News Spring 2020

A Bike U took place on February 4, at the REI/Bloomington location. The afternoon event was well-attended and the REI community room proved a perfect venue for the program. Luke Corey, RD (Registered Dietitian/Mayo Clinic), nutritionist for the Minnesota Timberwolves, provided the foundation for a healthy diet. He was both knowledgeable and passionate about how smart food choices and routine meal schedules positively impact your life and longevity. During his presentation, Luke answered a variety of questions related to biking and daily life. Luke offered to share his presentation slides and the information will be posted on the TCBC Forum. He also handed out a list of healthy snacks, which will be included on the Forum. He emphasized the importance of hydration and recommended that you drink water based on this equation: divide your weight in half and then drink that number of ounces daily. For example, if you weigh 150 pounds, you should drink 75 ounces of water a day. I am taking on a self-proclaimed 30-day hydration challenge and will report in on how and if I was able to attain this goal. Whether you eat to bike or bike to eat, try the water challenge for 30 days!

Continued on page 4
Spring is just around the corner!

Have you been getting your warm weather bike(s) tuned up, cleaned up, and ready for action? Have you been planning and booking your summer bike trips? I’ve been hearing a lot of chatter lately about summer trips—Tour of Lakes, Chippewa Falls, BAM, Door County, Superior Vistas, Grand Rapids, Crosby, or maybe a little further away in Michigan or Colorado? There are lots of beautiful roads out there to explore on a bike with good friends. Not sure where to go? Check out the overnight rides section and forum on the website, read the newsletter, ask your bike buddies. Our TCBC members have biked pretty much everywhere and are a great resource for any trips you may have in mind.

As we look forward to spring riding in Minnesota I can’t help but feel thankful, as always, for our club and optimistic about our club’s future. The club is vibrant, active, financially sound, and has a very solid membership base. Our January leadership training class was filled to capacity, with a waitlist. Our March class was also headed toward full capacity at last check. Will our energetic new ride leaders be as amazingly prolific as last year’s new leaders? Last year’s class will be tough to beat! Also coming up is our 17th Annual Swap meet on April 4th, closely followed by a Bike U event on April 7th and the annual Ride Leader Forum on April 13th. Lots of activity coming up as we roll into spring, and a lot to be optimistic about as we head into another season of biking with friends and making new biking friends.

One change coming up this year that I hope will not diminish any of your optimism is the cancellation of the Watermelon Ride for 2020. This has been a summertime tradition and a staple of TCBC for decades. This was a difficult decision—one the board did not take lightly. This decision was made after months of discussion over numerous board meetings. The decision to cancel this year does not preclude the event from coming back again in the future—it just means that it won’t happen in 2020. We are considering other lower profile events or activities in lieu of the Watermelon, geared toward membership rather than the public, but no decisions have been made yet. Stay tuned and feel free to share your ideas, as always.

And, speaking of feedback, how did it feel not to have the annual awards and recognition banquet in February? Did you miss seeing your bike friends in the middle of winter? Were you happy with the combined meeting in November? Other than a few minor changes, like shortening the program a bit and improving the sightlines if possible, the feedback on the combined meeting has generally been positive. Unless the board hears more opposing views, our general feeling is that combining the meetings adds efficiency, saves the club money, and allows us to celebrate the ride year and recognize our accomplishments a couple of weeks after the ride season ends, while they’re still fresh in our minds, rather than several months later. Let us know your opinion.

Safe & happy riding,

Shelby
THE DNR WILL BE PLOWING THE GATEWAY BROWNS CREEK TRAIL from Jamaica to Manning (Browns Creek) during the winter to spring transition. This is intended to be after the cross-country ski season and so not affect that use. The main goal is to greatly reduce the lingering packed ice-rutted snow in wooded sections that has typically made the trail unpleasant for biking and hiking into April. This will enable St Paul - Stillwater bike rides by the much safer Gateway - Browns Creek Trail (vs road shoulders) possible. There may be some snow and ice remaining (or new snowfalls) but it should not be in long and deep sections. At present the Duluth Junction to Pine Point section of the Gateway will be left unplowed all winter.

As weather permits, limited work will continue on the lift span of the Stillwater Bridge. Next spring, parts of the lift mechanism used to raise and lower the lift span as work wraps up on the bridge will be replaced. Repairs should be completed sometime before the Lift and Loop Grand Opening celebration May 15 and 16. (If weather and the river levels will allow.)

