able to stop and smell the roses, so to speak. One of the benefits we’ve found is that we can stop, get our bikes out, and go for a ride. We started doing this a few years back on a March trip down to Arizona to get out of the tedium of a Minnesota winter. I’d looked at some Map My Ride suggestions and found a route that we could do near Tulsa, OK. Our legs weren’t ready for the hills, but it was wonderful to ride again.

Since then we’ve found other rides in Lincoln, NE, Rochester, NY, Nashville, TN, Longleaf Trace, MS, Tammany Trace Bike Trail, LA, and Des Moines, IA. Most of these have been bike trails. Finding places to ride isn’t very difficult if you’re willing to do a little searching. I like to use Google Maps and turn on bicycling in the pull-down menu. Then follow the roads you intend to drive and look for those green lines indicating bike trails or bike friendly roads. When you see something interesting, zoom in, and change the map to “satellite view” to see if the trail is paved or not. Sometimes, when you click on the “trail”, it will tell you its name. With the name of the trail, search for its web page and get more information on trailheads, length, trail surface, and water/rest room availability.

Now, you can almost smell the roses. Sometimes all it takes is keeping your eyes peeled for bike trails while driving. We found a great trail in Kamloops, British Columbia that criss-crossed the Thompson River and led us to a fine pizza joint.

I’ve used the Have Fun Biking “Minnesota Bike/Hike Guide” and the “Iowa Bike/Hike Guide” to find fun biking areas closer to home. These maps give you a good starting place to continue your explorations. The guides can be downloaded to your smart phone for easy reference (https://havefunbiking.com/). Another useful resource is the State Visitor Centers. They’re right on the interstates and very helpful with access to lots of brochures and maps.

You need a little more time to get to your destination, but the trade-off is new places to explore, and a welcome break from those long hours in the car.

E-Bike Challenge Comes to Minneapolis

The new E-Bike Challenge is a place for consumers to test and compare e-bikes. The first event of its kind in the United States, the E-Bike Challenge will be held at the Minneapolis Convention Center on March 23-24.

Also called “pedal-assist” bikes, an e-bike has a battery that allows a bicyclist to ride farther — from 50-55 miles — and with greater ease. Some bicycles carry two batteries, allowing a reach up to 70 miles. The bicycle doesn’t do all the work — the rider must pedal for the “assist” to engage, enabling an easier ride.

Attendees will learn about, and be able to test ride, the many types of e-bikes and accessories from a variety of vendors with at least 30 bicycle brands. From e-bikes for commuting and recreation, to e-cargo bikes, e-family bikes, e-trikes — even fat-tire e-bikes for winter and off-road riding, as well as e-bike accessories.

Hicle, Inc, is organizing the event. Theo Jorna, the owner of Hicle, said, “We chose to host the first E-Bike Challenge in the U.S. in Minneapolis because the interest and the bicycling infrastructure is already in place here.... What if people could cycle farther or not have to put their bicycles away in the winter?”

Attendees can try out e-bikes on an indoor track set up around the venue.

The event includes breakout sessions, a kids’ bike test track, an e-bike theater space, fun family activities, and more. Breakout sessions will include, “Easy commuting by e-bike” and “How to build the future bicycle-friendly city.”

While at the challenge, be sure and stop by TCBC Sponsor Erik’s Bike Shop to check out their ebikes.

If you decide an ebike is in your future, consider shopping for one at the following TCBC Sponsors: Erik’s Bike Shop Cars Bike Shop County Cycles Gateway Cycles Maple Grove Now Bikes & Fitness Bicycle Chain Gear West Bike•Triathlon Tonka Cycle and Ski

The event includes breakout sessions, a kids’ bike test track, an e-bike theater space, fun family activities, and more. Breakout sessions will include, “Easy commuting by e-bike” and “How to build the future bicycle-friendly city.”

While at the challenge, be sure and stop by TCBC Sponsor Erik’s Bikes to check out their ebikes. If you decide an ebike is in your future, consider shopping for one at the following TCBC Sponsor stores:

Tickets for the challenge are $6.00 at the door, $4.00 when purchased online in advance, and children up to 12 years old are free.

