Sunday, October 28th

As summer comes to an end, in TCBC we don’t quit riding or let ourselves get too sad. We start planning our COSTUMES for the annual TCBC HALLOWEEN RIDE!!!

Show up with your cycling/safe costume and plan on having a great time as we cycle/parade around St. Paul!

This year’s ride will again depart from Cozy’s Pub at Como Lake Golf Course at 1:30 pm, just as last year. We plan to have two routes (approximately 15 and 30 miles) so everyone at any level can join in on the fun! These will be social rides and both will stop for surprises, treats, and costume judging along the way at one of our sponsor bike shops, Erik’s, on Ford Parkway. You must be a member to win. We will then return to Cozy’s Pub for a light lunch provided by TCBC.

What will your costume look like? Frightening? Hilarious? Unique? Simple? Creative? Or will you just wear your regular bike clothes and join us for the day anyway? All is good, and photo opportunities are sure to be available. Hope to see many of you there!

by Ann Harris
HELLO EVERYONE! I hope you are enjoying the heat of summer and having a wonderful biking season. As I write, I’ve just returned from spending ten days of sailing, biking, and camping with TCBC friends. These were just a couple more of the many adventures I’ve been fortunate enough to enjoy with friends I’ve met and gotten to know in our club over the years.

The last four days of this ten-day adventure was the Bicycling Around Minnesota (BAM) tour of the Iron Range. While not a TCBC event, many past, present, and perhaps future (?) TCBC members were present and were also part of the team who organized the tour—great job once again, Mary Derks! On the final day of BAM, I had a couple of experiences which help to highlight one, if not several, of the many long-term benefits of being a TCBC member, that of camaraderie—“the warm feelings of friendship, closeness, and loyalty shared among a group of people or a team of people” (Grammarist.com). The first experience was minor, consisting of a simple flat front tire. One person handed me a lever, one person folded up the damaged tube, we put a one-dollar bill boot on the sidewall gash and Steve Block pulled out his almost-as-good-as-a-floor-pump pump—Thanks Steve! We were back on the road in just a few minutes. The second event was a little more exciting. We were riding along somewhat casually in a pace line when my rear derailleur suddenly seemed to explode—a loud bang, crunching, grinding, pieces flying everywhere. It was pretty startling to me and to those around me, but we got safely pulled over to the side of the road to assess the damage. What we found was a rear derailleur in several pieces scattered along the road, a broken spoke, and a rear wheel out of true and now rubbing on the frame. There would’ve been no shame in calling in the sag support at that point, as it seemed fairly hopeless. Instead, we thought we’d take a shot at making the bike rideable again, which is what we did. We worked together as a team and were back on the road in 20-30 minutes. Two people offered a chain tool to break the chain and shorten it, two offered a spoke wrench to true the wheel, two offered a master link to reconnect the chain, one located the number and called the sag vehicle in case we needed it, and one got very greasy working on the chain (thank you Scott Larson!). Thanks to everyone in the group for working together, waiting, for sticking with me to make sure I got back safely, and for being patient during those stretches where I was trying to spin the pedals on my now single-speed bike as fast as humanly possible in order to keep up to the group over those last 20 miles. What could’ve been a disappointing end to my BAM tour was actually kind of a fun challenge thanks to you guys!

TCBC is filled with people who are knowledgeable about everything bike-related, as well as most everything else—just ask them! More importantly, it’s also filled with people who will help you when you’re in a bind and who will generally be there to support you in your efforts, should you need it. I’m thankful to have stumbled upon TCBC more than two decades ago, and feel fortunate for all it has given me over the years.

Happy riding, Shelby

THIS MONTH WE RECOGNIZE

Les and Barb Miner

I’d like to recognize Les and Barb Miner for putting on a terrific ride around Lake Pepin on July 28th. It was very well-organized: Les spent a day reconnoitering the route to assure safe conditions, and made a few tweaks to the already awesome route. Barb drove sag (which was needed when one rider cramped up), bringing fresh water and support to riders along the route. And they even had a humongous map of the route to show at the ride briefing (you go, Map Girl)!! The picture-perfect day was our reward, thanks to the Miners’ efforts. (submitted by Mark Thornsjo)

I am sure someone has helped out with a mechanical problem or a flat tire. So let’s give them a pat on the back and send a note to me at recognition@biketcbc.org. We will make sure they get the recognition they deserve.

TCBC is filled with people who are knowledgeable about everything bike-related, as well as most everything else—just ask them! More importantly, it’s also filled with people who will help you when you’re in a bind and who will generally be there to support you in your efforts, should you need it. I’m thankful to have stumbled upon TCBC more than two decades ago, and feel fortunate for all it has given me over the years.