A $4.6 MILLION BONDING REQUEST has been submitted to the State Legislature current session by the City of Scandia for the extension of the state’s most popular bike trail, the Gateway, from William O’Brien State Park to Scandia. There is both exceptional local community interest for local biking, and strong support from regional cycling enthusiasts. The 3-mile trail extension will enhance the economic viability of Scandia as well as linking to the Swedish Immigrant Trail.

(Most of the above info is from the Gateway-Browns Creek Trail Association.)

SHOREVIEW plans a full repaving/reconstruction of Owasso Blvd N this summer between Victoria and Soo St (near Rice). Parts of the park and roads may be closed at times, even to bikers. This may affect some of our routes. We’ll keep checking.

ITASCA TO PARK RAPIDS: A local citizen steering committee has been working for years to plan a 25-mile paved spur off the Heartland Trail to connect Itasca State Park with Park Rapids. The trail would leave the park’s southeast corner via a tunnel under Hwy. 71, head into scenic forest area owned by Hubbard County, and reach Emmaville. From there it would parallel County 4 till it connects with the Heartland a couple miles north of Park Rapids. Funding and construction would be done gradually for a few years at least.

By Doug Nelson

Enjoy 55 miles of beautiful, paved rail-trails across central Minnesota.
Visit CentralLakesTrail.com for maps and information.

IN BRIEF

NEXT TCBC NEWS DEADLINE for the newly combined May-June issue will be Monday, April 6.

TCBC RIDE LEADERS: Announcing the 2020 TCBC Ride Leader Forum on Monday, April 13, in the Community Room at the Shoreview Community Center off Hwy. 96. Sign-in and social time begins at 5:30 PM and the meeting starts at 6:30 PM. This is the annual mandatory spring meeting for all TCBC Ride Leaders who plan to lead any TCBC rides this coming spring, summer, fall, and winter. If you currently are on the active ride leader list and cannot be at this meeting, please go to the TCBC website, find this announcement, and click on the link to register to receive the video of the Forum. If you have let your active ride leader status lapse for less than two years but want to become an active ride leader again, please come to the Forum or sign up for the video per the instructions above.

SPRING ALL-CLUB RIDE will be Saturday, May 23. It will be about the same as last year with the starting point in Hugo and various miles and routes. Details in the May newsletter and the website.

WATERMELON RIDE: At its February meeting, the TCBC Board of Directors all voted to put the Watermelon Ride on hiatus for 2020, mainly due to our lack of event volunteers. The Watermelon Ride has been held on the Fourth of July every year since 1982, with hundreds of people attending each year. We know it will be missed, but the general feeling was that the time has come.

THE BOARD WILL BE DISCUSSING IDEAS THIS SPRING of organizing another club ride to be held on July 4, which would not require registration or the 80-plus volunteers that we have usually needed. Watermelons may still be involved! Thanks for understanding and for supporting the event for so long.

THE LEAGUE OF AMERICAN BICYCLISTS has released a newly updated list of Bicycle Friendly Businesses. Large ones in Minnesota are: Emerson in Eden Prairie, Perham Health in Perham, and Carris Health in Willmar. All are new in the Bronze category. Congrats!

TOUR OF LAKES: Mark your calendars for June 5-7 for a weekend of great riding and socializing in the beautiful Brainerd Lakes area. The Tour of Lakes weekend will consist of the 31st annual Tour of Lakes (TOL) outreach ride on Saturday, June 6, along with TCBC rides ranging from B/C through A levels on Friday and Sunday. For more information, please go to the Overnight Trips section of the TCBC website or contact me: maryderks@yahoo.com 651-335-6505

We always have volunteer needs that arise during the year. In addition to mentioning in the newsletters, I also will post in the forum on our website.

If you have any questions about volunteering for the club, send an email to volunteer@biketcbc.org.

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

Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org
The next Bike U is Tuesday, April 7 at The Fix Studio, 3725 Minnehaha Ave South in Minneapolis from 7 - 8:30 PM. Owners and training experts, Larry Foss and Sophie St-Jacques, will present essential information to analyze and manage your bicycling training. Larry is a USA Cycling Level 1 Coach, a Power Certified Coach, and is FMS (Functional Movement Systems) certified. Sophie’s credentials include: Certified Athletic Therapist, Massage Therapist, USA Cycling Level 2 Coach and FMS Certified.

We are fortunate to have such highly trained individuals in the Twin Cities who will offer us their insights at their well-equipped studio. They provide a most welcoming environment. No need to RSVP.

