For Memorial Day Weekend, TCBC will again be holding an All-Club Spring Ride to celebrate our big summer kickoff. And this year we are visiting some new locations. Using many of Bob Floyd’s route ideas in Washington and Chisago Counties, that’s where we are exploring.

The ride starts at Hugo Elementary School, at 14895 Francesca Ave N in Hugo. It is 2.6 miles northeast of exit 123 on 35E in Centerville. From that intersection, head east on County 14, which becomes County 8 (Frenchman Rd) past the Washington County line. Turn left (north) on Hwy 61, and turn right (east) on 148th St, at the Speedway corner just past the Subway.

The school is on 148th, and New Life Church is just next to it, and we have kind permission to use all their parking lots on this Saturday morning, with street parking available too if needed in this residential area. We will not have indoor access to the school or the church, but there will be satellites available in the parking lot. We’ll bring a couple of our big water containers but please fill up before you arrive.

The 21-miler loops over to the Big Marine Store. The three longer routes go past Running Aces Racetrack and through Forest Lake. The 57- and 73-milers go through Chisago City and Lindstrom, with the longest also visiting Stacy. There are no stretches between rest stops longer than 20 miles. (The mileages may vary by a mile or two.)

Continued on page 3
Thank you, thank you to all the fantastic volunteers who helped make the 2019 TCBC Swap Meet fun and successful. Seriously, I couldn’t do it without all of you!

We’d like to recognize everyone who volunteered or helped by leading the before/after rides. Let me know if I missed anyone or misspelled any names:

Susie Anderson, Mike Beadles, Diana Cohen, Walter Griffin, George Hagemann, Mike Kubes, Sue Madden Vadnais, Dan Miller, Valerie Olson and Dave Swaab

Having originated then hosted the TCBC Swap Meet for 16 years has been fun and rewarding. However, I'm now stepping down as organizer. If you’re interested in becoming the new organizer, please contact me or Mike at volunteer@biketcbc.org. I'd be happy to share all my information and files. It really doesn’t require much prep work and the event runs very smoothly because of all the great volunteers that have worked with me all these years. Thanks for the memories!

Valerie Olson,
Swap Meet Coordinator

We also want to give recognition to the following for putting on the Ride Leaders Forum.

Shelby Miller, Kasey Kramer, Paul Frenz, Gordon Fink, Bob Fix, Mark Thornsjo, Fran Rabe, Pete Hawkins, Patt Seleen, Bob Brown, Doug Nelson, Ann Harris, Jeff Johnson, Mary Derks, and Scott Larson

This forum updates and reminds all the Ride Leaders of the TCBC’s policies every year. The Ride Leaders are the TCBC’s lifeblood and this forum helps to keep all of us safe on our rides.

The following TCBC members have been recommended for recognition:

Don Hopkins
A longtime member who does an outstanding job with TCBC bank deposits picked up from the post office box as well as mail pick up and distribution.

Bob Fix
For his work on ride stats, tech committee, communicating with Michele in promoting change and improvement in Ride Stats, and numerous other website and tech-related things that I’m probably not aware of. Bob also contributes a lot of time and effort to general club and BOD issues as well, like drafting language for the revamped ride key.

Kate Kovar
Since I’ve been on the board, I have been amazed at how involved Kate is and how much work goes into the sponsorship process. She is very professional with her correspondence and thoughtful while including others in the decision-making process. I’ve been impressed with the time commitment as well as all the work that she is doing—more than I’m aware, I’m sure.

Fran Rabe
Fran has been very active with TCBC for many years. She has volunteered during many events as well as serving on the board for her sixth year now. Fran is a welcoming presence on rides and her self-deprecating humor can put a new rider at ease. Fran is invested and committed to the success of TCBC and the club would not be the same without her contributions.

Duane and Diane Kasper
Duane and Diane have consistently led a large number of C rides the past few years in the SW metro as well as having led and organized overnight/weekend rides to Lanesboro, Rochester, Trempealeau County, and Lake Wobegon. Ride leaders are the lifeblood of TCBC and their commitment to the club and leading rides in the Cities and beyond should be celebrated.

Mike Kubes:
For his work as chair on the jersey committee alone, Mike deserves recognition. No one anticipated the time, effort, or work that would go into this committee, and Mike worked tirelessly through the process to its conclusion, allowing and encouraging each member of the committee to have a voice. Mike is involved in many other activities, including coordinating all of our volunteers, work on the Watermelon Ride and representing TCBC at events.

There are many of you out there that deserve some recognition. If someone went out of their way to help you on a ride, for instance. So if you know of someone 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.
It's SPRING!

After a brief setback, spring is in the air! Much like last year, winter gave us another unwelcome mid-April reminder that we live in Minnesota. But warm weather and prime biking season is just around the corner. Like many of you, I’m eager to get skinny tires and bare legs out on some clean, dry, pothole-free roads.

For those of you who have been hibernating or wintering somewhere warmer, welcome back! For those of you who have just joined TCBC, welcome! If you’re not a member, but you’re thinking about checking us out, now’s the time to do it. Don’t wait, you’ll wish you would’ve joined us sooner! We offer a huge variety of rides and a huge variety of riders, so try several rides, ask around, and meet people until you find the best fit for you. If you want to get a better idea of the number and types of rides we offer, look backward to past months of the ride calendar on our website. Just click the arrow backward to last summer’s prime riding months and you’ll see just how many rides our amazing ride leaders offer! Many of our rides are posted just a few days ahead of time on the calendar, so looking forward on the calendar really under-represents the total number of rides that occur.

Speaking of new members and ride leaders, I’ve already had the privilege of meeting and getting to know some of our new members and new ride leaders this spring—Chuck, Joy, Tom, Michelle, Kevin, and Zee, welcome! These new ride leaders have already been busy posting and leading rides this spring—in fact, they may be outpacing our veteran leaders at the moment! These new leaders are also helping to explore, develop, and bring awareness to another new feature of TCBC, a Meetup group.

