



ANN ARBOR BICYCLE TOURING SOCIETY ••••

Newsletter Winter 2013–2014

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WORST DAY OF THE YEAR RIDE

Sunday, January 26, 2014

Paul Alman

Saturday Evening, Jan. 25, 2014. I woke up this Saturday AM to a beautiful day, mainly sunny, intermittent snow showers, about 1 or 2 inches of fresh snow, and a temperature of 28 degrees. Warmest day of the week. But . . .

Just got back from dinner. Car thermometer reading 11 degrees, at home 10 degrees. Oh-Oh. Not looking good for tomorrow.

For the last couple of years we have had a variety of nasty wet, but not too cold weather; a cold but clear day; a snow covered road but around freezing day. As I get older, I note that my tolerance for these cold days has gone from “hell, anything above 20 degrees is just fine” to “anything in the freezing rain with clear roads is no problem” to “how come 50 degrees feels a bit chilly.” Well, tomorrow appears to be the mother of all “Worst Day of the Year Day” rides: cold—maybe single or very low double digit temps—another 2 inches of fresh snow, icy and yucky roads and probably impassable off road bike paths, and oh, yes, some wind just to make it perfect. Can’t this be like what the schools do: can’t start the buses or roads too icy to be safe, so no school today? I’ll have to talk to DeWight about this whole concept.

Well off to bed; I’ll just have to see what tomorrow brings.

And tomorrow brought 8 degrees, snowing, and about 1 or 2 inches of fresh snow. Do Vickie and Frank et al seem so silly now? OK, off to see if the roads are at all rideable on anything but a fat tire mountain bike, and I mean the FAT tire mountain bikes that raced yesterday at Rolling Hills Metro Park. Drove (You didn’t think I would ride did you?)

WORST DAY OF THE YEAR RIDE PHOTOS

Jonathan Rodgers



Riders Prepare to Depart Kerrytown Farmers' Market



Riders Depart Kerrytown Farmers' Market



Steve Dodge, one of 11 AABTS WDTR Riders, smiles before he sets out



Smart Choice for the Ride



Riders Prepare at Kerrytown Farmers' Market

through North Campus, down Broadway, etc., and ended up at Kerrytown where DeWight and the crew from Wheels in Motion were just setting up in preparation for the rush of riders who were sure to come. I predict there will still be a handful of crazies to join DeWight. Did I mention that all, yes all of DeWight's family—Vickie, Chelsie and Travis—plus all of his employees were all ready to greet the riders with big smiles? I think they were smiling as you couldn't see their faces what with the balaclavas, scarves and wooly hats.

DeWight had already made some decisions: no 40-mile road ride, no 20-mile road ride, modified the around town ride as most of the neighborhood roads were treacherous (as I found on North Campus), a change to the Mountain bike route as well. Oh, well. Safety is first of course, so the changes were based on reality. The roads were just plain nasty! While there were about 300 riders total last year, I would have been surprised if 25 crazies showed up. The combination of single digit temperatures, 2 inches or so of fresh snow on top of already icy roads, looked to make this truly “the Worst Day of the Year” ride; perhaps the worst of all the “Worst Day of the Year Rides.”

Mary suggested, that the “spirit” of the ride could be maintained by just walking our bikes from Kerrytown down 4th to the Arbor Brewing Company and start the party early, but alas, just funny looks from everyone there, plus Arbor Brewing wouldn't be available for the group until after 2 PM.

I drove home, yes drove . . . , had another cup of coffee, then changed into my riding clothes, just in case, a half hour exercise in itself, and put the bike in the car (Note to Self: You promised you would never drive to a bike ride if the distance to the start was less than 10 miles. What happened, you wimp?) and headed back downtown. Parked, and rode the few hundred meters to the start. Not too many riders there; but wait, more than the 5 or 6 I expected for the modified around town ride. The earlier rides had all left by then. Frankie Andreu headed up a 20+ mile mod-

ified road ride that ended up slightly longer. David Palan and the Velo Club group went out and covered their Dirt Hammer route north of town that ended up being 30 miles. A couple of Mountain bike and Fat Tire bike rides went out for an hour or so. Hmmm. “Say DeWight, how many total riders actually showed up?” “Oh, around 250 including your group.” Say, what??? Are you kidding? There are 250 of us who think any ride is better than any non-ride activity in any weather. Awesome!

The around town group, with a route designed and checked out by Doug Tidd, totaled about 25 riders (including 11 AABTS members). Doug did an excellent job of keeping us off any roads, and he guided us across the Border-to-Border trail, through Gallup Park to the Dixboro Dam and back. Actually, dressing right seemed to be the norm, and I heard not a single complaint, and the variety of bikes on our route was interesting: Many mountain bikes, a few cyclocross bikes, one single speed road bike with fenders, and a few standard road bikes with what appeared to be 28C or wider tires. Sure we had a couple of oops, there were a couple of places where getting off and walking the bike seemed the wise thing to do (the wooden bridge at the end of Mitchell Field for example), but basically everyone had a great ride. A bit over an hour on the bike, and then everyone headed for the Arbor Brewing Company. I am sure there were some great pictures taken that will get posted. [See the video: <https://www.facebook.com/photo.php?v=453311884794877>] I hope someone posts the pics of those who have facial hair—ice whiskers anyone? Care to guess how many women on the ride? Eight (8)! that I counted, but of course, with all the clothes everyone wore, I might have missed some. Do I sense the continuing trend to more and more women riding these days?