Information on upcoming events will be posted on the TCBC website/calendar and Forum, Facebook, and Meetup Groups. To send your comments or suggestions for future Bike U events, email: bikeU@biketcbc.org.

Bike U note: Keep up the cross-training and tuneup your bike. As the days grow longer, spring riding is on the horizon, and you will want to be in shape as this year may be the year you do your first century or bike across Iowa.

Diana Cohen
dicohen117@gmail.com
Let's Make Cars That Don't Kill

by Ken McLeod, LAB

We're going to keep repeating it because we can't ignore this crisis: more people are dying while biking and walking in America. In 2018, pedestrian fatalities reached a 28-year high of 6,227 in the United States, up 51 percent from 10 years prior. In 2018, bicyclist fatalities reached a 30-year high of 854, up 36 percent from 10 years prior.

In response, many cities and states have embraced Vision Zero – the moral proposition and policy strategy that acknowledges traffic deaths are preventable and transportation systems are responsible for preventing them. Congress is heeding advocates calls for safer streets with legislative efforts like the SAFE Streets Act, Complete Streets Act, and increased funding for bicycle and pedestrian safety in the Senate’s America’s Transportation Infrastructure Act.

However, all too often a simple place to improve bicycle and pedestrian safety is overlooked: how cars and trucks are made—or not made—safe for people. The United States is years behind other countries in ensuring that cars and trucks are designed and built to not kill people biking and walking. Fixing this is one of the posts in the framework of our Bike New Deal, to make the “U.S. a leader again on vehicle and road safety standards.”

Last year, the National Highway Traffic Safety Administration (NHTSA) announced that it would propose updates to its New Car Assessment Program (NCAP) in 2020. NCAP is responsible for rating new cars based on their safety performance. In its announcement, NHTSA said it “will also consider new technologies tied to the safety of pedestrians and other vulnerable road users such as cyclists.”

In November, we may have seen a preview of that consideration. Unfortunately, that consideration is not “a Strategy for Curtailing SUVs and Monster Trucks,” or a recognition that better safety systems can “potentially mitigate or prevent up to 47 percent of crashes with bicyclists and 54 percent of bicyclist fatalities,” or that “Male-Focused Testing Puts Female Drivers at Risk.”

Instead, the preview considers a future where vehicle safety continues to overlook the rise in pedestrian and bicycle deaths, and the evolving demographics of America. In asking for comments on research tests for Advanced Driver Assistance Systems (ADAS), the building block technologies that one day will help us have Automated Vehicles, NHTSA:

• Does not consider any research testing on detecting bicyclists,

• Does not include female pedestrian crash targets in research testing, and

• Does not consider or describe testing scenarios that have been publicly tested in Europe for years, such as pedestrian automated emergency braking in low-light conditions.

Please join the League of American Bicyclists in telling NHTSA that their proposed test procedures are inadequate because they do not address common conditions of pedestrian and bicyclist fatalities.

(This excerpt reprinted by permission from the League of American Bicyclists. See their website for more info.)
The second annual E-bike Challenge Minneapolis will be held at the Minneapolis Convention Center on March 28–29. The E-bike Challenge Minneapolis is a place for consumers to test and compare e-bikes right on the event demo track.

Attendees of E-bike Challenge 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. 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.

Hicle, Inc., is organizing the E-bike Challenge event. In Europe, Hicle organized the biggest consumer fair in the world for bicycles and cycling tourism. Hicle chose to host the E-bike Challenge in Minneapolis because the interest and the bicycling infrastructure is already in place, with great potential to increase the use of e-bicycles as tools of transportation and mobility.

“Our 2019 event in Minneapolis was a huge success,” said Hicle owner Theo Jorna. “We definitely capitalized on serving a new and underserved market here in Minneapolis. People want to recreate, to commute, and to run errands via bicycle, and the e-bicycle allows them to do all of this for the first time.”

Minneapolis is well suited for e-biking, with 129 miles of on-street bikeways and 97 miles of off-street bikeways. Local interest in cycling for recreation, as well as commuting, continues to rise. The E-bike Challenge will provide hands-on experience for attendees to try out and experience the many types of e-bikes and accessories.

“Our 2020 event will include a more experiential E-bike Challenge,” said Dunja van der Does, marketing sales manager for Hicle. “We’re adding more family oriented activities and the E-bike Challenge also features breakout sessions and speakers from across the e-biking experience.”