In a nutshell, Meetup is a platform for reaching out to and communicating with people in the community who have common interests. We (the Board of Directors and others) decided we would like to explore Meetup as a way of reaching out to other bikers in the community, as well as explore the use of Meetup’s functionality as a way of communicating with each other. Much like TCBC’s Facebook page, your use of Meetup is totally voluntary. We put our TCBC Meetup group page up in the first week of April and quickly gained over 300 members, most of whom were not TCBC members at the time. We anticipate considerably more growth once TCBC members begin to explore the functionality and once the ride season gets into full swing. To check out the new group, go to Meetup.com, search for Twin Cities Bicycling Club, look for our familiar logo, and join. There is an app you can download to your phone for added efficiency. For rides that are posted in Meetup, you will be able to RSVP for the ride as well as communicate with other attendees about the ride. All TCBC ride leaders who wish to are welcome to dual-post their rides on the MU page. I would like to stress to prospective new members, especially those 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. Hope to see you all out on the roads sometime soon!

Safe & happy riding,
Shelby

Continued from cover:

Riders will find themselves on quiet country roads, many of which may not be familiar, and they frequently have shoulders. The Chishago Lakes area is especially scenic.

We think of this ride as a great chance to socialize and start the summer together, and we hope you can join us. Some years we have attracted 200-225 people, weather permitting. There won’t be any other club rides that morning.

Ride leaders will include Doug Nelson, dougnelson007@comcast.net, and Pete Hawkins, pmh706@gmail.com. Please arrive in time to form into four groups for the leader briefing, which will start around 9:30 AM at the school. Groups will start a couple minutes apart. We hope you see many of you there!

Volunteer Coordinator

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

Mike Kubes
Volunteer Coordinator

JUNE 27-30
Thursday–Sunday

Swiss Cheese & Spotted Cows

Exceptional cycling, vibrant & bicycle friendly Madison, lavender fields, hop farm tour, happy hours and GREAT FUN!!

Sponsored by TCBC member Mary Derks

www.scscbiketour.com
Quite a list since our last issue. Welcome to TCBC!

Aaron Bartnik
Sue Benson
Pat Besanson
Carolynn Bieker
Audie Black
Michael Bouley
Mike Burstein
Sharon Burstein
Chuck Ceronsky
Lyn Ceronsky
Carolyn Chambers
Samuel Clasen
Ronald Coltman
Frank Costantino
Bob Cox
Casey Cox
Joy Cox
Steven Cox
David Dimler
Patrick Divine
Richard Dunn
Pat Edwards
Chuck Faison
Justin Folger
Vincent Fusco
Ramiro Garcia
Brett Gebhard
Kathleen Hellvik
Kelly Hulander
Alan Johnson
Justin Jones
Carrie Kohlmann
Michael Kohlmann
Christopher Lentsch
Marcia Lindahl
Kelly Mayerle
Nathan Mielke
Bruce Nelson
Shannon Nelson
Kevin Nevin
Rob Ogren
Scott Oremland
Thomas Ostertag
Rick Paal
Lois Peters
Dean Pouliot
Cathy Quealy
David Ramirez
Cathy Rauchwarter
Rachel Reid
Jay Reimer
Randy Rengo
Manuel Santana
Cullen Seeberger
Mary St Martin
Mike St Martin
Douglas Stevens
Greg Swanson
Dave Talafous
Jason Thon
Nicole Tramm
Linda Urban
Robert Votel
Michelle Westberg
John Westphal
Greg Williams
Jennifer Wilson
Laurie Wrobel
Jeff Zahn
Peter Ziolkowski

NOTE

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.

Complete Calendar at biketcbc.org

MAY 6 DEADLINE FOR JUNE TCBC NEWS.
MAY 13 6:30 BOARD OF DIRECTORS BUSINESS MEETING.
MAY 25 TCBC SPRING ALL CLUB RIDE — SEE SEPARATE STORY.
MAY 26 CHIPPEWA VALLEY CENTURY RIDE — OUTREACH RIDE IN CHIPPEWA FALLS WI. SEE SCHEDULE OR AD.
MAY 31-JUNE 2 TOUR OF LAKES WEEKEND IN BRAINERD — SEE STORY IN MARCH/APRIL ISSUE.
JUNE 1 TOUR DE PEPIN OUTREACH RIDE — SEE SEPARATE STORY.
JUNE 3 DEADLINE FOR JULY TCBC NEWS.
JUNE 9 LUCE LINE LOOPS IN HUTCHINSON — OUTREACH RIDE. SEE SCHEDULE OR AD.
JUNE 10 6:30 BOARD OF DIRECTORS BUSINESS MEETING.

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.
REMEMBER TO TRIPPERS: Our schedule lists the times a bike ride is supposed to be actually pulling out of the parking lot, so you should actually arrive at least 15-30 minutes before that, with enough time to get yourself and your bike ready to ride.

THE WEATHER WOES: We have zoomed above 70 inches of white stuff, and Jan, Feb, and March were each colder than normal.

BIKE TRAILS AND ROUTES

GATEWAY TRAIL DETOUR: See separate story. The trail parking lot east of Hadley off 55th St will remain open, with vehicle access via 55th St off eastbound Hwy. 36 only. The exit from this lot will be onto eastbound 36 only. Bike traffic can ONLY go northeast on the Gateway from this parking lot.

STILLWATER LIFT/BIKE BRIDGE: Due to flooding in Stillwater and possible damage repairs, opening of the bridge to bikes and walkers has been delayed until early fall.

RICE STREET CROSSING 694: This will remain open to traffic and bikes, but it will be narrow, and all traffic lights are now all-way stop signs.

North Owasso Blvd is closed between Rice and the railroad tracks, but bikes may be able to get through by using the Burger King parking lot.

AT LONG LAST: Ramsey County will be repaving the worst stretch of Bald Eagle Blvd from H2 to County J on the west side of Bald Eagle Lake. (Maybe we’ll have a party afterwards.)

LITTLE CANADA: Edgerton St will be repaved between Little Canada Rd (County C) and Centerville Road.

ST. PAUL: A new trail connection should be built this year. The Robert Piram Regional Trail (formerly the Harriet Island to South St. Paul Regional Trail) will head east from Harriet Island, cross under Hwy. 52, go south past the downtown airport, parallel 52, continue southeast, and link up with the Kaposia Landing Park trails.

