Join us to eat, fellowship, and do some business! We will recap the riding season, elect Board members, review financials, and hear plans for next year. Then we will celebrate our 2019 volunteers and biking season accomplishments. (We hope more of our members will be able to join us before they head south for the winter.)

• Registration and Social Hour begins at 5:00 pm, dinner at 6:30 pm.
• Registration is required if you are going to attend the dinner.

A more central metro location at:
Banquets of Minnesota, 6310 Hwy 65 NE, Fridley, MN 55432.

For more info on the Board candidates, see their profiles on page 12 & 13 in this issue.

If you have questions about the Twin Cities Bicycling Club’s Annual Membership Meeting/Recognition Banquet, please contact:
President Shelby Miller
pres@biketcbc.org
Or contact the Board at: TCBCBoard@biketcbc.org

DINNER REGISTRATIONS: if you are a TCBC member, the dinner is free. Non-members will pay $30.00. See the website for registration information. Pre-registration is necessary and must be by November 7. Please do not RSVP unless you know you will be in attendance.

If you are a TCBC member and are unable to attend the annual meeting, you can still vote by proxy — see the website. Proxy votes must be received by 12 midnight on Friday, Nov. 15.
Recognition Corner

Edward Eroe
The Board of Directors recognizes outgoing board member Edward Eroe for being able to use his workplace, Life Link III in Minneapolis, as a meeting site for TCBC board meetings for the past four years, and for the assistance of their staff in this process.

Roy Lewis
I want to recognize Roy Lewis for helping with the helmet fitting at the St Paul Classic. We adjusted a lot of helmets. Apparently the process of adjusting and checking helmet fit triggers vertigo. Roy was an immense help because I had to take a rest until it went away. (Submitted by Mike Kubes)

Tom Brix
We also want to recognize Tom Brix for putting on the Fall All Club Ride again this year. Also we want to recognize the following for helping with it:

The ride leaders were Shelby Miller, Dick Stardig, Tony Abelson, Larry Okrend, Susan Evan, Lois Carlson, and Marina Lim.

The map makers were Dick Stardig and Pete May.

Doug Nelson for working the sound system.

And for rider sign-in: Dennis Evans, Bill Bruning, and Chuck Nelson.

Shelby Miller and Ann Harris
A big Thank You to Shelby Miller and Ann Harris for organizing the VIP Volunteer Picnic again this year. The decorations and food were both great. And I would like to thank Linda Johnson for leading Les Miz while I was on vacation. (Submitted by Mike Kubes)

Andrei Lebedev
A special thanks to Andrei Lebedev for organizing the TCBC Evening at the Velodrome on Saturday, June 29th. Andrei really did a first class job hosting the event and he made sure that everyone had a great experience at the track. (Submitted by Bob Fix)

I want to commend the following people for their extraordinary efforts to revive Les Miner at the crash scene August 17th, just south of Stockholm WI while leading the Lake Pepin Loop ride:

Lisa Fish
who administered CPR. For her heroic effort, Lisa suffered 2nd-degree burns on her knees and legs, as she unknowingly knelt in a patch of wild parsnip as she pumped Les’ chest (wild parsnip has a highly toxic chemical that literally burns the skin).

Bob Votel and Nancy Holovnia
also should be recognized. They assisted Lisa tirelessly with the resuscitation effort until EMTs arrived. The chemical burns Lisa suffered from the wild parsnip have since required extensive medical attention, a sad coda to this tragic event.

Thank you so much Lisa, Bob and Nancy.
And thank you to the entire ride group, who soldiered on safely, as Les would have wanted. (Submitted by Mark Thornsjo)

Angry Catfish Bikeshop
I’d like to send a shoutout, and a BIG Round of Applause to the Angry Catfish Bike Shop, on 28th Ave S., Mpls. (This spot is a rest stop on some rides, including the Sunny Side Up ride.). Anyway, two separate incidents brought me to their mechanic this summer. Both times, as a walk-in, they put my bike on their rack and diagnosed my issue and made required adjustments/repairs. Both times, they refused any pay for their time and work. I decided I had to at least give them a round of applause here. (Submitted by Ann Bodensteiner)

Let us know of people who should be recognized by sending a note to recognition@biketcbc.org.
NEXT TCBC NEWS DEADLINE will be Monday, December 2, for the Jan-Feb issue.

FALL ALL-CLUB RIDE brought a cloudy day with a chance of rain, which kept the number of riders down to 159. However, the ride went well and we stayed dry.

TCBC ANNUAL MEETING/RECOGNITION BANQUET will be Nov 16. See article or the website.

WEATHER UPDATE: It should surprise no one to hear the the metro area may be on track to set a new record for annual precipitation. August had about 6 inches of rain and September about 4 inches. Some rivers and lakes are even high in October! As I write this, yup, it’s raining again.

MANKATO RIVER RAMBLE set a new record of 1800 riders on a sunny and windy day October 6. Plentiful food at the rest stops, as I can witness!