Happy riding, Shelby
494 BRIDGE: For many years I have been trying to get someone to let me know who is responsible for the Hwy 494 Bridge Crossing across the Minnesota. A portion of the trail has become dangerous. Recently I talked to Gina Mitteco, MNDot Metro District - 651-234-7878 - ginamitteco@state.mn.us and was told that MNDot is responsible for the trail and they finally have the funding to upgrade the trail in 2020. In the meantime they are doing band aid patches. I have led many rides using this trail to Pilot Knob Road. Two years ago I decided the trail had become too dangerous. My thinking that perhaps this is a project you might add to your list of “what is happening” on our extensive trail system. I told Ms. Mitteco that at my age I hope I am around to see the upgraded trail in 2020. In the meantime they are doing band aid patches. I have led many rides using this trail to Pilot Knob Road. Two years ago I decided the trail had become too dangerous. My thinking that perhaps this is a project you might add to your list of “what is happening” on our extensive trail system. I told Ms. Mitteco that at my age I hope I am around to see the upgraded trail. That is my reason for passing along this information, so if not me, someone will be aware of what is going on with the crossing. (June Johnson)

ANOTHER MINNESOTA RIVER BRIDGE: The Long Meadow Bridge, one of only three metro crossings of the Minnesota for bikers, was closed in late 2002, and only reopened after an extensive and expensive restoration last year. It’s now closed again, and has been for most of the summer, due to road construction and utility work. You might ask why that wasn’t done while the bridge was still impassible. I’m told the plan was always to do the adjacent construction in conjunction with or toward the end of the bridge work. However, that due to some unique circumstances it could only be done after the bridge was complete. (David Gepner)

GLACIAL LAKES STATE TRAIL: I checked out the best half of this trail in early August. Thankfully, the part between Willmar and Spicer has been repaved in the last few years — it used to be pretty bumpy. The trail runs right across the road from the nice Spicer beach, with good parking. And there is a DQ there, imagine that! The trail then runs north to New London, where a new trail connection to Sibley State Park may be finished within a year or two. From New London, the trail runs northeast towards Paynesville, but most is right along busy Hwy. 23 so I skipped that part. (By Doug Nelson)

NEXT TCBC NEWS DEADLINE will be Monday, October 8, for the Nov-Dec issue.

TCBC ANNUAL MEMBERSHIP MEETING will be in early November.

RIDING RULE CHANGE by the Board: Rule #4 was changed to include texting. It now reads, “The use of cell phones, including but not limited to texting, answering phone calls, making calls, etc, is prohibited while riding.”

NEW BICYCLING CRASH STUDY: This Toronto project studied driver awareness. Especially investigated were cases of a driver passing a cyclist, then turning right in front of them or into them. Some participants didn’t look long enough to detect a possible collision, some didn’t look to the right at all — in fact, half of them didn’t. Most of the drivers studied knew the Toronto roads well. The survey also found that half of pedestrians and drivers don’t know when cyclists have the right of way, and that bicyclists overestimate drivers’ awareness of their hand signals. Biggest lesson for cyclists: Prepare for the worst — and expect it — when crossing intersections. Drivers are often not looking for them. (By Doug Nelson)

Need Volunteers for the St. Paul Classic

TCBC is a sponsor of the St Paul Classic Bike Tour on Sunday, September 9. They are looking for Volunteers for the event. Sign up on the St Paul Classic Bike Tour website at: http://www.bikeclassic.org/volunteer.

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

Mike Kubes Volunteer Coordinator

25% OFF one piece of clothing including gloves

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bicyclechain.com

10% DISCOUNT FOR TCBC

Twin Cities Bike Trails

Explore more with Bikeverywhere’s updated Twin Cities Bike Trails Map

Available for iOS and Android
### TCBC RIDE KEY FOR ROAD RIDES

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

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

### TCBC RIDE KEY FOR MOUNTAIN BIKE RIDES

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

**For additional ride considerations see Ride Key at biketcbc.org**
SEPT 1  FALL ALL-CLUB RIDE.  See front page story.

SEPT 7  JOSE JAMES BIKE TOUR IN NORTHFIELD.

SEPT 8  JESSE JAMES BIKE TOUR IN NORTHFIELD.

SEPT 9  ST. PAUL BIKE CLASSIC.  Volunteers needed.

SEPT 10  BOARD OF DIRECTORS MTG.

SEPT 15  RIDE THE RIDGES IN WINONA.  Outreach Ride.

SEPT 16  AUTUMN TREK IN RIVER FALLS, WI.  See ad on page 2.  Outreach Ride

SEPT 21-23  LANESBORO WEEKEND.  See Herb’s Bunch article on page 6.

SEPT 22  TOUR DE HUGO.  See ad and schedule — Outreach Ride.

SEPT 29  BIKES4KIDS AT ELM CREEK.  See schedule — Outreach Ride.

OCT 5-7  GLUBBY’S FAT TIRE RIDE IN CABLE.  See separate story on page 6.

OCT 8  DEADLINE FOR NOV-DEC TCBC NEWS

OCT 8  BOARD OF DIRECTORS BUSINESS MEETING.

OCT 28  38TH ANNUAL HALLOWEEN RIDE.  See cover story

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

NOTICE
Any non-bicycling TCBC activity or any Outreach Ride listed in this newsletter or on our website is not covered by our insurance provided by American Specialty Insurance Services, Inc.