WASHINGTON COUNTY: A new bike/ped bridge will be built over 94 on the west side of County 13 (Radio Drive).

THIS SUMMER a new bike/ped bridge is being built to replace the old one where SE 5th St. crosses 35W in Dinkytown.

SAFETY FIRST: Paul Frenz says no accidents have been reported since the last issue, which is always good to hear. Way to ride bikers!

SAD NEWS: It was reported recently that 35 percent of the children entering fourth grade in Minneapolis Public Schools do not know how to ride a bike.

By Doug Nelson

PHOTO CREDIT: Photograph by Sarah Hmacen, used by permission.

CENTURY RIDE

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 L定位 Lodge
Riding the New Gateway Detour

Since the Hadley and Hwy. 36 intersection in Oakdale is being reconstructed and will be much improved, the Gateway Trail had a detour take effect on April 8th. Being a decent day when the change took place, I decided to check it out.

The detour works. It is well marked with orange signs at each turn. Going east on the trail, you pass over the Century bridge as before, then you leave the trail and head east on 50th St N, the majority of which has shoulders. You pass under 694 and turn left on residential Heath Ave. A connector trail starts next to 5427 Heath. Careful - this trail is old, narrow, and curvy, and leads a quarter mile to connect with the Gateway, where you can continue east. The total detour is about 1.7 miles off the trail, which adds maybe half a mile.

Coming west on the trail you would just do this in reverse, of course.

There is another option which can be used if the connector trail is flooded or blocked, or if trail riders just want variety. It is not marked by signs. Let’s say you are going west on the Gateway. Just after crossing under Hwy. 36, take the bike trail to the left. It is old and narrow but pretty short. Turn right on Hytrail Ave, right on Highlands Ave, right on Demontreille Tr, and right to put you onto 50th Ave. Go west on that to reconnect with the Gateway past the detour.

Bikers need to get used to this as conditions may last until 2020. I saw no reason why group rides shouldn’t use either of the detours — just be careful and stay single file on the connector trails. You will see why.

By Doug Nelson

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

Join us at the Ease Into Biking series - a set of six 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 6 Saturday morning rides (May 11 and 18, and June 1, 8, 15 and 22), we’ll gradually increase our distance from 15 to 20 to 25 miles while having fun! On Saturday, May 25 when this ride doesn’t meet, the TCBC All-Club Spring weekend ride will include a C-level route of 21 miles. 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.

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 ceCaswell@hotmail.com, Craig Larson 763-424-4223, Deb Matchinsky 612-270-6476.

By Doug Nelson

EXPLORING THE DETOUR

HADLEY DETOUR

PREMIUM GRAVEL BIKES

ARDEN HILLS - 1201 COUNTY RD E
651-490-7709

NOW
BIKES + BIKE FITNESS

ST. PAUL - 75 SNELLING AVE
651-644-2354

EASE INTO BIKING
Want to try something new relatively close to home? Join us for the Tour de Pepin on Saturday, June 1. There are four mileage options – 32, 50, 72, and 100 miles (with a few challenging hills on the longer routes) on low traffic, wide-shouldered roads in Minnesota and Wisconsin. The 32 and 50 mile routes involve a return to Lake City, MN on the Pearl of the Lake paddlewheel boat, departing from Stockholm, WI.

The start is at Ohuta Park in Lake City: 219 Park St, Lake City, 55041. This is right downtown and is north of Chestnut Street.

It’s hard to miss on the Tour day because there are bikes and bikers everywhere.

The registration fee is $50 until May 14 and $60 after May 14. Teams of 4 can sign up for $180 until May 15, and for $220 after that. Registration, maps, and bike safety information all are available at: http://lakecity.org/news-events/tour-de-pepin/

Your registration fee gets you a T-shirt and a ticket for the Pearl of the Lake excursion. Registration is at Ohuta Park in Lake City from 6:30 a.m. to 9 a.m. You should plan to be on the road by 8:00 latest if you want to do the 72 or 100 miles. Others should be on the road by 9:00 a.m. latest.

Lodging is available in Red Wing, Lake City, and Wabasha if you want to make a weekend of it. It takes less than an hour to get to Lake City from the east side of the metro area.

Email the ride leader with your member number and mileage. The leader plans to ride the 72 at a B pace and you’re welcome to join me. Please check the Outreach Ride page for all details.

Leader contact info:
Mike Kubes
misterwestie1@yahoo.com
651-247-0770
Editor’s Note: This is the third in a series of articles about groups that TCBC supports financially. We have been a supporting club member since at least 2011.

The Gateway Brown’s Creek Trail (GBCT) is the recreational jewel of the east metro area of the Twin Cities. It has become one of the most used multi-purpose trails in Minnesota. The former Soo Line rail bed runs 18 miles from St. Paul to Pine Point Park north of Stillwater. A branch was opened a few years ago running from Duluth Junction along the trail 5.9 miles to Stillwater on the St. Croix River. This Department of Natural Resources (DNR) trail provides biking, running, walking, rollerblading, horseback riding (along some stretches) and cross-country skiing to trail users year round.

In 1988, members of the Trail Association (GBCTA) won a multi-year legal battle to designate the old Soo Line for public use. As funding became available, the first 18 miles was completed in 1993. Original members of the Association are still very active. They continue to work along with the DNR to extend the Gateway Trail northeastward to Marine on St. Croix and Taylors Falls. The GBCTA is 100% led by volunteers. Their work to enhance, extend, clean, and beautify the trail is reliant on member support. Membership levels range from $10 to $100. Please consider joining. Annual membership gifts will: promote further trail extension, make trail improvements, guide safe use, appeal for state funding and trail maintenance, share trail news and information, sponsor the “Adopt-a-Trail” volunteer cleanup program, and advocate at the Capitol on behalf of the trail.

The Association schedules frequent activities during the year, including: bird watching walks, wildflower walks, candlelight trail walks, ski/snowshoe events, fall color walks, fun runs, interpretive bike rides, etc. There are some separate women’s walks and some DNR walks too. Check their website for more details on much info mentioned above! They also list trail news, detours, and maintenance updates. (If you wonder where I get some trail news for TCBC, it’s from their website.)