RIDE CANCELLATIONS: Attention all riders — always check the ride calendar before you go! Because of technology advances, leaders are now allowed to cancel rides for weather-related reasons up to two hours before the ride start and up to 24 hours for any reason. If those deadlines are observed, the ride leader won’t be required to show up at the ride start. When officially canceled, the ride will appear on the ride calendar as canceled, plus there will be a notice posted to the Forum topic “Ride Canceled, Delayed or Rescheduled.” You can subscribe to that topic (log in first) and get emails sent to you automatically whenever there is a posting.

NEW BICYCLE FRIENDLY COMMUNITIES (meeting criteria from the League of American Bicyclists) this summer are Woodbury, Northfield, Sartell, and Thief River Falls. Minnesota now has 29 BFC’s with more in the works. As of 2018, 28% of Americans live in a BFC.

BICYCLE FRIENDLY BUSINESSES: Our little Walker MN now has 8 new ones, and Fergus Falls has 7! Fort Collins, CO, leads the country with 61.

WE JUST RECEIVED WORD AT PRESS TIME THAT RAY LUJON HAS PASSED AWAY at the age of 91. He was very active with AVH in the 1980’s and for awhile with TCBC in the 90’s. Ray was still riding an e-bike occasionally in the past couple years of his life!

LAB recently released a 2018 report on Bicycling and Walking in the United States. A few takeaways from the statistics: Overall, walking increased, but bicycling mostly stayed the same, with lower rates of bicycling and walking among young people being offset by increased rates in other age groups. Riding by women increased, as did riding by people from lower income households ($25,000 per year or less). Together, bicyclist and pedestrian fatalities accounted for 18 percent of traffic fatalities, a nearly 40 percent increase since the last report in 2007. The National Highway Traffic Safety Administration reported that people driving cars killed 835 bicyclists in crashes in 2016 — the highest number since 1991.

TCBC SALUTES COUNTY CYCLES of Roseville for their 39 years of providing great service to the community. The store has decided to go out of business as this is being written. We celebrated them on the last PINK EXPRESS ride from their location on October 14 with food afterwards. They were a longtime sponsor and provided mechanical assistance to our Watermelon Ride for many years. They will be greatly missed. (The PINK EXPRESS will continue from a nearby parking area.)

By Doug Nelson

AGAIN THIS YEAR, Free Bikes 4 Kids will take in gently used bikes, clean and fix them up, and give them to kids for Christmas. Every year they give away around 4000 - 6000 bikes. What a great way to get the next generation to start biking. They need volunteers to help with cleaning and fixing these bikes. Go to http://fb4k.org/volunteer/ to sign up.

OUR CLUB IS OFTEN INVITED TO PARTICIPATE IN HEALTH FAIRS. In fact as I am writing this, we are attending a Women’s Expo in Inver Grove Heights. We can always use volunteers for these to spread the word about our great club. Look for future opportunities on the Forum for these.

Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org

DO IT. RSVP for a Bike U program. There may not be mileage credit, but you will gain invaluable knowledge and see familiar faces (if you can recognize your colleagues without their bike helmets.) Bike U events will be announced on the TCBC website. Throughout the winter months, check the TCBC forum and the calendar for programs. You may need to register for the event based on the location and capacity. Contact a bike buddy to join you.

BIKE U NOTE. To remove unsightly rookie ring grease from your leg, try using a french fry. However, you cannot eat the french fry after it has absorbed the grease from your leg. You may submit your own helpful Bike U Notes to BikeU@biketcbc.org and impart your knowledge for the greater good.

BIKE U ON OCTOBER 29, a Bike U program focusing on Bike Fit and Fitness was held at Southdale Library. Notes from this program will be published on the Forum.

Diana Cohen
dicohen117@gmail.com

BIKE U NOTE.

THINGS CHANGE. For bicyclists, seasonal change may cause us to engage in biking differently. For example, some bicyclists have a temperature cutoff line as to when they will or will not bike outside. Others chose to dress for the weather and bike all year long. Some are fortunate and go south to bike in warm climates.

THINK IT. To maintain your physical and mental well-being, it is important to find ways to stay in shape and connect with others. Consider the Twin Cities options--join a fitness club, check out community education classes, and/or text your bike buddies to go out for a brew.

Mike Kubes
Volunteer Coordinator
volunteer@biketcbc.org

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By Doug Nelson
Welcome to These New Members to TCBC!

Carolyn Buswell  Greg Merz
Thomas Cobb      Erik Mitchell
Zach Cohen       Danny Mohama
Mark Considine   Talia Moore
Eduardo Cortes   Patti Olson
Lisa Cortes      Mona Riskalla
Joshua Cottle    Elizabeth Seibel-Hunt
Christiana Fincher Edward Sison
Curtis Fincher   Deb Valley
Del Gray         Steve Valley
Sam Guldan       Theresa Walls
Erik Heinen      Jennifer Wiitala
James Liu        Mikael Wolke
Jeanne McDonald

We Know Retirement!

Thank You for 38 wonderful years!

We've closed the shop, see you on the road!

Support your local bike shop.

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Support your local bike shop.

Hello everyone!