COMPLETE CALENDAR AT BIKEBTCBC.ORG

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

TCBC NEWS is published by the Twin Cities Bicycling Club, formed in 1993. Mail and checks can be sent to: TCBC, PO Box 131086, Roseville, MN 55113
Glubby’s Fat Tire Ride Weekend is just outside of Cable, WI, on Fri-Sun, October 5, 6, 7. This is the best time for mountain bikers to enjoy the Chequamegon Area Mountain Bike Association (CAMBA) Off-Road Bike Trail System. There are 300 miles of marked and mapped routes for mountain bikers. Check them out at CAMBA’s website: www.cambatrails.org

 LODGING: Make your own lodging reservations at Lake Owen Resort: #715-798-3603. The cost for a room is $80 per night. Credit card will be charged at time of booking for special events like this. If full, there are also rooms available in Hayward.

 GATHERING AND MEALS: Friday night we will be going into Cable for pizza at the Rivers Eatery. On Saturday we’ll be having a potluck at Lake Owen resort. Further instruction on what to bring will be emailed to all participants.

 FRIDAY RIDE: Oct. 5th, depart at 1:30 PM, from the Seeley Cluster at the OO trail head, we will be riding north and carpooling back to the start or doing a loop ride back to your car if the car pool doesn’t work out for everyone. Then we’ll meet at the Rivers Eatery in Cable at 6:30 to 7 PM for dinner and socializing.

 SATURDAY RIDES: Oct. 6th, depart at 10 AM from the Namekagon Town Hall Trailhead. There will be A/B rides from here including the Rock Lake Single Track. Bring a lot of water and snacks for the trail, as we will be out for a while, this is our longest day. Bring a lawn chair and a cooler with lunch and a beverage for after the ride.

 SUNDAY RIDES: Oct. 7th, Depart at 10 AM from the OO Trailhead. (A/B Level)

 All riders must be current TCBC Members and sign a Waiver before each ride.

 E-mail update: If you are not on a e-mail list for this event from the past and would like to be added to the list, e-mail me at gglubby@me.com.

 CAMBA: Get free maps of the 300-mile CAMBA trail system by joining this organization. At the same time, you’ll be supporting the wonderful organization that maps, marks, and maintains these outstanding trails. This is money very well spent! www.cambatrails.org has complete details.

 Garry Glubka, 651-303-2207 gglubby@me.com

 Welcome C riders and friends to our three days in Lanesboro. Join us again for scenic rides of 20-40 miles each day in Southeast Minnesota. Some of us go to the play at the famous Commonweal Theater on Friday night. The play will be the musical “The 25th Annual Putnam County Spelling Bee”. Call Clareyse Nelson to reserve your ticket(s). Reserve your place to stay early as Lanesboro is a popular spot. Camping in the local campground is also an option. Call with questions and let us know you are coming.

 Co-leaders are Diana and Duane Kasper, Dave Murphy, Paul Huntington, Carol Belair, Warren Samuelson, and Clareyse Nelson (call Clareyse for more information, 612-623-3009)
This is a 14-mile Wisconsin state trail along an abandoned rail line with a crushed limestone surface, as many Wisconsin trails have. It’s in Polk County, and I had done it five or so years ago. I did it again in July due to reading in SILENT SPORTS MAGAZINE this spring that the Polk County Board is under pressure to allow motorized traffic such as ATV’s on it — yes, counties can possibly overrule state trail guidelines in some cases.

My only comment on that is that making the change would be ridiculous — it was built as a non-motorized trail and should remain so. You can check the internet on this issue (and for a map) and even submit your thoughts if you like. Many local people seem to also want it preserved as is. Anyway, I wanted to ride it before it might be too late.

The trail is very flat with gentle curves — I don’t think I shifted gears once, with no bridges or hills. It’s ten feet wide. There are mile markers, and there are some gravel parking areas with satellites. The surface is not perfect — some weeds and grass are growing up through it in stretches — but I saw and felt no loose spots and was able to average about 13 mph with a road bike. Yes, you should have a state of WI trail pass, and so I did.

This is a scenic trail, way out in the country, with tiny towns, and pretty quiet. There are farmlands, woods, and prairies, and of course the seven lakes. They promote birding opportunities, and I believe I did see a sandhill crane not far away. It is fairly well shaded which helps on hot days. Six or seven interpretive/historic signs are sometimes interesting to check out.

The western end starts near Dresser, south of St. Croix Falls. From Dresser, drive east on County F, south on MM, and east on 90th Avenue to Lotus Lake County Park, which has parking with satellites and tables. From the park, you bike about a third of a mile back west on 90th to where the trail starts. Little Nye has a gas station in sight just off the trail. Tiny Wanderosos is about in the middle of the trail. You don’t really see Deronda, or do you? Coming into Amery, the trail nicely passes between two Twin Lakes. In Amery, the trail ends at Hwy. 46, at a nice shelter with multiple tables and a fountain. A convenience store and a DQ are a block away on 46. You know I can find those DQ’s!

I like this trail despite the limestone. I will try to keep up on the trail’s status.