An e-bike runway fashion show will showcase the latest models of e-bikes and accessories. Dozens of bicycle exhibitors include Bosch, Tern Bicycles, Riese & Müller, Yuba, GoCycle, and others. They’re also creating a Hike & Bike Xperience area in the exhibition hall for vendor displays including tourism, trekking, mountain biking, and fun for kids. Attendees will not only learn about e-bikes, but also about cycling destinations and routes across the United States and internationally. The family friendly event will have an interactive kids’ bike test track for ages 16 and under, a children’s scavenger hunt, a bicycle playground with activities, and more.

Tickets for the E-bike Challenge are $8 at the door, $6 when purchased online in advance, and children up to 12 years old are free. Advance online registration for the e-bike test track is also available.

For more information about the E-bike Challenge, including vendor information or to purchase tickets, visit www.ebikechallenge.com.

If you decide an e-bike is in your future, consider shopping for one at the following TCBC Sponsors:

- Erik’s Bike Shop
- CARS Bike Shop
- Gateway Cycles
- Maple Grove Cycling
- Now Bikes and Fitness
- Bicycle Chain
- Gear West Bike
- Tonka Cycle and Ski

Register now for the Great River Energy Mesabi Trail Tour—held on Saturday, August 1, 2020.

mesabitrail.com
A recent rash of tire blowouts has prompted me to write this article in hopes of making whoever reads it more aware of the measures they can take to help ensure against this hazard. With proper care and routine inspection, we bikers can minimize the chance of an exploding tire ruining our ride or much more.

As most of you hopefully know, your front tire is the more important of the two, because of its steering function. A blowout in the back tire usually doesn’t cause a crash, but it takes a lot of skill and luck to avoid going down when the front tire goes suddenly. Therefore, your front tire should get special attention. When putting a new tire on your bike, always rotate the older front tire to the rear, and put the new tire on the front. Make certain that you have proper tire and rim compatibility and that the bead is properly seated. If you don’t understand the previous sentence, have a qualified mechanic show you – it’s very important.

Before each ride you should check your tires for serious nicks, cuts, and bulges. Any damage to the side walls is always more serious than on the tread, because the side walls are much thinner and rupture more easily. Any nick or cut in any part of the tire that exposes the tube demands that a boot be installed inside the tire. I suggest using one of the larger patches from your patch kit as a boot; the inside of the tire must be thoroughly cleaned with solvent before gluing for this to work. Often bikers are in a hurry on the road to replace a punctured inner tube, and don’t take the time to check to see if the new tube is pinched between the rim and the bead of the tire. This invariably causes a blowout in fairly short order and usually leaves the rider perplexed and frustrated. Always take the time to check for a pinched inner tube.

There are many factors that constitute bike safety; proper tire maintenance is a very significant one that with a little knowledge and diligence can be easily achieved.

By Pete Hawkins
(reprinted from the TCBC NEWS)
Congratulations and welcome to the twelve TCBC members who participated in the first New Ride Leader Training Class for 2020 which was held at the Roseville Library on the afternoon of Sunday, January 26.

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 the respect, cooperation, and thanks they deserve.

back row from left to right are:  
Jeff Johnson (instructor) 
Evie Walters  
Doug Dye  
Rick Pall  
Chris Tamez  
Kim Lundin  
Scott Hagen  
Pete Hawkins (instructor)  
In the front row from left to right are:  
Rick Schultz  
Christine Kurtz  
Christine Johns  
Kelly Mayerle  
Gina McCrone  
Shanna Sherman

If you are interested in becoming a TCBC Ride Leader, please check the homepage of the TCBC Website for details on the next class on Saturday, March 14.

Pete Hawkins and Jeff Johnson  
TCBC Ride Leader Trainers

Hey, it’s winter, we appreciate you for joining TCBC in the last few months!

Amy Casey-Paal  
Gary Epperley  
Douglas Forster  
Mark J Gailloux  
Zach Juveli  
Andrew M Long  
Scott W. Meyer  
John Miller  
Keith Morical  
Matt Paal  
Alec Peroza  
Marcus Phelps-Munson  
Aaron L Propes  
Kevin P Russell  
Guy V Smith  
Elizabeth Track  
Scott D Tubman  
Kevin Vander Velden  
Lars Wallen

Check your Phone!  
Get instant notification every time a Bikeeverywhere map is updated. Updates are free.
www.bikeeverywhere.com