Just because we can feel another change of seasons right around the corner, doesn't mean the riding has to stop! Your bike club continues to be very active all year around. Get out the fat bikes, the mountain bikes, the gravel bikes, and any other wider-tired, pedal-powered two-wheeler you have and plan to join us on some fall and winter rides. Winter riding can be a lot of fun, but it does take a little bit more preparation to dial in the proper clothing, footwear, hand and face protection, as well as lights and other equipment. It may also take a little more time to keep your bike properly maintained. But the chance to get outside and continue having fun with your riding buddies throughout the winter is well worth the little bit of extra effort. One small piece of advice—continue to ride regularly as the temperature declines so that you can make smaller adjustments and adapt to the conditions as you go. It’s much harder to decide you want to start riding in the middle of winter and start from scratch. Stay safe!

The end of the TCBC ride year also means that it’s time for the Annual Business Meeting. However, I hope by now you’ve heard that we are trying something new this year in combining the Business Meeting with the Awards and Recognition Banquet. This combined meeting will take place on November 16th, at a venue that will hopefully be convenient for you, because we’d like to see you there. One of the several benefits of combining these meetings is that we will be able to celebrate the ride year shortly after it ends rather than waiting several months to do so. Club members in attendance will be able to vote for new and returning board members, as well as review the past year and look ahead to next year. I hope to see you at the meeting, but if you are unable to attend, you can still vote for your board members by using the proxy voting process, which is easier than ever thanks to our awesome technology team. Please see the TCBC website for further meeting details, registration, proxy voting instructions, board candidate bios, and more. Hope to see you there as we take care of some business and celebrate the year.

While we are excited to welcome new members to the board of directors, I want to also take this opportunity to thank our departing board members, Edward Eroe and Fran Rabe, for their years of service to the club. They both have put in many hours, often behind the scenes, contributing to the success of our club. Thank you, Fran. Thank you, Edward. We will miss your thoughtful opinions and innovative ideas at future board meetings.

Thank you volunteers, members, and ride leaders for making our club the great club that it is!

Happy riding, Shelby
Changes Coming for our Website

On Jan 1st, 2020, the TCBC Website will have a new look.

We will be moving from a Joomla based site to WordPress format. Since we last updated the website, Joomla has fallen out of popular use so WordPress will provide a more modern look, increased functionality, and better security.

The first thing you’ll notice on the homepage will be sliding pictures that will give a prospective member a better sense of who we are. There will also be an active News Blog to help keep members in the know as we reduce to bi-monthly newsletters. A listing of upcoming rides and events will showcase other club activities.

All the content from the current site will be moved to the new website but will be configured differently than it is now. Your Forum and Membership logins will remain the same. Links to Membership and the Ride Stats system will be found at the top of every page. All the content of the existing Forum will migrate but will look different. You will log into the Forum on the actual Forum page and you will need to re-subscribe if you wish to follow a topic.

We are hoping for a seamless transition but one never knows until we push the “go live” button. With luck, we won’t experience any downtime on the website, and you’ll be able to view the new website and ride calendar after you get done ringing in the New Year. Should you notice any omissions or problems, please email webmaster@biketcbc.org so we can work on any issues that arise.

By Kate Kovar

BICYCLE CHAIN
— independent since 1991 —
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TCBC MEMBERS:
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AND SAVE 15%*

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4170 Excelsior Blvd, St. Louis Park, MN 55416
(952) 926-7225 | rackattack.com

*Rack Attack Minneapolis” in St. Louis Park, MN

STILLWATER LIFT BRIDGE has been closed since summer of 2017. Flooding of the St. Croix has continued to delay the repair work. Although the loop trail is complete in both Minnesota and Wisconsin, the entire trail will not open until next spring after completion of the lift bridge. Let’s have some group rides next year to celebrate the new bike/pedestrian crossing when it finally happens.

CANNON VALLEY TRAIL is closed between miles 3 and 8 (Cannon Falls to Welch) for bridge replacement, with no designated detours, with completion now not expected until spring 2020.

BALD EAGLE LAKE section repaved: many routes go around at least part of Bald Eagle Lake due to its scenery and location, despite the horribly bumpy stretch on its western side. Years overdue, Ramsey County has finally repaved its section with smooth pavement and decent shoulders.

By Doug Nelson
Move Minnesota
(Formerly Transit for Livable Communities)

(EDITOR’S NOTE: This is another in a series of articles about groups that TCBC supports financially.)

Their office is on University Avenue in St. Paul and their website is movement.org.

THEIR MISSION: They lead the movement for an equitable transportation system that puts people first. Across the state, in cities large and small, transportation is at the heart of everything.

They recognize that the most effective solutions are developed by those closest to, and most impacted by, the decisions that are made. They meet people where they’re at to listen, collaborate, and build platforms that elevate the diverse perspectives of our community.

As Minnesota’s leading transportation advocacy nonprofit, Move Minnesota goes beyond just one mode, one agenda, one neighborhood, and one perspective, to ensure true progress is possible from a big picture point of view. They work to break barriers, open new channels for collaboration, and create opportunities by placing people of all backgrounds at the center of transportation decision-making—establishing Minnesota as a mobility leader and innovative trend-setter.

Those interested can volunteer for: helping with bike rides and on-the-ground outreach or working behind the scenes — there are many opportunities. Move Minnesota is a nonprofit, and donations support thousands of people who bike, walk, and use transit every day in Minnesota.