By Doug Nelson

Stower Seven Lakes State Trail in Wisconsin
This paved trail was finished last year and connects the town of Marshall to Camden State Park, which is nice for hiking, camping, and swimming, with mountain bike trails. I ventured out there in early August and checked things out. It is worth doing. The state has been trying to link more state parks to nearby towns with trails, such as Lake Bemidji, Crow Wing, and Sibley (under construction). There are really two parts. The new part goes from the park to the southwestern edge of Marshall at Victory Park, which doesn’t seem to be signed. I thought this stretch was pretty good. Starting from the state park off Hwy. 23, the trail starts just to the right of the park office, where a road is marked Service Vehicles Only. The trail winds through many curves gradually up and out of the park through forests, a very scenic mile. Then the trail parallels busy and noisy 23, goes down a hill to the little town of Lynd and crosses the road. There is only one road which crosses the railroad tracks to the town, which has a tiny shelter and satellite. You climb back up to 23 and cross the tracks twice in total. The trail is wide, and not a rail trail, so it curves a lot and you don’t always know where it’s going, which is good for variety. There are seven scattered benches. You don’t cross many roads.

At about 8 miles you pass Victory Park, with a satellite and parking, and then you get onto an older series of trails that leads along the western side of Marshall, then along the town’s northern side, following the Redwood River and/or an engineered channel. You swing down to Southwest MN State University, where there is a nice bike/walk tunnel under 23 to Red Baron Arena, but I missed the unmarked tunnel and went back to find it. Plenty of parking at the school and the arena, about 15 miles from the state park. On the entire stretch, you encounter no stop lights, which seems remarkable. It’s a pretty flat route east of Lynd, with a few maps, but they could use more YOU ARE HERE and better marked junctions in Marshall. There are no stores along the way, and a few satellites.

By Doug Nelson

Camden Regional Trail

This paved trail was finished last year and connects the town of Marshall to Camden State Park, which is nice for hiking, camping, and swimming, with mountain bike trails. I ventured out there in early August and checked things out. It is worth doing. The state has been trying to link more state parks to nearby towns with trails, such as Lake Bemidji, Crow Wing, and Sibley (under construction). There are really two parts. The new part goes from the park to the southwestern edge of Marshall at Victory Park, which doesn’t seem to be signed. I thought this stretch was pretty good. Starting from the state park off Hwy. 23, the trail starts just to the right of the park office, where a road is marked Service Vehicles Only. The trail winds through many curves gradually up and out of the park through forests, a very scenic mile. Then the trail parallels busy and noisy 23, goes down a hill to the little town of Lynd and crosses the road. There is only one road which crosses the railroad tracks to the town, which has a tiny shelter and satellite. You climb back up to 23 and cross the tracks twice in total. The trail is wide, and not a rail trail, so it curves a lot and you don’t always know where it’s going, which is good for variety. There are seven scattered benches. You don’t cross many roads.

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By Doug Nelson
Great Day for Lake Pepin Loop

On July 28th I led the Lake Pepin Loop Ride. This was the third year I have led this ride. This year it was the most beautiful day for a ride imaginable. Temperature in the mid-seventies, low humidity, low dew point, and slight wind. There were 31 riders this year that rode various routes around the lake. The route map has 3 routes each with increasing climbing from 2,100 feet to 3,600 feet. The distance was from 74 to 77 miles. The routes only have a handful of stop signs or traffic lights. From the bridge in Red Wing it is 40 miles nonstop to Wabasha. Everyone stopped at the Eagle's Nest Coffee shop there. My wife Barb was standing by for SAG support. She called ahead and the coffee shop brought out extra water and had a pitcher of pickle juice on hand. That was for any cramping, especially after climbing the Bay City hill. Going on to the Minnesota side we stopped in Lake City. There is a public park next to the lake along US 61. Some preferred to stop at the Dairy Queen, they earned it after the big climb. All arrived safely back in Red Wing.

This route has been around for a long time. In the past Bob Hoffman and Richard Franco have led this ride for TCBC. It is one of those rides that always has an adventure. My wife Barb and I first rode it in 1992 when we lived in Rochester. Harbour Bar in Hager City across the river from Red Wing sponsored this route as organized ride. A creative person sprayed painted encouraging words on the pavement going up the Bay City hill. Something like "are the trees moving faster than you?" and further on up "you are almost at the top" then as the road curves you realize there is more to climb. "I lied there is more!" I do remember going down Bay City hill at 45 mph and it was a little terrifying.

In 1993 we rode the Harbour Bar ride again. My wife Barb was riding with her friend. They pulled off at one of the scenic overlooks to fix a mechanical problem on her friend's bike. Suddenly this tour bus pulls up right behind us. She screamed of course. So we doubled the speed. Barb however was terrified, slamming her brakes. It had started out sunny but clouds began to move in. By the time we hit the flat road going toward Nelson there were a few sprinkles. So we turned around and rode back over the Bay City hill again. More screaming of course. So we doubled the climbing. Anyway we got back just before a downpour and before the rest of the riders.