Twin Cities Bike Map 2020  
On map, 39.9 MB  
Bikeeverywhere  
UPDATE AVAILABLE

BICYCLE CHAIN  
— independent since 1991 —

bicyclechain.com  
Roseville  
10% DISCOUNT FOR TCBC
The Bicycle Alliance of Minnesota) Position on Mandatory Helmet Laws:
Earlier this month (January), BikeMN signed on to the American Pedestrian and Bicycle Professionals’ letter to the National Transportation Safety Board, expressing concern with their recommendations on mandatory helmet laws. While we encourage individuals to wear helmets while riding, mandatory helmet laws can come with negative side effects. Our concerns include the impact of public health and the serious possibility of inequitable enforcement that targets lower income populations and people of color. We believe that the best ways to reduce crashes and fatalities include building safe infrastructure for all, providing education to bicyclists and motor vehicle drivers, and by encouragement that includes giveaways and inventive campaigns, not citations and fines. While well intentioned, the potential costs of mandatory helmet laws greatly outweighs the potential benefits.

- In places where bicycling is relatively safe, like Minnesota, helmet laws are unlikely to have even a marginal effect on safety and could negatively impact public health.
- In cities where helmet laws have been enacted, enforcement has been shown to disproportionately target low-income communities and people of color.
- Safety in numbers: more people biking means increased safety through fewer crashes and fatalities.
- BikeMN believes that helmet use should be promoted through encouragement, education, and incentive programs—not mandatory legislation and enforcement.

(This is a short version of a recent article on their website. See BikeMN.org for the full article and more info.)

Mandatory Helmet Laws

34th Annual Chippewa Valley Century Ride - May 24th

On May 24th, hundreds of cyclists will take to the Chippewa Valley streets and highways for the 34th Annual Chippewa Valley Century Ride. The ride starts and ends at Irvine Park in Chippewa Falls, Wisconsin and will have routes of 35, 50, 75, and 100 miles on blacktop roads, winding through Chippewa County along the Chippewa and Flambeau rivers, around Lake Wissota and Lake Holcombe, and through the Chippewa County Forest.

There is an entry fee of $45 ($50 after May 1st and $60 onsite Saturday and Sunday) for a single rider and $95 ($100 after May 1st and $120 onsite Saturday and Sunday) for a family. Commemorative T-Shirts are available — reserve with your pre-order by May 9th. One hundred percent of the proceeds from the ride go back to the community. Last year $18,000 was donated back to the Chippewa Valley. Since 2006, more than $145,000 has been donated, which has supported local Boy and Girl Scouts, food pantries, Feed My People food bank, the Sojourner House for the homeless, Chippewa Falls School District Lunch Account Program, Chippewa and Eagleton Parks, and many local youth events and special needs in the area.

Riders will be meeting Saturday night at a pre-ride get-together at Leinie’s Lodge from 6-8 pm. Riders can register or check in on Saturday night or Sunday morning from 7-10 am and start pedalling right away. The entry fee includes 4 full-service rest stops with snacks, refreshments and full facilities, water stops, and support vehicles covering the entire route. After the ride is a full meal featuring locally made brats with all the fixings, soda, and Leinenkugel’s beer.

A vegetarian meal is available if ordered in advance. Families are welcome to participate or enjoy the park, Irvine Park Zoo, Olson’s homemade ice cream, and shopping in the Chippewa Falls area. Extra brat meal tickets cost $10, or $5 for children age 12 and under.

Complete details along with registration information can be found online at: www.ChippewaValleyRide.us

Don’t Miss the Pre-Ride Party Saturday Night May 23 from 6-8pm at the Leinnie Lodge
I started my Super Bowl Sunday by washing clothes so I would have some clean jeans, flannel shirts, and hooded sweatshirts to wear. Then I watched Chris Wallace on channel 9 and Chuck Todd on channel 11. Soon the phone rang, bringing me news that my two grandsons wanted to go to Urban Air, a trampoline park where they are members. I also received a call from my daughter asking if I was busy at 5:30 PM. Knowing that to be Super Bowl game time, I had some reservations about saying I was not busy, but decided I should so I did. She added that I should come to her place at 5:30 and to wear something decent. I told her the truth. I don’t have anything decent. I’ve got the stuff I had washed. She said for me to wear the best of that and to wear real shoes, not crocs. I guessed that I was invited to a Super Bowl party where one might not want to make obvious their status as a bum on a pension.