There are occasional volunteer opportunities listed on the website. As of this writing, they are promoting assembling new benches and litter patrol along the trail. All efforts are coordinated with the DNR and volunteers must fill out the DNR volunteer form.

The GBCTA mailing address is PO Box 9295, North St. Paul, MN 55109. Email is gbcta.org@gmail.com. Their website is www.gatewaybrownscreektrail.org.

The Gateway and Brown’s Creek Trails have been so important to TCBC events over the years, as so many of our rides use parts of them! Please help support the Association’s efforts.

By Doug Nelson
Recognition Banquet Recap

About 100 people attended the annual banquet at Crystal Lake Golf Club in February. Following last year’s theme of celebrating the 25th anniversary of TCBC, the theme this year was BIKE TO THE FUTURE. As you might surmise, we discussed both the past and future, and plenty of lines from the classic 1985 movie were mentioned — and Marty and Doc were present. Remember, “If you put your mind to it, you can accomplish anything.”

Winning the Women’s Mileage Award for the second year was Catherine Fox with 8057 miles, the sixth-highest women’s total ever. She did 113 rides and averaged 70 miles per ride. She also won in 2015. Finishing second was Linda Johnson with 6487 miles, and Samantha Carroll was third with 5767. Both Linda and Samantha are past winners.

Taking the Men’s Mileage crown was Chuck Ryan with 12,236 miles, the fifth-highest mileage year in our history, and the highest by anyone not named Richard Miller. He did 171 rides to finish second in that category. In second place was Paul Loughman with 10,394 miles, and previous winner Randall Huskamp had 7434 for third. We have now had four different men win the past four years.

Ride leaders were recognized and thanked, as were volunteers and groups. Leading the most rides for the 9th straight year was Randall Huskamp with 148. Of the new leaders trained in 2018, John Rogers led the most with 67.

The Volunteers of the Year are selected by the Board of Directors and kept very secret — even to those running the program. Surprise! Those very deserving recipients were Linda Johnson and Jim Pederson for their many efforts with the club, too many to list here. Doug Nelson was also singled out as Volunteer Extraordinaire “for 40 years of editing the TCBC Newsletter” and was rendered speechless, a rather rare event.

Whether you were able to attend or not, we appreciate and thank you so much!

Watermelon Ride Approaching

May is here, which means the Watermelon Experience is soon upon us. Join us on Thursday, July 4, for the 38th Annual Watermelon Ride, starting in Shoreview.

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 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.

Signing up for the ride is easy; just go to our webpage starting by mid-May, www.biketcbc.org/watermelon. (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 will have instructions on how to volunteer for the ride -- most opportunities will be July 4. The site should be up and running by mid-May, and we’ll get the word out on the Forum.

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!
CARS Bike Shop has been one of our faithful sponsors for nearly 20 years. Over the winter they underwent an expansion project. This expansion doubled the floor space of the shop, allowing for the addition of a spin class room, and most importantly, more bikes! CARS carries a wide variety of bicycles: road bikes, mountain bikes, hybrid bikes, kids bikes, used bikes, even full suspension E-Bikes! They house numerous brands such as Specialized, Marin, Reid, to name a few.

CARS runs a full service shop capable of tuning up and repairing all types of bicycles.

Bruce Sherve bought the shop 20 years ago after serving as manager for two years. He renamed the shop CARS after his three children: Chris, Andrew, and Rachel. Bruce and his staff are dedicated to making cycling enjoyable for all; whether it’s a casual weekend spin, a long group ride, or flying through the woods on a mountain bike. CARS bike shop is here to serve you, the rider!

Next time you are on a TCBC ride out of CARS make sure to stop in and check out the newly expanded shop! As always TCBC members enjoy a 10% discount!

Watch our Facebook page for specials in May for our expansion sale!

2020 Roubaix Sport Future Shock 1.5
Lighter, faster, stiffer, and more comfortable than previous models

$2900

NEW!

CARS Bike Shop

2661 County Rd 1 and Mounds View Boulevard
Mounds View, MN 55112

763-784-6966

Mon Thur Fri 10 - 8
Tues Wed 10 - 6
Saturday 10 - 5
Sundays 12 - 5

Fat Bikes 25% OFF

NEW EXPANDED SHOWROOM

CARS BIKE SHOP EXPANDED SHOWROOM

CARS BIKE SHOP FITTING AND SPIN ROOM

FROM LEFT TO RIGHT) OWNER BRUCE SHERVE, SHAWN, NATHAN, CHIHIRO
Remarks at the Recognition Banquet

My biking as an adult began June 24, 2016, when I decided it was something I would be willing to do to be physically active, and I thought, be something I might possibly enjoy. I started riding in and around Columbia Heights and New Brighton, and on occasion, out towards Roseville. I didn’t really know where to go, so I just sort of rode around. Distances were short, but I was out biking.

A few months later I was participating in my first ever bike event, the Saint Paul Classic Bike Tour. It was during this event that I first became aware of TCBC, having seen quite a few riders wearing its jerseys.

Googling lead me to the club’s website. I was impressed by how many scheduled rides and different ride levels TCBC offered. It looked like I wouldn’t have to figure out where to ride anymore, and I could ride with others! I had already made up my mind that road biking was what I wanted to do, and on October 21, I purchased my first road bike. I joined TCBC that evening. I completed 24 rides and 402.3 miles.

November 8, 2016 was my first TCBC ride, and I felt out of place. I now had ‘the bike’ but none of ‘the apparel’, and I felt a bit nervous. But the friendliness of the members on that first ride, and especially that of the ride leader (Lyle), made me feel at ease and left me with a positive first impression. My relationship with TCBC had begun.

That first ride year with TCBC turned out to be one of several personal accomplishments, ones I would not have believed myself capable of when I joined. Had I been told then that I would, I’d have said “no way.” But with the ride year completed, the numbers said otherwise. I looked back at the ride who started that year and then at the ride who finished. Same person, but two very different riders. I was still new to biking, but I wasn’t really a novice anymore. It was a surprising first year, with 141 rides, 3 centuries, 5,006 miles, and posting a 12th place finish for men and 17th overall.