By Les Miner

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Mon Thurs Fri 10 - 8
Tues Wed 10 - 6
Saturday 10 - 5
Sundays in Sept 12 - 5
CLOSED
October
Memories of David Noennig

My heart aches for the loss of such a good man.

I biked many thousands of miles over the last several years and especially last year with Dave and only have fond memories of those times. How he would tilt and shake his head at a comment or something funny, his kind and warm smile, and his biking style.

The day of his traffic accident on July 3, Jackie and I would normally have been riding the same distance with him. But other commitments took us away from riding that day. He was out there just about every day he could. This day was special. He wanted to get a quick 54 miles in, come home, and maybe have time for a quick nap, and then take his wife out to dinner for her birthday. Tragically, fate changed all his plans. Sadly, her birthday will never have the special happiness it should.

We didn’t always talk a lot while riding, but our little clique of compatible riders enjoyed the camaraderie together. I know Dave liked the solitude of riding and just being out there, but if we were on the same ride, we most likely always rode together. He didn’t like to stop for long at most rest stops, fueling with a pastry or hot chocolate. Apple fritters were his favorite on long rides. He managed to ride in heat with a surprisingly small amount of water — before I knew him well, I would ask if he was sure he had enough water and he never seemed to need much.

Early on, I wondered how he could be such a strong biker for just joining the club, and he was older than me! He shared that he used to be a runner and ran marathons.

When I was tired or chose to do a more social ride, there would be Dave also. On one such ride, he had a flat and no spare tube, tools, or knowledge to change it, or so he said. He was so grateful for my help he bought my breakfast. The next flat we encountered was several years later and it was early this spring. Now I was the one not knowing how to change the float on my hybrid with fenders. Dave stepped right up, returning the favor, knowing what to do when I didn’t.

Early this summer he was MIA and I grew concerned because no one had seen him for 4-5 days on our usual rides. I considered calling to check on him, but the next day he appeared. He had been visiting his son in California and forgot to tell us.

A few times on my night ride in the early spring this year, the weather was not exactly desirable and Dave would be the only one who showed up to grab a few extra miles. I would have to twist his arm not to ride, because I wouldn’t want to get my bike dirty. Now I would give anything to bike with him and get my bike dirty.

On one ride that came near his new home, we took a small detour off the route to bike by and to wave and holler “Hi!” to Kay from our bikes. He was an accomplished musician and I enjoyed going to several of the concerts he performed in. After I found out he was an administrator in the schools, I decided I probably shouldn’t grumble about how burned out I was at my job in the schools (he probably knew my boss). He only listened and withheld any judgement of me.

He has a very compassionate family. Sadly, in losing Dave, I have found a special friendship with his wife Kay and his sons Peter and Paul. The faith, kindness, and strength of their family is a mirror image of the man Dave was.

He was a kind, gentle, gifted, and VERY humble man and I feel exceedingly lucky to have gotten to know him through the bike club, and to have been a friend for much too short a time. He packed in as much as he could into his 73 years and lived a life to be proud of.

By Linda Johnson
Celebrating the History of TCBC, written in 2008

Having ridden the Paul Bunyan Double Century the previous weekend, Jelloman Bert and I had chosen a seemly more restful ride, the St. Michael Farmland Loop, held on July 3, 19-hundred and something. Early on, the ride had split up into two groups, a small front group and a larger back group, with Bert and I riding in a non-man’s land between the two. Proceeding side by side, on quiet rural roads, at a gentlemanly pace, we were intent upon exchanging our respective understandings of the world and its ways. Bert’s were clearly more numerous, but mine were more profound.

As we rode along, with me on the shoulder and Bert on my left, our quietude was suddenly disturbed by a surprisingly beautiful girl on a gray Lotus. She pulled up beside Bert and started talking to him. Immediately, I liked the sound of her voice, and even more so her friendly smile and the fine figure she cut on the Lotus in her pink and black riding outfit, but there was something definitely wrong with her. I might best describe it by saying that she was talking to Bert and not to me!

Soon she sped up and we were falling behind. She wasn’t exactly dropping us, she was getting away! I implored Bert to speed up, but he could tell that my sudden enthusiasm was not for his benefit and he just held to his pace. As she faded off into the distance, her dark locks fluttering on the wind, we contented ourselves with talking about her. Objectively, Bert stated that she was extremely pretty, in marvelous condition, and that her clothing fit quite remarkably well. Subjectively I said, “I know! I know! We should go faster!”

When we reached the turn for the road to Rockford, the town where the rest stop was located, Bert chose the occasion to exhibit once again his royal propensity for proceeding confidently in the wrong direction. Normally, under that circumstance, I provide Bert with the full benefit of my own insights on the subjects of space, time, and direction. In this instance, I told him the right way once and let him go. Then I rounded the corner and poured on the coals for Rockford.

In the cafe where the rest stop was located, the dark-haired girl in pink and black greeted me with a smile so fresh, it made me wonder if she was 18. I did ask, and she was 26, so I chose not to hold her young looks against her. She seemed very nice. In her final year of nursing school, she was putting herself through, and “get this”, she did not own a car and went everywhere by bicycle! How cool was that?