RECENT STORIES INCLUDE: Bike parking grows in St. Paul with help of Move Minnesota; best ways to get to the State Fair; and Minneapolis doesn’t need this parking ramp and neither does our climate (right next to the Cedar Lake Trail — permits were narrowly denied).
**An Opportunity From Bolder Options**

WHO GOT YOU INTO CYCLING?

Would you consider sharing your passion for cycling with a youth? Bolder Options is a Twin Cities mentoring organization for youth ages 10-14. We match youth with an adult and they meet 2-4 hours a week for one year. We make hanging out easy by hosting weekly events related to physical activity, academics, social-emotional learning, and building strong communities like the Twin Cities Bicycling Club.

Rosa, a young mentee in our program, set the goal of learning how to ride a bike. This August she rode for the first time, with encouragement from her mentor and instruction from Bolder Options Staff. David, another mentee, set a goal to ride 200 miles over the course of this summer. Not only did David accomplish his goal, but he rode well beyond it, with his mentor pedaling alongside him the whole way. With support from their mentors, they now have a lifelong hobby and passion.

By volunteering as a Bolder Options mentor you can help youth like Rosa and David to achieve their goals, build confidence, and gain community. For more information about Bolder Options and how to become a mentor, visit our website at bolderoptions.org or contact:

Lucy Bossert
lucy.bossert@bolderoptions.org.

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**Minnesota is Now Hands Free!**

By Dorian Grilley, Executive Director of the Bicycle Alliance of Minnesota

Distracted driving continues to take the lives of Minnesota’s most vulnerable roadway users — people who walk and bike. Distracted driving is the cause of a significant percentage of crashes and it is our hope that the new hands-free law, effective August 1, has already begun saving lives.

We hear from people that they’re often scared for their lives when they bike, walk, and roll. This was reinforced for us earlier this year when we conducted a statewide biking and walking survey. We learned that of the 3000 respondents, 60% of those who bicycle indicated they only feel safe on the road some of the time, and that one of the primary things that makes them feel unsafe on their bicycles is motor vehicle driver behavior. This really confirms that a hands-free law was the right choice for Minnesota.

Bike MN’s staff, board, and members all believe that people who walk and bike should have safe and convenient routes to their destinations everywhere in Minnesota. This law is a step in the right direction! No loss of human life or life-altering injuries are acceptable. Nearly all “accidents” are in fact preventable crashes. Saving lives is not expensive.

With the unwavering support of our members and advocates around the state, BikeMN has been raising serious concerns about distracted driving for many years. We’ve been lobbying the Minnesota Legislature since 2016 to implement a hands-free driving law, and I’ve testified on the issue many times. Additionally, in the 2015 legislative session, BikeMN championed and helped to pass a new vulnerable user law that increased the penalty for causing a fatality or great bodily harm to another person while committing a reckless driving offense.

August 1, the day the new law was effective, was a day of celebration in the BikeMN offices — and we loved seeing all of the support for the law on social media. Governor Walz even got in on the action!

But don’t worry, we aren’t finished yet. We won’t rest until Minnesota’s roads are safe for all users, whether they’re walking, biking, or rolling. BikeMN’s Advocacy Committee and board are already thinking ahead to the 2020 legislative session. Minnesota still has outdated and antiquated bicycle laws, there still isn’t enough funding for bike infrastructure and programming, biking and walking laws still need to be included in climate legislation —— the list goes on. The new hands-free law is the latest step in the right direction, but there is lots more to be done.

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carsbikeshop.com

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Mounds View, MN 55112

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

CLOSED
Sundays in Nov/Dec
There are some bike leaders who not only choose excellent routes and are good with all they do, but also connect with riders at a different level. They chat with you during the ride. Take interest in all that is happening in your life. They are easy to communicate with before, during, and after the ride. To whom you feel comfortable writing an email, knowing that they will respond right away. Their friendship goes beyond the ride. One such ride leader is Lyle Koehler. I am glad to have found him and love every opportunity I get to ride with him.

Lyle always amazes me with his strength and grace. He is such a strong rider who knows how to keep the group together while making everyone feel great and welcomed. As I ride with my kids (freeloaders), I definitely value the extra attention he gives my kids and makes them feel included. How we choose our next ride talks volumes about our past experience. I keep coming back to Lyle’s rides because I know I will be welcomed with a bright smile and kind words, even when I am rather slow with the Burley (well that’s my recent excuse for poor performance).

Our latest ride was Keller Caper (C – 24 miles) on July 21, led by Lyle and co-leader Miriam Simmons. It just so happened to be in Maplewood, making it super convenient for me to get to. It was a perfect summer day. We took off from the Keller Lake parking lot and took a bunch of trails and roads with a quick pit stop at the Flicek Park at about mile 8. Our main rest stop was at the Caribou Coffee at mile 15. It was a relaxing time with all the riders. The Gateway Trail is always fun and the boardwalk past Spoon Lake towards the end made the ride extra fun.

Miriam rode at the back and she did a wonderful job in ensuring everyone was accounted for. She offered lots of encouragement on the hills. She would slow down to a crawling pace but ensured I was never left behind. I am very grateful for her support.