For more challenge information, visit www.ebikechallenge.com. For more info about the organizer, visit www.hicle.com.
Here are the total totals for all TCBC trips between Nov. 1, 2017, and Oct. 31, 2018. Some other totals were in the last newsletter. More are available on the TCBC website.

**MEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chuck Ryan</td>
<td>12,321</td>
</tr>
<tr>
<td>Paul Loughman</td>
<td>10,438</td>
</tr>
<tr>
<td>Randall Huskamp</td>
<td>7434</td>
</tr>
<tr>
<td>Richard Miller</td>
<td>7206</td>
</tr>
<tr>
<td>Bill Bruning</td>
<td>4902</td>
</tr>
<tr>
<td>Tom Brix</td>
<td>4769</td>
</tr>
<tr>
<td>Doug Bichel</td>
<td>4676</td>
</tr>
<tr>
<td>Pete May</td>
<td>4640</td>
</tr>
<tr>
<td>David Wamsley</td>
<td>4474</td>
</tr>
<tr>
<td>Stephen Hodges</td>
<td>4419</td>
</tr>
<tr>
<td>Mike Nizielski</td>
<td>4281</td>
</tr>
<tr>
<td>Mark Thornsjo</td>
<td>4102</td>
</tr>
<tr>
<td>Lyle Koehler</td>
<td>4050</td>
</tr>
<tr>
<td>Les Miner</td>
<td>4034</td>
</tr>
<tr>
<td>Brian Henning</td>
<td>4013</td>
</tr>
<tr>
<td>Jim Angle</td>
<td>3808</td>
</tr>
<tr>
<td>Jeff Johnson</td>
<td>3631</td>
</tr>
<tr>
<td>Joe Rebholz</td>
<td>3582</td>
</tr>
<tr>
<td>Marc Hirschmann</td>
<td>3462</td>
</tr>
<tr>
<td>Scott Gregory</td>
<td>3366</td>
</tr>
</tbody>
</table>

**WOMEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catherine Fox</td>
<td>8057</td>
</tr>
<tr>
<td>Linda Johnson</td>
<td>6531</td>
</tr>
<tr>
<td>Sam Carroll</td>
<td>5767</td>
</tr>
<tr>
<td>Jackie Battis</td>
<td>4726</td>
</tr>
<tr>
<td>Katie Angle</td>
<td>4295</td>
</tr>
<tr>
<td>Mary Nelsen</td>
<td>3633</td>
</tr>
<tr>
<td>Judy Emerson</td>
<td>3550</td>
</tr>
<tr>
<td>Karen May</td>
<td>3476</td>
</tr>
<tr>
<td>Liesa Miller</td>
<td>3301</td>
</tr>
<tr>
<td>Diane Ziemer</td>
<td>3156</td>
</tr>
<tr>
<td>Liz Wahlberg</td>
<td>2967</td>
</tr>
<tr>
<td>Susan Evan</td>
<td>2914</td>
</tr>
<tr>
<td>Sue Blum</td>
<td>2720</td>
</tr>
<tr>
<td>Jessica Hagg</td>
<td>2382</td>
</tr>
<tr>
<td>Alex Johnson</td>
<td>2350</td>
</tr>
<tr>
<td>Mary Derks</td>
<td>2180</td>
</tr>
<tr>
<td>Kay Mitchell</td>
<td>2073</td>
</tr>
<tr>
<td>Fran Rabe</td>
<td>2044</td>
</tr>
<tr>
<td>Pam Svoboda</td>
<td>2011</td>
</tr>
<tr>
<td>Peggy Shepard</td>
<td>1959</td>
</tr>
</tbody>
</table>

**MEN DOING THE MOST RIDES:**

- Loughman 209
- Ryan 171
- Huskamp 150
- Koehler 138
- Nizielski 129
- Brix 128

**WOMEN DOING THE MOST RIDES:**

- Johnson 162
- Carroll 131
- Angle 115
- Fox 113
- Battis 111
- Emerson 110
- Ziemer 97.