I left the rest stop in her company and that of another girl who had done some racing. Soon those two were testing each other and the pace accelerated. It was an extremely hot afternoon, and not a good one for the chasing of women. Better to be cool, I thought, and use my brain rather than get all sweaty trying to prove that I did not ride well in the heat. After all, what was the objective here anyway?

When the two women came in at the end of the ride, I was sitting on the back of my car waiting for the one in pink and black. She came up to me and I asked her out. I wanted to take her home, but my little car would only take two bikes, and unfortunately there was Bert. She had called the club to ask how the ride worked, and had gotten a lift to the ride start with Eric Kuno. He was leaving, so he got to take her home, and I was left to sit on the back of my car and wait for Bert. He was out there somewhere wandering around and missing his chance to ride home with Eric.

Eventually, Bert came in leading a large group of riders who were singing his praises. They were saying that if it hadn’t been for Bert, they would never have found their way back. They seemed much impressed with him and thankful for his help in leading them. And he being the one who had led them all astray in the first place. I guess there can be some redemption for those proceeding confidently in the wrong direction after all.

The girl in pink and black? She went and got married. Bert and I somehow ended up at her wedding, wearing tuxedoes. Bert was the best man and I was the groom. From this cautionary tale, may all young girls take heed as to the direction in which they proceed.

By Bob Brown
Central Lakes Trail Recap

To combine both the suggestion from TCBC to recreate a previous route not being done currently to reflect its 25th Anniversary, and to remember Herb Schultz, in whose honor many of the “C” weekend rides are offered, leaders Clareyse Nelson, Warren Samuelson, Dave Murphy, Duane and Diana Kasper went back over a decade to find a ride Herb had led on the Central Lakes Trail. This Central Lakes Trail Weekend ride was held July 20, 21, and 22. There were 31 riders who participated over the three days, choosing from a number of route options. On Friday, riders could either start in Osakis and ride to Alexandria for a round trip of 24 miles, or start in Osakis and continue to Garfield for a round trip of 38 miles. To follow Herb’s tradition, there was a stop for lunch at the turn-around community each day.

On Saturday, riders either rode from Brandon to Ashby, which was 30 miles round trip, or started in Garfield and rode to Ashby for a round trip of 42 miles. There was an “Ashby Appreciation” event which was held in the park that day, which meant that both groups joined for a picnic lunch together. After the ride, there were several Alexandria highlights that were available: The Runestone Museum to see the Kensington Runestone discovered in 1898, which still hold its intriguing mystery as to its authenticity. The stone’s runic message is that Scandinavian explorers were in Minnesota in 1362. There was also an automobile museum which many found interesting.

On Sunday the choices were Dalton to Fergus Falls for a round trip of 22 miles, or Ashby to Fergus Falls for a round trip of 40 miles. Again both groups were able to share lunch together and admire the Egret Rookery in Fergus Falls. Dinners together also gave us a time to socialize and appreciate the many rides that Herb led, and to explain to those who had never met Herb his influence as a leader of hundreds of “C” rides. The Central Lakes Trail is very lovely with its 55 miles of paved trails passing many lakes. Riders of all levels should take advantage of this trail located in Central Minnesota and not wait as long as we did to do it.

By Diana and Duane Kasper
Welcome to your new Power Johnson, a state of the art power assist hip, which offers up to 5-watt assistance for a variety of movements, available through various apps that can be downloaded to your smart phone. There was an app for walking, swimming, weightlifting, and my eyes lit up seeing a bicycle icon. I searched for my phone and downloaded all the apps. Following my typical approach, I checked off all the agreements without reading them and got on with trying out the app. I selected walking to start and all of a sudden, my leg started going up and down. Wow, it was hitting the bed hard. It was lifting me off the bed, to say nothing that it hurt like crazy. I found a slide to adjust the stride length and got it down to an inch or so off the bed but couldn’t figure out how to stop it. Then my phone got lost in the bed sheets.

The nurse came in and I tried to tell her what happened. “What’s your pain level?” she asked. I couldn’t answer, pointing to my bouncing leg and where my phone may have fallen. She said I was having a spasm and suggested I take a pill and relax. Sleep followed with me waking up and the nurse came in and I tried to tell her what happened. “What’s your pain level?” she asked. I couldn’t answer, pointing to my bouncing leg and where my phone may have fallen. She said I was having a spasm and suggested I take a pill and relax. Sleep followed with me waking up with the urgent need to visit the bathroom. Sitting up and bracing for the next step was like a baby learning to walk. All seemed to be going well, with the urgent need to visit the bathroom. Then the power assist stopped. 

The nurse came in and I tried to tell her what happened. “What’s your pain level?” she asked. I couldn’t answer, pointing to my bouncing leg and where my phone may have fallen. She said I was having a spasm and suggested I take a pill and relax. Sleep followed with me waking up with the urgent need to visit the bathroom. Sitting up and bracing for the next step was like a baby learning to walk. All seemed to be going well, with the urgent need to visit the bathroom. Then the power assist stopped.