All other TCBC members are a delight. They all contribute to the positive experience that my kids and I always have on TCBC rides.

After the ride Lyle mentioned that he never once heard my kids say “Are we there yet?” But why would they when they are having a blast and don’t wish it to be over?

(EDITOR’S NOTE: This was written in August and held for this newsletter.)

By Sadaf Syeda
RIDE THE RIDGES

Tour of the Moon
and Ride the Ridges

The Tour of the Moon starts in Grand Junction, CO, and rides through the Colorado National Monument. It starts at about 4500 and goes to 6600 ft. So, not that high up. Since most of the climbing is in the beginning, it’s a great ride going back down. Of course you have to stop both up and down for photo ops there. The views are amazing.

This is a spectacular place to ride through. Many of you may recognize it, as it was used in the filming of the movie “American Flyers”. It also has been used as one of the stages in the old Coors Classic Stage Race. If you want to make a week of biking out there, the Tour de Vineyards is the week before it. That ride goes by the peach orchards and vineyards out of Palisade.

Grand Junction is quite bike friendly. I rode from my hotel out by the airport and back. All on roads with marked bike lanes. The city is crisscrossed with them, plus a really nice bike path that goes along the Colorado River. If you can bring a mountain bike along, there are a number of trails for them as well.

Ride the Ridges
The ride was put on by Winona Rotary Club. There were several mileage options. The day started out rainy, but stopped and held off for the most part. As implied, the ride goes up and down the ridges by the Mississippi and through scenic farmland. You get some great views of the valley along the way, maybe some eagles as well.

They had great rest stops, the first had pastries, and you get lunch at the end. If you are looking for some good climbing in MN, this is the ride. Maybe, as I did, use it as a tuneup for another ride.

Mike Kubes

SAFETY ADVICE

Road Rage Reminders

(Reprinted from our Safety Committee’s article from a few years ago.)

How many times this summer have you encountered drivers who yell out the window “get off the road” or other stupid and mindless noise, or honk their horns at you, wave their fist, and even throw things at you? For most of us, we get mad. It is very difficult not to yell back at them or give them the bird. Many of us probably have responded in a like manner. (By the way, our metro area is rated fifth in the nation for road rage in large cities.)

In most cases, they just continue on driving and we never see them again. Occasionally we hear about incidents where these motorists will stop and an altercation ensues with the bicyclist.

The bicyclist is almost always at a disadvantage since the driver is sitting in a 3000-4000 pound vehicle and could run over the bicyclist easily (this has actually occurred!). Never mind the possibility that the driver may have a weapon in the car.

So, from a non-emotional rational manner, we are much better off to simply ignore the offending driver. Ride leaders may remind us of this at ride briefings. So what can we do?

The best way to combat this type of behavior is to get the offending driver’s license plate number. Easy to say but hard to do with drivers whizzing by. Try to practice doing this when you are riding, to be ready whenever an incident with a driver occurs with you or someone nearby.

You can report the incident and the driver’s license plate number at the TCBC website: Report Unsafe Driving. You need to know where the incident occurred and the time. The make, model, color, and year of the vehicle would also be helpful. We know that’s a lot to ask, so just try to get the plate number if you can.

The police are supposed to send a warning letter to the vehicle owner reminding him/her of the incident. Hopefully, inform them of the laws of Minnesota regarding the rights of bicyclists.
We hope you join us September 19, 2020 for the 8th annual Ride The Ridges!

The Winona Rotary Club thanks you for joining us and supporting our ride that helps support local charitable projects. Please go to RideTheRidges.Bike and check out the 2019 Photo Gallery and the 2019 Riders comments.

Thank you and congratulations to all the cyclists who participated in the 7th annual Ride The Ridges presented by HBC.

Twin Cities Bike Map 2019
On map, 39.9 MB
Bikeeverywhere
UPDATE AVAILABLE

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

TCBC at the TWINS

(Another blast from the past, taking place in 2001 at the long-demolished Dome.)

A group of TCBCers traveled to the Metrodome on July 3 to watch our Minnesota Twins square off against the Boston Red Sox. The contest saw the Twins come out on the short end of an 11 to 8 slugfest. The TCBC resident baseball expert (who shall remain nameless) advised the group that 28 hits in one game does not qualify that game as a pitcher’s duel. In fact, both the Twins and Sox were switching pitchers so often that some of us thought both teams were going to run out of them. A nine-run Boston fourth inning gave the fans in the Dome a chance to see Boston’s entire lineup, and then some, in a single inning.

The true bright spot in this battle was the seventh inning stretch. The huge screen at the top of the Dome was filled with TCBC jerseys and cyclists singing, “Take Me Out to the Ballgame!” This may be the first time that the TCBC jersey has been seen in the Dome. It was certainly the first time we have heard the voices of Mr. Bikey (Mike Beadles), Mudman (Dave Erick), Doug Nelson, Kristine Poelzer, Tony Stifter, Deb Hammer, and Celia Connoy harmonizing in front of the Dome cameras for the crowd to see and hear. It was, well, really breathtaking! Tom Roberts and I directed the singers from as far away as possible — to get the true picture of this “happening.”