With my first full riding year completed, and with the realization of what I had accomplished still fresh, I raised the bar. My second ride year goal was to reach 7,500 miles, a distance I thought would be challenging but not impossible to reach.

By August I had surpassed that distance and realized that I might actually be able to double my previous years mileage, so reset my goal to 10,012 miles. On October 21, I broke into the 5-digit mileage club with 10,055 miles, and on October 31, with the ride year ended, reached 10,394 miles. It was an amazing second year, with 208 rides, 12 centuries, one double century, and a 2nd place finish in the club.

Those who I have met over the past two years likely know at least one thing about me: I have a difficult time remembering names of the people I meet, and that it usually takes me a long time before I do. I think that is a result of my not being a very social person by nature. Getting out and being with other people generally makes me uncomfortable, and given the choice, I tend not to do so. But TCBC has turned out to be a pleasant exception.

TCBC provides me with opportunities for social interaction that I find comfortable and enjoyable. The rides and events are opportunities to interact with others, and to see areas and sights in Minnesota I might not otherwise experience.

So I am extremely thankful to the members who make TCBC what it is, who selflessly provide their time, their energy, and their talents for the benefit of so many others. TCBC wouldn’t be what it is without them.

In the past two years I have ridden with scores of members, some I regularly recognize but whose names I am still likely to forget when I see them. And while there is always a risk of ‘offending through omission’, I want to recognize the following four TCBC members for being memorable to me.

Fran Rabe. Fran was TCBC President at the time I joined, and was the first person I contacted and met after joining. I met Fran for the first time at the Annual Meeting; my first TCBC event. I haven’t ridden on a lot of rides with Fran, but I’ve enjoyed those that I have.

Lyle Koehler. Ride leader on my very first TCBC ride; a ride that demonstrated that not everything goes according to plan! It’s said that first impressions are lasting impressions, and that first ride with Lyle certainly made a lasting impression on me.

Chuck Ryan. Chuck loves to ride. If asked, “What do you do?” he’ll most likely reply, “I ride.” He enjoys long distances on quiet roads and scenic surroundings. Chuck was instrumental in helping me achieve what I did this past year.

Catherine Fox. Catherine also loves to ride; a lot. Her hill climbing ability astonishes and humbles me when I ride with her; she makes it look so effortless. I cannot say I enjoy hills; they hurt; but, when I’m riding with Catherine, I always feel the need to push myself just a little bit more, so I can keep up with her, or at least, not fall back as quickly!

To everyone else I’ve had the pleasure of riding with, I extend my heartfelt thank you! Everyone of you contributed to my being here tonight.

Riding the number of miles I did this past year was not always easy or effortless. I am retired, so time wasn’t a problem. But it took a lot of determination, stamina, planning, commitment, and at times, overcoming the mindset of wanting to stop. Towards the end of the year, overcoming that mindset was the hardest! I’ll be looking back on this past year’s accomplishments, and this singular achievement, for a very long time.

By Paul Loughman
In the last newsletter, we spent some time describing some helmet technology and how helmets work to protect us in the unfortunate event of an accident. Concussion prevention, identification, and treatment continue to be at the forefront of sport, and the old adage that an ounce of prevention is worth a pound of cure has never been truer. This spring Bontrager, partnering with the company WaveCel, has introduced new helmet technology that may change how all future helmets are engineered.

WaveCel technology is a collapsible cellular liner inside of the normal EPS layer and hard shell of the helmet. On helmet impact the WaveCel layer can flex, deform, and glide – essentially absorbing direct and rotational energy from the impact and redirecting that force. The principles here are not unique – automobile manufacturers have been utilizing crumple zones in automobiles for almost 20 years now to reduce the amount of energy in a crash that is transferred to the occupants of the vehicle. I’m sure you guessed it, that is a collapsible structure designed to absorb the impact should a driver not be paying attention and plows into the back of that truck.

Understanding the fairly simply engineering concepts of crumple zones and dissipation of energy, there is a lot to like in the new Bontrager helmets with WaveCel. Bontrager even has a crash replacement guarantee on any helmet that is impacted due to an accident in its first year of ownership. Personally, I’d prefer to never need to utilize such a warranty...

While the folks at MIPS dispute the unicorn-like claims of concussion avoidance with the new Bontrager WaveCel helmets, personally I’m a fan of both because these types of technological improvements in helmets have been way overdue. As frames and components have evolved incredibly over the past 20 years, there has been little in the way of improvements in helmets. So – I plan on getting one of these new technological marvels – even though I just got an awesome new MIPS helmet for Christmas. Perhaps later on this summer, I’ll report back on what differences I’ve found between the two.

If you’d like to learn more about Bontrager’s new WaveCel helmets, visit one of TCBC’s Trek/Bontrager sponsors such as Maple Grove Cycling, Gateway Cycle, or Gear West. Or if you abhor talking to people, you can also find information online at https://wavecel.trekbikes.com/

Stay safe everyone! We’ll see you on the roads.

By Bob Fix
This year’s final Bike U presentation was about the 20th Anniversary of the Major Taylor Bicycling Club of Minnesota. Walter Griffin, longtime TCBC ride leader, introduced Dacia Durham, Major Taylor’s vice president, who presented an enjoyable and enlightening slide show on the club’s history. In 1999, Dacia was training with a two woman friends to do the Ride for AIDS to Chicago. They met up with some Black male cyclists, trained together, and accomplished their 500-mile ride. Afterward, it led to the creation of the Major Taylor Club. The club’s namesake is Major Taylor, an internationally recognized African American cyclist who dominated professional cycling at the beginning of the 20th century.

The Major Taylor Club is an African American bicycling club that promotes diversity to the bicycling community in the Twin Cities and nationally. It has weekly rides, hosts and attends events, and is deeply involved in bicycle advocacy. Dacia’s presentation touched on many of these events with personal memories and warm anecdotes summarizing that above all else, “We are family.” I have attended a few of the club’s Dark2Dawn rides, which highlight metro African American history and issues along with weekly rides and other events. I can attest to the Club’s sense of family, and appreciate being a minority participant and sharing time on the bike.