**2019 STATS**

Since our ride year started on November 1, 2018, here are those with the most:

**MEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chuck Ryan</td>
<td>1863</td>
</tr>
<tr>
<td>Randall Huskamp</td>
<td>1494</td>
</tr>
<tr>
<td>Paul Loughman</td>
<td>1308</td>
</tr>
<tr>
<td>Joe Rebholz</td>
<td>1116</td>
</tr>
<tr>
<td>Chuck Nelson</td>
<td>798</td>
</tr>
<tr>
<td>Thomas Cook</td>
<td>717</td>
</tr>
<tr>
<td>Chris Tamez</td>
<td>678</td>
</tr>
<tr>
<td>Brad St. Mane</td>
<td>660</td>
</tr>
</tbody>
</table>

**WOMEN**

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catherine Fox</td>
<td>1133</td>
</tr>
<tr>
<td>Karen May</td>
<td>460</td>
</tr>
<tr>
<td>Katie Angle</td>
<td>433</td>
</tr>
<tr>
<td>Liesa Miller</td>
<td>371</td>
</tr>
<tr>
<td>Karen Kleiman</td>
<td>283</td>
</tr>
<tr>
<td>Jackie Battis</td>
<td>248</td>
</tr>
<tr>
<td>Linda Johnson</td>
<td>129</td>
</tr>
<tr>
<td>Trisha Groth</td>
<td>122</td>
</tr>
</tbody>
</table>

**MEN DOING THE MOST RIDES:**

- Ryan 39
- Huskamp 33
- Loughman 27
- Rebholz 23
- Pete May 20
- Nelson 19.

**WOMEN DOING THE MOST RIDES:**

- Fox 23
- May 17
- Angle 15
- Kleiman 10
- Miller 9
- Battis 8.

**LEADING THE MOST RIDES:**

- Huskamp 33
- Ryan 31
- Pete May 11
- Karen May 7
- Fox 5
- Jonathan Grad 5
- Marina Lim 5.

**LARGEST RIDES RECORDED SO FAR:**

- 11/1 Former T.K.’s
- 11/1 Trails and Ales
- 1/5 Dunn Early
- 1/5 Northside Ramble
- 1/13 Dunn Early
- 11/14 Midtown Challenge
- 1/12 Dunn Early

**DEAR S.M.:** My roommate and I are in disagreement about my claim that I can buckle my helmet in midair in the event of a bicycling accident. I always ride with my helmet straps loose because it looks so cool. Please help us settle this dispute.

---

**“Thumbs” Studley**

**DEAR “THUMBS”:** I can only remember one person in cycling history who could successfully buckle his helmet midair during a crash. He was the famous “Nimble” Nelson, who unfortunately is no longer with us due to a slight miscalculation on his last trip over the handlebars. My advice to you is always buckle up before riding. Remember that it’s always very cool in the morgue and ending up there isn’t too cool.

---

**SAY HI TO COUNTY CYCLES!**

Experienced Service Pros Since 1981

**DEAR S.M.:** I just read the recent article in the Activity News by Mr. Bikey about why bikers shouldn’t yell “clear” when going through an intersection. The problem is that if I’m in the lead of a pack of riders in this situation, I feel compelled to say something. What do you think would be appropriate?

**Mike Jabber**

**DEAR M.J.:** Obviously, you’re not the strong silent type. If you must say something, try “yikes!” or “holy cow!” I can think of several unprintable expletives that would also work well. Such utterances will at least wake up inattentive riders and cause them to look around to see what’s happening. I would suggest that you could put your verbose tendencies to best use by calling out turns, stops, and road hazards.
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.

16TH ANNUAL

TCBC SWAP MEET
1:00 PM to 3:00 PM on Saturday, March 30, 2019
Hopkins VFW Post 425
100 Shady Oak Road, Hopkins, MN 55343

• Buy, sell, or donate new or used bicycling gear
• Find out more at: http://www.BikeTCBC.org/swapmeet
• Contact Valerie at: SwapMeet@biketcbc.org or 612-454-5084

GET READY TO RIDE! Here’s your chance to pick up some great new and gently used bikes, parts, clothing, and accessories from TCBC members with more cycling stuff than we need. Our obsession is your good fortune, come get the bargains!

This event is open to anyone with an interest in cycling. No admission, fees, or commissions are required. Buyers do not need to be TCBC members. However, all sellers must be current TCBC members or sponsors; you may purchase a membership ($30/$45) at the door. Bicycling related non-profit organizations may request free display space by contacting us in advance. Some non-profits will be accepting donations of bicycles, parts, or equipment.

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

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