The TCBC at the Twins Night was a complete success. It was a welcome change to relax in a Dome seat instead of a bike saddle with a group of TCBCers, family, and friends.

By Tony Anthonisen

www.bikeeverywhere.com
North Branch Express: What's the Score?

(Reprinted from the summer of 1995)

The weather odds are 70% chance of rain in the morning and 40% later in the day. The ride leader arrives in his car. One biker is waiting in the parking lot with her bike, wondering if she has the right day. Another rider arrives on her bike, glad to be there. The score: Women 20 miles, Men 0 miles. They wait for a male rider who called earlier but never shows. The dilemma: To ride or not to ride? What is at stake here? Pride? Masochism? Insanity? Being a wuss or a wimp? Outspoken women?

So they're off and biking.... They meet the odds, and get hit with seven out of ten raindrops. A rest stop for hot coffee! The average age is revealed at 29, but later acknowledged at 48 plus. The score is now: Women 45, Men 12.5. "Shall we cut it short?" the leader asks hesitantly. A reluctant consensus is, "Okay." The three intrepid riders press on in the wind and the rain. One biker talks of her grandchild, another of her children, two in college and one in high school. The third rider is strangely quiet. (The ride leader is not feeling well.)

Were the women overwhelming, being in the lead 2/3 of the time? The end is nearing. Offered a ride "home", the women choose a pure ride. The leader rides on to the end, alone. ... Men's score 35, Women's score 110. The leader returns home to find his colleague's ride (of eight) was rained out. "It was a tuff ride," states the leader to a new female TCBC rider, when she calls to apologize for missing his tuff ride.

(From an anonymous spectator)
Hello! My name is John Benda. I have been nominated to serve on the TCBC board of directors. I have been an active bike rider most of my life. One early bike adventure that I recall occurred when I rode my bike to a summer flute lesson 5 miles across my hometown of Dubuque, Iowa on my Schwinn Stingray when I was 13 years old. I don’t recall that the flute lesson went very well but I was pretty impressed with myself for riding my bike 10 miles up and down the hills of Dubuque on a hot summer day.

Jumping forward a few years, I have a medal from TCBC from 2004-2005 that says I rode 708 miles so I know I’ve been a club member at least 15 years. During that time, I’ve ridden lots of miles and I’ve had a chance to get to know many of you and learn about long distance cycling from you. As a fresh retiree from teaching high school math, I’m ready to turn my attention to some new challenges. So, when it was suggested that I might be a good candidate to fill a board position I agreed that it would allow me to learn more about the inner workings of TCBC and also allow me to give back to the club.

I have two areas of particular interest that I hope to have some influence:

1. Because I have seen a few accidents and been on two rides with fatalities I intend to make safety a top concern.
2. Also, as a recently retired public school teacher I see that our club population is lacking diversity. So, welcoming other races and cultures to our ranks would be another top interest of mine as a board member.
I’ve been a member of TCBC for 25 years and have served as a ride leader for more than 20 years. Over those many years and miles with the club, I’ve met a lot of wonderful people, seen a lot of wonderful things, and made many lasting friendships. I would like to continue to serve on the TCBC Board of Directors in order to help give back to an organization that has given so much to me. I am interested in continuing to work to help ensure the viability and vitality of our club in future decades by attracting and retaining new members of all ages and abilities. I am also interested in working to increase the skill of our riders (at all levels) by promoting safety, and by reducing the number of accidents. Off the bike, I am a runner, cross-country skier, licensed attorney, and a clinic administrator for a large local health care system.

I’m not sure just when or where I met Les Miner, who sadly died of injuries incurred while leading the Lake Pepin Loop ride August 17th. It likely was on a Cruzin’ the Crow ride in 2014 or maybe 2015 – not that long ago. But I feel as though I knew Les a lot longer than just those few years. Why? Maybe it was because he was such a fine person who was so approachable, that it was easy to get to know him, and with the pleasant but at the same time curmudgeonly demeanour he had, that made for a fast and timeless friendship. Maybe it was because I admired him for being such a strong rider for his age, as he was a couple of years older than me (“…if he can go that fast, dammit so can I!”). He always challenged me to ride my best, and that made me a stronger cyclist because of that friendly challenge.

Maybe it was also getting to know Barb, his loving wife of nearly 50 years (they met on a blind date!) who was his foil and life-long love. Barb…a kind, strong woman who was his foil and life-long love. Maybe it was because I admired his “aero” body and trash talk about getting my own aero surgery to be more like him.) Les and Barb frequently rode a tandem bike in earlier years (Les had been an avid cyclist since the mid-80s, joined TCBC in 2004). Unfortunately, I never got to witness that spectacle, though I often wondered what they must’ve been like in those younger days, given how strong a rider he was in his later years. For example, Les rode the MS 150 14 times; on 8 of those, he and Barb rode their tandem bike.