The club will celebrate its 20th Anniversary Weekend from May 31 - June 2 with several rides and gatherings. More information can be found on their website and Facebook page. Consider joining the club to support it and learn more about upcoming activities. Walter also introduced Dacia as the “Mistress of Information.” She scribes a regular email announcement to club members keeping them informed of late-breaking news.

By Dan Miller

DACIA DURHAM VICE PRESIDENT OF MAJOR TAYLOR BIKE CLUB
G’day mate, fancy a long black or a flat white? That’s Aussie for “Hello, would you like coffee?” Head down under for a fine biking vacation; the distances aren’t long (for biking, the flight there is another matter), the weather agreeable, and company wonderful. In March 2019 we connected with Australian Cycling Holidays for a 9-day bike trip covering 200+ miles in the Gippsland, located in the southeastern part of Australia bordering the Pacific Ocean.

Our first day riding was the worst; Australia was suffering many fires (think western U.S. in the fall), so very smoky and our day was extremely windy (60 mph gusts), so windy that we were pushing our bikes along the highway because it was impossible to ride. Our tour guide picked us up and transported us to our lodging for the evening. The “us” consisted of three Australian women from Brisbane, Sydney, and Melbourne, my wife Karen, and myself. We rode together some of the time, and ate together for breakfast and most dinners; the three women were our own personal guides to Australia.

The routes lead us over three different rails to trails tracks, none of which were sealed (paved), country roads which were mostly sealed, and a few busier highways. The longest days were 70-80 kilometers (40-50 miles); we didn’t set any speed records, and the shortest day was around 25 miles. Travel was leisurely, with stops for a mug of long black or flat white, lunch at a cricket field, views of the rain forest or ocean waves, fields of cattle, sheep, and even a camel and llama. We only saw one kangaroo fairly close when we were looking at the koalas on Raymond Island. We did see a mob of ‘roos toward the end of one cycling day and another lying along the roadside attracting flies.

The weather was similar to what we have in September-October. I usually wore a wicking T under my jersey and most days had a long-sleeved shirt plus jacket and their safety vest. Many days I dispensed with the long-sleeved items and only needed the raincoat one morning. Otherwise it was sunny with fluffy clouds.

Our Aussie friends (in their 60’s and 70’s) were friendly and helpful, and we could usually understand what they were saying. At one turn in the road the sign was missing, so Bev, who used an electric bike to full advantage, had tied a business card with the road name penciled on it to the sign post with a weed. Marjorie was always ready to take a stop for ice cream. Dee had the other e-bike, but only used the assist on the worst of the uphills. They all are travelers and had stories to share. Australian Cycling Holidays – Angela and Robert Mosely – laid out our routes and arranged our lodging and breakfasts (dinners we were on our own) and transported our luggage from place to place every day. They were exceptional.

Besides the biking, we spent two nights in Sydney and two in Melbourne before riding. After leaving our new friends, we flew to Tasmania and rented a car to drive to the Cradle Mountains, then to the east coast and Freycinet National Park and Hobart. These places had wonderful hiking trails. All in all a magical trip and I’m wishing we were still there.

By Pete May
The Sing Along that Stole the Show

It was April 4, a cool, cloudy, and wet evening when the TCBC Ride Leaders gathered at the Shoreview Community Center for the Annual Ride Leader Forum. Despite the weather, the enthusiasm to get together and talk about the biking season was apparent.

It’s always been a joy for me to look out at the audience and see all those leaders who commit their time and talents to schedule and lead TCBC rides. This year we will have upwards of 180 trained leaders, including 24 New Ride Leaders, filling the schedule with our favorites, familiar and unique rides.

THANK YOU to Pres. Shelby Miller for kicking off the forum, along with presenters Kasey Kramer, Paul Frenz, Gordon Fink, Bob Fix, Mark Thomsjo, Pete Hawkins, Bob Brown, Mike Kubes, Doug Nelson, and Ann Harris. Thank you to Jeff Johnson for his time in making the ppp for us. The program consisted of introducing the 24 new ride leaders, reviewing our Risk Management program, reminders of our safety rules, volunteer opportunities, and a thank you to our sponsors. Bob Brown, in his own particular way, did a fun recap of the three Bike U programs offered this past year at various venues.

New items included a few tweaks here and there in our software programs, and polling folks who didn’t renew to help us find ways to make our club more appealing and satisfying to its members. We also talked about the new TCBC Meet Up group and welcomed the 6 new TCBC Ride Leaders who will start by posting rides on both schedules.

A VERY SPECIAL THANK YOU to Fran Rabe and Charlie Caswell for their unique presentation of the Ride Briefing card. You’ve all seen the leader at the beginning of a ride stand in front with the card in their hand and go over the expectations and safety rules for TCBC rides. This is important because it is part of our Risk Management Policy and one way we maintain our 501(c)(3) nonprofit status. Charlie, a ride leader for 20+ years, showed himself to be a man of many talents as he challenged us to spice it up by singing the safety rules. And we sang along!! To the tune of America the Beautiful, Greensleeves, and others, the safety rules never sounded so sweet. Don’t be surprised now if you hear some singing this year – and we encourage you to join in (or make your own songs). Oh, yes, TCBC knows how to have fun.

Finally, I would be remiss if I didn’t acknowledge the Ride Leaders for all you do to make TCBC such a special club. You know you are “the heart and soul” of TCBC. Thank you.

See you on the road.

Patt Seleen
Leader Liaison and Forum Presenter

New Ride Leader Training Class March 23rd 2019 - (from left to right) - Jeff Johnson, Stacy Drude, Dave Nagel, Aaron Halfaker, Dennis Evans, Kevin Nevin, Zee Syedain, Chuck Faison, Bart Gottschalk, (Front row) Joseph Olson, Susie Anderson, Patt Seleen, Joy Cox, Michelle Westberg, Tom Hewes

Instructors: Jeff Johnson & Patt Seleen

The Gift of Exploration

The 2019 Mobile Twin Cities Bike Map is available. Get the discounted price if you purchased the 2018 version.