I think we all had a great time. I didn't hear of any frostbites, flat tires, serious tumbles—correction: I did later hear that one

person did go to the hospital to be checked over. So for 250 riders on a cold snowy day, that is about as good as it gets!

As always, the group gathering at Arbor Brewing was a great time: free chili and the fixings, bread and lots of great beer. Seeing people I usually don't see during the riding season—all the mountain bike riders, the out of town racers and fun riders, lots of downtown commuters—is one of the highlights of the day. Just getting caught up with so many friends before the serious season starts

is enough reason to keep me coming back year after year. I encourage you all to come out and enjoy this ride and earn the bragging rights that last at least until the snow goes away. Which this year, might just be June!

See you at the “Another Chili Ride” on Sunday, February 16 at the Corner Brewery if you want to partake in this silliness.

[Ed. Note: Additional photos of the Worst Day of the Year Ride viewable at: <http://jrogers.smugmug.com/Events/Worst-Day-of-the-Year-Ride-Ann/i-xFRCz74>]

FIRST ANN ARBOR MILES RIDE!



FIRST ANN ARBOR MILES RIDE JANUARY 1, 2014

Among others: Chelsie Lynn, Jeffrey D. Spoon, Vickie Root Plotner, Keli Schneberger, Doug Tidd, Joseph Pavlovich, Amy McKinley, and Rick Zahler at Wheeler Park—16° and blowing snow.

[Ed. Note: See also <https://www.facebook.com/photo.php?fbid=445770362215696&set=a.445039928955406.1073741836.102301826562553&type=1&theater>]

I RIDE A FIXIE

Jonathan Rodgers

I am not a hipster—no thrift store inspired fashions, tight-fitting jeans, old-school sneakers, thick rimmed black glasses, or tuque worn indoors—but a very conventional sixty-something librarian, who enjoys riding a bespoke single-speed fixed-gear bicycle, a “fixie.” Mike Casey at Aberdeen Bike & Outdoors in Chelsea built up my bike from a custom-made steel frame, crafted by Black Sheep Bikes in Fort Collins, CO, (<http://blacksheepbikes.com/>). In a few words a fixie’s attraction for me is in the almost mystical connection I feel between the fixie and me. Full, direct, control and smooth efficiency.

The fixed-gear is the oldest and simplest kind of cycle. It is a single-speed bike without a freewheel. I cannot coast and have to refrain from the impulse to coast and consequently be ejected over the handlebars. It provides vigorous exercise: on hills I ascend with relatively great effort, but not too fast, because the single gear seems too high. I descend not too fast—no coasting!—because the one gear seems too low. I enjoy a very direct feel for traction on slippery surfaces and ice. I apply the sole front brake without quite lifting the rear wheel off the ground. (I hope.) Note: I need use only a front brake—a rear brake is quite unnecessary. Indeed, applying reverse pedal force acts as effectively as a rear brake. The single-speed bike is considerably lighter than a multi-speed machine (Mine is 19 lb.) and noticeably benefits in efficiency from its perfectly straight chainline. This, plus the absence of derailleur pulleys, provides a real improvement in the drive-train efficiency. More speed, less effort overall. Professional racers improve their spinning technique by riding fixies in the off-season. It is not uncommon to spin on a fixie (or a track bike) at a rate approaching 200rpm.

HUBS: “Flip-flop” hubs allow a choice of two different gears (or a combination of fixed and free-wheel), depending on conditions and rider fatigue, selected by removing the rear

wheel, turning it around, and re-installing it. Frequently single-speed riders choose to install a fixed sprocket on one side, and a single-speed freewheel on the other side. This was the set-up on my first single-speed bike, a Specialized Langster, a very common offering. Indeed, I rode the Langster for two years before I screwed up the courage to try it fixed-gear set-up. In this circumstance there should be two brakes, front and rear, to apply when using the freewheel side of the wheel, since there is no possibility for reverse pedal force braking. There are also double fixed flip-flop hubs, and to me, this is the most desirable configuration. My Black Sheep is set up this way, with two rear sprockets, 16 teeth and 18 teeth paired to a chain-ring with 48 teeth with 172.5mm crank-arms (79.1 and 70.3 gear-inch, respectively). This arrangement is quite versatile. With two fixed sprockets, in a few minutes I can remove, flip, and re-install the rear wheel to effect a gear change, sort of like the Tour de France before derailleurs were permitted. (Two computer magnetic pickups are handy.) Usually, however, I ride all spring, summer, and fall with the 16T sprocket, in order to be able to ride as fast as the AABTS Saturday morning “A” riders/racers (or at least try, frequently relegated to wheel-sucker). In the Winter, I change to the 18T sprocket because I usually ride alone, and there is no need to show off.