Les was an enthusiastic, dedicated cyclist, always looking for the next technology – engineer that he was. He was the first person I knew who got SRAM’s ETap system, and over the years he had purchased at least a dozen bikes, ever upping the technology bar with each bike. He always kept strong through his foul- and winter-weather “Zwifting” and riding multiple times every week during the regular season. He led two weekly series rides the last number of years, including taking over the Cruzin’ the Crow ride when its previous leaders moved on, and leading the weekly Thursday Out West series (I actually took Les down on one of the TOW rides a couple of years ago, when we were crossing the Coon Rapids Dam chatting away and I went the wrong way causing a crash that hurt his wrist). These were seriously “strenuous” A/B rides that usually went at an A pace. But Les wasn’t elitist. For example, to broaden the outreach for the CTC rides, this year he worked to expand the ride levels to include B and A levels, and leaders to lead those levels. As many know, his favorite ride was the Lake Pepin Loop, that ran for four years and for which he’d prepare diligently to ensure the routes would be passable.

Les and Barb also travelled extensively, usually once a year, to big rides across the country including rides in Illinois, Virginia, Idaho, California and other places. I had the pleasure last year of buddying up with them on Dick Stardig’s Coulees Ride in Wisconsin and, as always, I thoroughly enjoyed their company, including just hanging out on the one rainy day we had.

He wasn’t all about cycling, either: Les was a dedicated father, a joyous grandfather and all-round great family guy (though he sometimes needed to be “counselled” about bringing his biking to family affairs around the countryside, LOL). He was an accomplished woodworker, having built up an impressive woodworking shop in his home. He enjoyed photography since his middle school years, and was a true audiophile including building his own speaker and electronics cabinetry (of course!). His uncle, who taught Les woodworking when Les was a teenager, would be proud. A retired engineer (Purdue University 1974, following his stint as a jungle fighter in Viet Nam), Les was always “engineering” cool stuff, cool rides, and great friendships. I miss him dearly and my rides without him will never be the same. Rest in peace, Les…

By Mark Thornsjo
The Revenge of Northfield

ON SEPTEMBER 7TH, I rode The Jesse James for the 16th year in a row. On the prior 15 rides, the weather had been nigh unto perfect, but this year, at long last, the string of good weather was extended to 16 years. It was only after the ride that Northfield took its revenge.

To back up a bit, I had met my brother late Friday afternoon in Faribault, the Northfield inn having no room. We checked into a hotel, and then went to Northfield for supper. My brother is suffering from the very poor results of his knee surgery, so I dropped him off near the restaurant, and then drove some ways to park my car. Walking back downtown, I heard a great barrage of gunfire which had subsided by the time I reached the restaurant, and then drove near the restaurant, and then drove.

Having not seen a Northfield football game since, my brother wanted to see the Raiders play a home game on Friday night against Owatonna. To win a game 68-0 can be a form of vindication for any team, and so it must have been for the players, coaches, and fans of the Owatonna team. No revenge for Northfield though.

Riding the Jesse James on Saturday was wonderful. The weather was fine. The terrain has a form of beauty that does require you to look around and take in some of the splendid vistas you won’t see if you only look straight ahead or at the wheel of the rider in front of you. My brother rode a very short route, but he was very happy, the splendidors of the ride allowing him to forget the clicking thumps and instability of his crummy knee replacement for a short time anyway.

After the ride we attended an 1860s style baseball game between the Northfield Silver Stars and the St. Croix Baseball Club of Stillwater. The rules in 1860 were different than those we have now. The ball is about the same size, but softer. The fielders do not wear gloves. The pitcher throws underhand and is under pressure to present a hittable ball, as balls and strikes are not called and the batter is under no obligation to swing at a pitch he doesn’t like. There are no strikeouts or walks. There are foul balls, but once hit fair, the ball can’t go out of play even if a dog runs off with it or it goes down a badger hole. A striker can be put out by tagging him with the ball before he reaches a base, stepping on the base in the case of a force out, catching a fly ball, or catching the ball on the first bounce.

We learned some of the rules as we watched the game. For example when an outfielder made a nice two-handed catch, the ump called “one hand”. Later when a player made a great one-handed grab, the ump called, “three hands,” and the defense came off the field. So we learned that “outs” were called “hands” in the old days.

I am pleased to tell you that the Silver Stars were leading by one ace when the Baseball Club finished their turn at striking in the top of the ninth. The Northfield Silver Stars had won! When the Silver Star strikers came to the line in the bottom of the ninth, they went one, two, three hands, you’re out, and failed to increase their margin of victory. After the game, the ump, who functioned additionally as announcer, comedian, and master of ceremonies, gave a speech, which was followed by one from the captain of the losing team and another from the captain of the winning team.

That same day, my brother and I attended a St. Olaf football game, where St. Olaf led 45-0 at halftime before putting in the 2nd half of the 99 player roster to play the 2nd half, resulting in less of a slaughter as the game progressed. Across the river, Carleton was in the process of winning their football game 41-0.

With a victory by the baseball team, and because the two colleges are to some degree Northfield teams, I would say that the Revenge of Northfield took place on wonderful roads and three fields of honor on that day when my brother and I rode the 2019 Jesse James!

Bob Brown
Here is our active listing for TCBC members and their stats starting November 1, 2018, by the trip reports input so far through early October. Conditions have been wetter than normal overall but plenty of rides have been going.