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Brad Benyas of EVOLVE in St. Louis Park was chosen to present this BIKE U program because his store specializes in personal electronic transportation devices, especially E-Bikes. The subject of E-Bikes would of course be of the most interest to bicyclists, and it is not a simple subject. The E-Bike takes multiple forms and can vary in price through a general range of $700 to $3500, with $2000 to 2500 being common. The electric motor can be used to power the front wheel, the rear wheel, or the cranks, with advantages and disadvantages for each. Activation of the motor falls into two broad categories, throttle activated and rider action activated. Throttle activated bikes apply power based only on how far you push the throttle, and they don’t require you to pedal in order to go down the road, but you can pedal and add your own power to that of the motor. Rider activated bikes provide a power assist when you pedal. The governance of power assist varies on rider activated bikes. Virtually all of these bikes will have several power ranges you can select, to govern the degree of assist, but there are also several different ways the power assist can be activated. In the simplest case, the power goes on, at whatever level you selected, when you start pedaling, and turns off when you stop pedaling. However, bikes with power applied to the drive train (the cranks or the rear wheel) can take into account: cadence speed, torque (how hard you push on the pedals), rate of acceleration, or a combination of the above, including how fast you are going, to determine how much assist to apply within the range you have selected. An E-Bike has two hearts. One is the motor, and its power (in watts) is important, but motor efficiency is important as well, as the life of the battery must be considered. That battery, the other heart of any E-Bike, is a whole “nuther” subject – amps, amp hours, charge times, volts, and the number of times the battery can be recharged before going “kaput”. The mileage range of a given E-Bike can vary based on several factors including: terrain, the degree of assist you have set, how much you weigh, how hard you pedal, and even temperature. Depending on price, E-Bikes in the broad general range of bikes can go 20 to 60 miles on a charge, with 40 or more miles being very common. 80 or even 100 miles are possible if you want to pay a big buck premium. If you are considering an E-Bike, you should carefully consider how you plan to use it. For example, if you have a ten-mile ride to work and have to lock your bike to a sign post all day, an inexpensive bike with a front wheel motor will take you to work without generating too much sweat, and you can take your motor (front wheel) and battery with you when you go to your workplace. If you are looking for real performance, that bike won’t do the job. What you should not do is use an E-Bike to hold a spot in a draft line that operates at a level beyond your experience and ability. Nobody want to see a novice with a motor in the middle of an A ride draft line.

By Bob Brown

Successful E-Bike Challenge

The E-Bike Challenge was held at the Minneapolis Convention Center in late March. Also called “pedal-assist” bikes, an e-bike has a battery that allows cyclists to ride farther and with greater ease. There were 2757 attendees at the first event of its kind in the United States, and more than 4200 test rides were taken on the event’s indoor course.

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

Attendees came ready to buy e-bikes from the show floor, as well as those who purchased e-bikes from local bike shops after they left the show. Some shops ran out of some e-bike models.

E-Bike Challenge Minneapolis will return to the Minneapolis Convention Center on March 21-22, 2020. For information and updates about it, go to www.ebikechallenge.com.
The MN Ironman Bike Ride Returns June 15!

Minnesota’s oldest group bike ride now presented by Apple Autos, benefiting Free Bikes 4 Kidz.

The new MN Ironman Bike Ride features routes for every cyclist. All routes start and end in Shakopee’s Huber Park, alongside the Minnesota River. With routes of 30, 68, and 100 miles, we have challenges that will put smiles on everyone’s faces. Our 5-mile family ride on the winding Minnesota River Valley Trail gives even the littlest pedaler a ride to remember. Early bird registration is $45 and includes a t-shirt and swag bag. Commemorative jerseys will also be available for purchase prior to the ride.

The ride is now a fundraiser for Free Bikes 4 Kidz, a nonprofit geared toward helping all kids ride into a happier, healthier childhood by providing bikes to those most in need. We collect thousands of bikes every year and work with thousands of volunteers to clean, refurbish, and distribute the bikes. Every registration gives a kid a bike and a helmet. Your donations help Free Bikes 4 Kidz provide bikes to kids most in need. Riders can add an extra donation to their registration fees - or gather friends and co-workers and form a fundraising team.

Come For The Ride, Stay For The Party

After the ride, stick around for A Big Taste of Fun in Downtown Shakopee’s Huber Park. The Big Taste of Fun is presented in partnership with the City of Shakopee and the Shakopee Jaycees. The festival is free and will include 5 hours of live music, great food, craft beer from the Shakopee Brewhall, and lots of family fun activities. Huber Park is right in the heart of the fun, with great restaurants and shops nearby - be sure to stop in and thank them for their hospitality.

Volunteers Needed

Events like the MN Ironman Bike Ride don’t “just happen”. The event has a wide range of roles for volunteers including pre-event setup, route and rider support, and post-event teardown. Opportunities are available for individuals and groups. Volunteers receive a volunteer t-shirt, lunch and beverage, and a $15 discount on ride registration.

A message from Jon Ridge, MN Ironman Bike Ride Director Emeritus

I am so pleased and excited to share news that the Minnesota Ironman Bicycle Ride has found a new home. Hostelling International USA has worked with Free Bikes 4 Kidz to transfer legal rights for the ride to this great Minnesota-based charity. Many solid organizations showed interest in taking over the ride. I thank you all for your interest. Free Bikes 4 Kidz seemed well suited to manage this challenging event due to its strong bicycling mission, great staff and board, and experience working with events and volunteers.

Full details and registration information for the MN Ironman Bike Ride presented by Apple Autos, benefiting Free Bikes 4 Kidz, is available here: http://ironmanbikeride.org

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Be Careful What You Dream

In my youth, I had many opportunities for enjoyment, hanging out with friends, going on adventures with my older brother, and of course there was always my bicycle. However, I was also much troubled by what I perceived to be expectations, because they really were expectations, and very hard for me to meet.