I made it in and back to my bed and found my phone. It said my hip needed charging. So, as the case with any new app that I get stuck on, I decided it was time to read the manual and skipped right to biking.

Wow! This Power Johnson offers 24,000 rpm per charge, and there’s a generator which you can purchase separately and mount to the down tube for perpetual charging. It looks like if I have only one Power Johnson that I am limited to 2.5 watts assistance or the bike will veer off course, due to the power differential between legs. It has a slide like the walking app, so I am now getting familiar with the conventions on how to use it. It further went on to say that the Power Johnson can be charged wireless by setting my smartphone on the hip. So, I tried it and laid back to rest. Suddenly, my leg started going up and down again, faster and faster. I grabbed the bouncing phone before it flew off the bed. Holy cats! The slide is set to 5 watts and I’m pounding out a good pace. Luckily, I was able to locate the slider and move it to zero. Oh! my aching leg. It’s going to take a while to master this.

By Dan Miller

Disclaimer: The author is prone to fantasies with or without stress. His surgery was July 24 and he is recovering nicely. He is hoping to take this time as an opportunity to rebooth. He may lead a ride later this year. Watch the schedule for a ride titled “A Hip Ride, let me introduce my PJ.”

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Bicycles, Geometry, and Other Thoughts

How to solve a problem has been precisely explained, and I have read that explanation as recorded in my ninth grade geometry text.

Regarding a passage from a source, if you have an exact recollection which might not be completely accurate, but which is pretty darn close, do you use quotation marks? I don’t know, but here goes. “Pause to ponder what facts may radiate from the givens, what axioms may apply, and what channels of reasoning might lead to a solution.” That’s good advice so far as it goes. As to the source of this approximate quote, I give credit to whatever geometry text they were using at Zumbrota High School during the 1960-61 school year.

The application of that problem-solving approach can apply quite directly to many aspects of cycling performance. The relationships between mass, force, energy, gravity, wind resistance, and speed can all be derived by this method, but some aspects of cycling performance are not amenable to a directly reasoned solution. That’s because the power source for a bicycle is pretty quirky at best.

There are many problems that can hamper the production of power for a bicycle, and I will discuss a few examples.

1. KNOWLEDGE: If a bicycle engine does not know how to ride a bike, this can reduce the effectiveness of the power applied and cause damage to the engine.

2. BAD FUEL: If the engine drank too much beer the night before, it might not work very well on the day of the ride.

3. TOO MUCH FUEL: If the appetites of the engine exceed the fuel burned on a regular basis, that engine can grow in mass with no corollary increase in power.

4. ATTITUDE: An engine with a bad attitude may not run well, and could affect the performance of the engines on other bicycles.

Although the approach in my old geometry book would suggest some good solutions, like learn to ride a bike, and don’t drink too much beer or eat too much food, and improve engine attitude, how to implement these solutions goes beyond what might be accomplished by mere pausing to ponder. Axioms addressing how to control the behavior of bicycle engines are hard to come by.

To fix your engine, pausing to ponder is just a first step, and a baby step at that. One must identify several axioms that may apply, check out several channels of reasoning, and try them out until a good solution is found. Then, of course, the devil is in the implementation.

As for me, I have developed a method of riding my bicycle which might look to you like I am in the process of pausing to ponder.

Bob Brown
Our summer has rolled on, still warmer than usual, really challenging some riders. Since November 1, here are the TCBC members who have done the most by the trip reports input so far:

**MEN**
- Chuck Ryan ........................................... 8470
- Paul Loughman ......................................... 7670
- Randall Huskamp .................................... 5213
- Richard Miller ......................................... 4164
- Pete May .................................................. 3530
- Bill Bruning ............................................. 3302
- Tom Brix .................................................. 3278
- Les Miner .................................................. 3058
- Jim Angle .................................................. 3025
- David Wamsley ....................................... 3002
- Scott Gregory .......................................... 2988
- Brian Henning ......................................... 2983
- Mark Thorsno ......................................... 2796
- David Noennig ....................................... 2783
- Doug Bickel ............................................. 2697
- Mike Nizielski ........................................ 2625
- Stephan Hodges ..................................... 2579
- Jeff Johnson ............................................ 2483
- Marc Hirschmann .................................... 2372
- Mark Gregory ......................................... 2372
- Lyle Koehler .......................................... 2331
- Rob Mosimann ........................................ 2136
- Steve Block ............................................. 2086
- Stephan Brink ......................................... 2054
- Alex De Veyra .......................................... 2021