**MEN**
- Randall Huskamp: 7202
- Paul Loughman: 7024
- Chuck Ryan: 5958
- Chuck Nelson: 5697
- Richard Miller: 5604
- Bill Bruning: 5499
- Marc Hirschmann: 5371
- Doug Bickel: 5108
- Tom Brix: 4999
- Pete May: 4654
- Chris Tame: 4551
- Jim Angle: 4201
- Stephan Hodges: 3965
- Mark Gregory: 3954
- Lyle Koehler: 3851
- Brad St. Marie: 3751
- Mike Nizielski: 3635
- Scott Hagen: 3590
- Steve Block: 3532
- Jeff Johnson: 3388
- Michael Lerner: 3317
- Kim Lundin: 3232
- Les Miner: 3052
- Brian Henning: 2992
- Tony Le: 2884

**WOMEN**
- Linda Johnson: 6595
- Sam Carroll: 5738
- Jackie Battis: 5376
- Katie Angle: 4166
- Liz Wahlberg: 4058
- Mary Nelsen: 3917
- Liesa Miller: 3593
- Karen May: 3464
- Fran Rabe: 3095
- Diane Ziener: 3034
- Catherine Fox: 2941
- Judy Emerson: 2518
- Sue Bruning: 2494
- Jessica Hagg: 2260
- Nancy Quimby: 2255
- Carol Fitzgerald: 2120
- Susan Evan: 2114
- Phuong Do: 2065
- Kate Kovar: 2010
- Linda Gallant: 1995
- Marcia Madden: 1961

**MEN DOING THE MOST RIDES:**

**WOMEN DOING THE MOST RIDES:**
- Johnson 148, Carroll 128, Battis 119, Angle 103, May 94, Nelsen 94, Ziemer 87, Emerson 83, Gallant 80, Rabe 79, Wahlberg 74, L. Miller 73, Madden 69.

**LEADING THE MOST RIDES:**
- Randall Huskamp 130, Lyle Koehler 113, Chuck Ryan 80, Carol Fitzgerald 61, Mike Beadles 56, Diana and Duane Kasper 55, Jonathan Grad 55, Tom Hewes 53, John Rogers 52, Michelle Westberg 45, Clareyse Nelson 43, Richard Miller 43, Miriam Simmons 41.

**BIGGEST RIDES REPORTED FROM EARLY AUGUST TO EARLY OCTOBER:**
- Aug 31 Fall All Club Ride: 159
- Sept 25 Whole Enchilada: 38
- Sept 7 Sonny’s: 37
- Aug 28 Whole Enchilada: 36
- Sept 8 St. Paul Classic: 36
- Aug 17 Lake Pepin: 35
- Sept 14 Sonny’s: 35
- Sept 20 Lanesboro: 35
- Sept 4 Whole Enchilada: 33

**SINCE THE LAST ISSUE:**
- Loughman has jumped to second to make it a close race behind 2016 winner Huskamp. For the women, Carroll rises to second and two-time champion Johnson’s lead shrinks somewhat.

**OVER 6000 TCBC MILES:**
- Paul Frenz

**OVER 3000 TCBC MILES:**
- Sue Blum

**OVER 2000 TCBC MILES:**
- Katie Angle

**COMMENTS:**
- Riders ahead should have called and pointed out the pothole. The fallen rider should have been looking out for hazardous road conditions.

**SEPTEMBER 18, 11:00 PM:**
- Rider was on a bike trail and slipped on some sand on the trail and fell. The rider right behind also fell. Both riders sustained road rash on their legs and knees.

**COMMENTS:**
- Riders ahead should have called and pointed out the sand. If there was a lot of sand, the ride leader (if in the front) may have stopped and had the group walk through the sandy area.

**SEPTEMBER 18, 6:30 PM:**
- Rider hit the rear wheel of rider in front of him and both riders fell. It appears that this ride was either in a paceline or peloton formation. One rider sustained shoulder pain and the other rider sustained a sore back.

**COMMENTS:**
- Riders should maintain a consistent speed with the group and maintain a consistent distance from the bike in front.

**SEPTEMBER 23, 11:45 AM:**
- Rider was making a turn on a Greenway and almost ran into a two-way bike lane. Rider hit a flexible post separating the two-way lane and fell. Rider sustained scrapes and road rash.

**COMMENTS:**
- Riders must always be looking ahead to identify road and trail conditions.

Some short comments regarding winter riding:
- Fat Bikes, Studded Tires, Warm Clothing, Reflective Clothing and Bands, Goggles, Good Front and Rear Lights, Reflective Tape or Lights that can be seen by traffic coming from your side.

**RIDE SMART, RIDE SAFE!**

Paul Frenz

**TCBC Safety Committee**
FIRST AND LAST NAME

MAILING ADDRESS APT

CITY STATE ZIP

EVENING PHONE

E-MAIL ADDRESS

I consent to receiving notice of annual and special meetings of TCBC members at the above email address.

_____ I do not provide this consent.

_____ FIRST TIME MEMBER RENEWAL

I would like to volunteer.

_____ I would like to receive my newsletter via e-mail also.

For statistical purposes: Gender (circle)

M  F  D.O.B.  /  /

_____ $30.00 - INDIVIDUAL MEMBERSHIP

_____ $45.00 - HOUSEHOLD MEMBERSHIP*

(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.