My mother used to point out a man whom she considered to be a bum, and told me that his life would become my future if I did not better attend to my studies, but I lacked his ambition. What that bum did every day was walk downtown to the bar at opening time. He would stay in the vicinity of the bar all day. The building which housed the bar had buttresses at the base of its exterior brick walls on the north and east sides of the building. Those buttresses were of just the right height and configuration for sitting, and the bum would spend much of his day upon them. He would choose which wall to sit against based upon the location of the sun in the sky. According to my mother, all he would do is “sit and spit”. When I pointed out that he sometimes went into the bar, my mother said that “drinking” was worse than spitting.

I took up sitting and spitting myself for a while and found it boring, but preferable to an equal span of time spent doing arithmetic or spelling. I also noticed that the bum would often practice his occupation in the company of a likeminded companion or two, and that they would talk between feats of expectoration. I imagined that this would be more fun than I’d had, just sitting and spitting by myself.

From my best friend I learned some intriguing information about the bum. He lived in a very little house, and he had a pension. Going forward from that point, I was quite envious of him. He didn’t have to go to school or work. He had no teachers and no boss. He was not plagued by expectations on the part of anyone, and very hard for me to meet. My realization of this lifelong dream hasn’t improved me one bit. On the contrary, it’s clear that someone should expect something of me, and it looks like I will have to do all the expecting myself, or, heaven forbid, my bike riding could become even worse.

My mother never warned me that if I became a bum on a pension, I might lose my edge, and that my bicycling could go from bad to very bad. If she had told me that, I might have become a bum on a pension, and the arduous expectations related to becoming one. It is however our nature to forget the bad and remember the good, and so it was that I remained intrigued by the prospect of living as a bum on a pension.

Of late, I have finally become a bum – well, with a bicycle – a few bikes actually – and a jalopy car to haul them around – and a pension. I no longer have any expectations to meet. My realization of this lifelong dream hasn’t improved me one bit. On the contrary, it’s clear that someone should expect something of me, and it looks like I will have to do all the expecting myself, or, heaven forbid, my bike riding could become even worse.

My mother never warned me that if I became a bum on a pension, I might lose my edge, and that my bicycling could go from bad to very bad. If she had told me that, I might have become a bum on a pension, and the arduous expectations related to becoming one. It is however our nature to forget the bad and remember the good, and so it was that I remained intrigued by the prospect of living as a bum on a pension.

Bob Brown
As most of you know, riding behind other bicyclists for protection from the wind can be quite beneficial. Studies have shown that having other bikers on all sides of you can result in up to a 25% reduction in your workload. That’s why bicycle racers do it, but doing so comes with an increased risk of having an accident. This risk can be significantly reduced, however, if everyone in a group of riders follows some rules and guidelines that are listed here in a random order:

- When drafting one or more riders, you should always be looking ahead of them - not just at the wheel in front of you. You need to pay attention to what’s coming up so that you can react quickly and appropriately.
- Drafting distance from your front wheel to the back of the wheel you are following should be in the range of one to two feet or more, depending on your skill level and that of the group you are riding with. More distance gives you more time to react to speed changes, road hazards, etc.
- You should never overlap the wheel in front of you; if that person changes their line of travel suddenly and hits your front wheel, it’s 98% certain that you will go down.
- Always ride a straight line when in a group of bicyclists; if you need to drop back or change your line of riding in any way, announce your intentions to everyone around you verbally and with hand signals.
- Unless you are the first rider in a line, always keep your hands on the brake hoods so that you can react in a timely manner to other riders slowing or stopping. Never ride no-handed in a group. Never use tri-bars while in a group.
- If you must slow or stop in a group, always announce it and avoid sudden changes in your speed. Gently feather your rear brake to modulate your speed when necessary.
- Do not ride beyond your ability; if you find yourself very frequently unable to talk, you are likely riding much too fast for your physical conditioning. This puts you and everyone in the group at greater risk.
- When riding in a group, it’s much easier to keep up if you are in approximately the same gear as everyone else. Avoid spinning too much or cranking too hard.
- Groups can ride in either a single or double line, depending on road and traffic conditions. Recreational cyclists should avoid the more skill-demanding strategies that professionals use for front rider rotation. The one or two front riders who are “pulling” the group should stay in that position for as long as they are comfortable doing so. When they wish to drop to the rear of the group, both riders should exit to the left after announcing their intention and checking for vehicles coming from behind.
- Use of a helmet or eyeglass mirror allows the front riders to more accurately and safely regulate their speed because they do not have to turn their heads to see how the group is doing. These mirrors are also extremely helpful in monitoring the motorized traffic behind the group.
- The lead riders of a group should never freewheel and should try to ride a nice steady pace so that everyone in the group can keep up. Surges in speed can cause the group to split and make riders sprint to catch up. Lead riders need to avoid the “hero” mentality of showing everyone how strong they are. Conversely, if you are in the lead position and are unable to maintain the pace of the group, safely drop back and let someone else take over.
- Lead riders also need to keep a sharp eye out for road hazards and either steer the group around them or alert the group to them.
- Lead riders are responsible for announcing aloud “Group passing!” whenever overtaking other solitary or group riders.
- Never ride up on the right side of another rider without letting them know that you are doing that. The right side is the blind side; always pass on the left side and always announce “On your left!”
- Passing a group and then slowing down so that they have to go around you is very bad form and can lead to unsafe situations, especially if car traffic is around. If you want to ride faster than a group is going, make certain that you can cleanly get away and stay away!
- Avoid animated conversations when in a group and do not look at the person you are talking with; your attention needs to be always focused on the road and the riders ahead of you.
- Be extra careful when using a water bottle; a dropped bottle can bring everyone behind you down.
- If you are riding solo and come up on one or more other cyclists that you want to draft, always let them know that you are there and ask for their permission to draft.
- If you are in a group and you do not like how they are riding, get out. It’s not worth the risk!

It can take several seasons of riding before most cyclists are ready for drafting in a group, but when you are ready, and you follow the rules and guidelines above, you will start to appreciate the advantages drafting in a group offers. There may be some things that have been omitted from this list, but that’s where learning from experience and close observation of others will play big roles here. When you do decide to try drafting in a group, pay close attention to what others are doing and, unless it’s unsafe riding, learn from them.

Above all, keep safety as your top priority and enjoy your ride!
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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.