**WOMEN**
- Catherine Fox ......................................... 4690
- Linda Johnson ......................................... 4204
- Sam Carroll ............................................ 3760
- Katie Angle ............................................. 3073
- Jackie Battis .......................................... 2739
- Karen May .............................................. 2734
- Mary Nelsen ........................................... 2576
- Lisa Miller ............................................... 2349
- Diane Ziener .......................................... 2241
- Susan Evan ............................................. 2145
- Judy Emerson ......................................... 2049
- Liz Wahlberg .......................................... 1979
- Sue Blum ................................................ 1790
- Alex Johnson ........................................... 1427
- Kaye Smith ............................................. 1422
- Jessica Hagg ........................................... 1421
- Mary Derks ............................................. 1357
- Kay Mitchell ........................................... 1352
- Beth Zamzow .......................................... 1321
- Mary Hines ............................................ 1248
- Ann Harris ............................................. 1246
- Peggy Shepard ......................................... 1236
- Marina Chaw .......................................... 1227
- Fran Rabe ............................................... 1174
- Nancy Holovnia ...................................... 1161

**MEN DOING THE MOST RIDES:**
- Loughman 145, Ryan 117, Huskamp 108, May 98, Brix 87, Koehler 81, Angle 80, Nizielski 78, Thorsno 77, Bruning 76, Johnson 73, Block 70.

**WOMEN DOING THE MOST RIDES:**

**LEADING THE MOST RIDES:**

**BIGGEST RIDES REPORTED FROM EARLY JULY TO EARLY AUGUST:**
- July 18 Whole Enchilada ......................... 42
- Aug 11 Sonny’s ........................................... 38
- July 14 Sonny’s .......................................... 37
- July 21 Sonny’s .......................................... 37
- Aug 5 Crystal Creek ................................... 36
- July 28 Sonny’s .......................................... 33
- July 13 TGIF ............................................. 31
- July 28 Lake Pepin .................................... 31
- July 17 Tuesday Tuneup ............................. 28
- July 11 Whole Enchilada .......................... 28

**SINCE THE LAST ISSUE:**
Ryan’s lead shrinks just a little, and May rises to fifth. For the women, Fox’s lead is cut in half by Johnson.

**OVER 1000 TCBC MILES:**
- Doug Nelson makes his 38th straight year to continue to lead everyone. Pete Hawkins hits 37, Dick Hartmann marks 36, and Bob Hoffman scores 30, to remain second, third, and fourth all-time.

**OVER 2000 TCBC MILES:**
Mike Nizielski markets 20th years to remain tied for fourth all-time. Mike Nizielski is right behind with 19 now.

**OVER 3000 TCBC MILES:**
- Katie Angle reaches 16 years to tie for second all-time.

**OVER 4000 TCBC MILES:**
- Richard Miller has reached his 13th year, still fourth all-time.

**OVER 5000 TCBC MILES:**
- Randall Huskamp makes it 11 years to take third all-time.

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**Reported Accidents and Some Related Comments**

**JULY 14, 12:15 PM:** Rider was going downhill and while making a turn at a slow speed his front wheel slipped on a patch of sand and he fell. Rider sustained a fractured right leg just below the ball joint, abrasions on right hip and elbow, and bruised right shoulder. Rider received emergency treatment at Methodist Hospital. Rider had hip replacement surgery on July 16th.

**COMMENTS:** This accident may not have been avoidable as all the riders had been advised in advance of the sand at this location and to cross it carefully. Rider had slowed down but still fell when all other riders crossed this sand without incident.

**JULY 14, 1:00 PM:** On this hot, sunny and humid day a rider suffered severe dehydration and loss of electrolytes. Rider was lightheaded, was losing his balance on the bike, was shaking and experiencing tingling in his extremities. Rider also stated his heart was racing. Rider was put in the shade and given fluids. Rider did not respond to this treatment. Paramedics were called and administered intravenous fluids.

**COMMENTS:** On hot humid days, ride leaders should encourage riders to hydrate before the ride and should stop for regular water or other fluid breaks during the ride. All riders should also be aware of the symptoms of dehydration as outlined above.

**JULY 14:** Rider was going downhill at between 20-30 mph when he hit a raised portion of asphalt that was across the road about 2-4 inches high. Rider fell and sustained broken ribs and a broken collarbone. Rider was treated at Regions Hospital in St. Paul and released on July 16th.

**COMMENTS:** This is another accident that may have been unavoidable. Riders in front had gone over this raised asphalt without falling and at a high speed rider did not have any time to brake and he could not have gone around this obstacle as it was across the whole road. Nevertheless, always be aware of all road conditions that may cause problems.

**JULY 16, 11:30 AM:** Rider was on a trail when she drifted off the trail onto a grassy shoulder, and when she attempted to get back on the trail she fell. Rider sustained road rash and two cracked vertebrae. She was transported to North Memorial Hospital for treatment.

**COMMENTS:** When a rider goes off a trail, the immediate reaction is to turn back to the trail. Because there is frequently a height differential between the trail and the shoulder, turning back to the trail is usually not a good idea. The best thing to do is to stop, move to the trail when safe to do so, and then get on your bike.

**REMEMBER:**
**RIDE SMART, RIDE SAFE**
Paul Frenz
TCBC Safety Committee
MEMBERSHIP CARD

TWIN CITIES BICYCLING CLUB
P.O. BOX 131086
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M  F  D.O.B.  /  /  

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2. ____________________________________ M  F  D.O.B. ___ / ___ / ___
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