I took my grandsons to Urban Air for a few hours and then went home, intending to take my time getting ready for whatever it was my daughter had invited me to do. Then I got a call from my oldest grandson regarding the need for Super Bowl snacks. I picked him up so we could go to Cub Foods for chicken dinners, chips and salsa, fruit, beverages – everything you’d need for watching the Super Bowl. As we were leaving my daughter’s place for the store, who should drive up but my ex-wife. Was she the reason I was supposed to wear my best stuff and real shoes? Returning to my daughter’s house to drop off the Super Bowl food, I then had to rush home and get ready in order to be back by kickoff. When I made it back on time, I learned that my ex-wife would be watching the Super Bowl with my grandsons, while my daughter and I went someplace, the location of which was a surprise. I think my daughter knows me better than I know myself. She has bought for me two movies, “O Brother Where Art Thou”, and “Seabiscuit”. She has taken me to two movies, “Les Miserables” and “The Greatest Showman”. On Super Bowl Sunday, right at game time, she took me to the State Theater for the “Riverdance 25th Anniversary Show”! All of these choices were right on the money! I didn’t know I would want to pass up watching the Super Bowl to see “Riverdance”, but she did.

In some ways the 25th anniversary show was a rendition of the original Dublin show, though it lacked the dramatic face and bearing of Jean Butler, the flair of Michael Flatley, and the interplay between the two of them, there being no single star couple at all. The dancers were none the less quite excellent and infectiously exuberant. The music was wonderful. There were some features to the new show which were different in tone from the original. They included a mock contest between three Irish dancers and two African American tap dancers, ostensibly from Brooklyn, an act which was impressive as a show of skill and also pretty darned funny. There was as well a featured drummer who put on a one-woman show with a single portable drum and a double-ended drumstick which was both amazing and very funny too.

You know that you are attending an event of high cultural value when you see they are selling an ordinary can of beer for $12.00. Overall, the show was such that the house was brought down and the audience was brought to its feet to render raucous cheers and thunderous applause as the performers took their bows.

I am thankful that my grandsons found the Super Bowl to be “awesome!” and that they liked the result. I am thankful as well that my daughter knows me well enough to take me to “Riverdance” on the only night she could get tickets, Super Bowl Sunday. Now I am back to my usual uncultured ways, wearing my “winter” crocks and going around like a bum. However, the importance of culture is still fresh on my mind. So it is that I think of the coming spring and of a culture which thrives during the warmer parts of the year; and I therefore also think of my new bicycle! It’s orange! Hope to see you on the road, my cultural compatriots! If I do, you might get a chance to see my new bike! Just slow down or look in your mirror.

Bob Brown
Since our ride year started on November 1, 2019, here are those brave folks with the most. The winter as of early February has been significantly warmer and about as snowy compared to normal.

MEN
Chuck Ryan 2316
Randall Huskamp 1666
Chuck Nelson 1649
Paul Loughman 1190
Scott Gregory 1011
Brad St. Mane 888
Brian Hecht 872
Thomas Cook 824
Rob Mosimann 747
Marc Hirschmann 615

WOMEN
Catherine Fox 493
Katie Angle 457
Kade Quarles 336
Karen May 302
Michelle Westberg 273

Jessica Hagg 267
Mary Nelsen 241
Linda Johnson 211
Joy Cox 205
Judy Emerson 187


WOMEN DOING THE MOST RIDES: Westberg 17, Angle 16, Cox 13, Fox 11.


LARGEST RIDES SO FAR:
11/25 Pink Express 2 16
11/3 Northern Burbs 15
1/1 Frozen Century 15
11/20 Champlin 14

January 13, 6:20 PM: Rider was on a bike trail that was covered with a fresh coat of snow and as she went over a small hill her bike began slipping to the left. Rider applied light braking to even out the bike, but this did not work and she fell down, landing on her shoulder. Rider sought medical attention the following day and found out she had a broken clavicle. Because of the nature of the break she was scheduled for surgery.

Comments: Apparently there was ice underneath the snow on the trail where rider fell. Rider had studded tires on her bike and did have a headlight. I am not really sure how this accident could have been avoided. The accident report did not indicate that any other riders called out that the area was slippery or ice covered.
Winona Rotary

Ride The Ridges
Fundraising Bike Ride
Benefiting Local Nonprofits.
8th Annual!

Join us Saturday September 19, 2020

Four ride length options!
Ride The Ridges is the perfect event for leisure riders or cycling enthusiasts.

Post-ride party!
The party includes music, food and beverages.

For more information and to view photos and riders comments visit RideTheRidges.bike

TWIN CITIES BICYCLING CLUB
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.