BRAKING: It is a good idea to have at least a front brake. With a single-speed with free wheel, two are recommended, because of the absence of reverse force pedal braking. Yes, there are those who ride fixies without any brakes at all. New York City bicycle messengers maintain their fool-hardy, he-man, hipster image in this regard. This seems foolish and dangerous to me, although accomplished fixie riders have mastered the “skip-stop.” The rider locks up the rear wheel using force of legs alone. Such stops wear out tires fast. Furthermore, the higher the gear, the more desirable it is to have a brake on the fixie. There are two physical reasons for this: Just as a low gear allows me to apply a higher forward force to the wheel for hill climbing,

a low gear also allows a greater resistant braking force on the wheel for the same amount of leg effort in braking. The lower the gear, the lower the maximum speed will be, and if I am not going too fast I do not need a really powerful brake effort. Coming to a complete stop in city traffic is more safely accomplished by using a brake, rather than pedal resistance.

PEDALS: The most important characteristic to look for in pedals and cranks for a fixed-gear bike is good ground clearance. Speeding around corners can bring the pedal in contact with the road, and with a fixed-gear setup this brings disaster, especially because the cranks are always spinning during movement. When the pedal strikes the pavement, the spinning cranks—and the wheels and bike—stop instantly. Crash! It should be easy to get in and out of the pedals, because both operations are really complicated by the motion of the pedals. I use “clipless” pedals with shoe cleats, which can make frequent stopping and resuming in city traffic a chore, but practice reduces potential problems. Clipless pedals offer, however, a more secure connection between shoe and pedal for high-rate

spinning and arduous hill-climbing. Nevertheless, many fixie riders prefer toe clips, like track racers, especially hipsters who have costume conventions in sneaker color and style to maintain.

DROPOUTS: It is best to have horizontal dropouts, because it is easier to install the wheel, secure it, and apply and maintain proper chain tension—a crucial consideration. Installing the wheel correctly is a complex operation: Slide it onto the dropout, fix the chain to the sprocket, pull the wheel rearward until the chain reaches proper tension: Too tight causes binding and makes pedaling difficult; too loose invites horrendous disaster when the chain comes off and the rear wheel locks up. Tighten the axle nuts by hand, while making sure the wheel is centered between the chain-stays/seat-stays. Then “walk” the wheel rearwards along the horizontal drop-outs, while moving the wheel side to side and alternately tightening and loosening the bolts to get the wheel aligned and the chain sufficiently tight. There are also fixie/single-speed conversion kits that make it possible to use vertical drop-outs.



Fixed-gear Drivetrain and Horizontal Dropout

MOUNTING TECHNIQUE: I have found (after initially dreading it and reading about it in search of a correct method that

would spare me of embarrassment) that the trick is to place my foot on the pedal, then lift the rear end of the bicycle up with the rear

of the saddle, so that I can turn the pedals until they arrive at a position where I can easily take off and clip-in the other shoe. Getting the first pedal into the proper forward-and-up position is somewhat tricky with a fixed-gear, since I cannot just spin the pedals backward by tapping one lightly with my calf. For me, the desirable position is right foot on the pedal in its upper-most position, with the left foot on the ground. I have not yet tried this method which has been suggested: Straddle the bike, put one foot on a pedal, lock up the front brake, and press forward on the handlebars. The forward force on the bars will lift the rear wheel enough to let me revolve the pedal to the proper take-off position. Cool!

DISMOUNTING TECHNIQUE: The same person (Sheldon Brown) also suggested this method, which I am loath to try, but it seems like a very cool-looking dismount, straight off the back: At near walking speed, disengage the left foot, then wait for the right pedal to get to the bottom of its circle. As the right pedal continues to rise, I should straighten the right leg and let the motion of the pedal lift me up. I let go of the handlebars, let the saddle move forward between my legs, and put the left foot on the ground. As the bike goes ahead, I am instructed to grab it by the saddle. Coolest! But not for this librarian.

FIXED-GEAR DANGERS: I have been warned that there are three dangers related to fixed-gear bicycles that are absent with free-wheel cycles. Used and maintained properly, fixed-gear bicycles can be as safe as any, but be aware of the three danger areas: Pedal Strike (mentioned above); Derailment and Wheel Lock: If the chain comes off and lodges between the chain-ring and bottom-bracket the bike stops instantly, and you go flying; and catching fingers, trousers, and shoelaces in the drive-train, messy and unpleasant. These disasters occur mainly because the crank always spins taking the chain through its circuit over the sprocket and chain-ring when the wheels are revolving, even on the repair stand.

COMMUTING ON A FIXIE: In good weather, I enjoy the daily commute from

Dexter to work in Ann Arbor. I leave the bike fixed by its frame to one of the University's u-racks with a Kryptonite u-lock. I have dismissed the possibility of the theft of my bespoke cycle or its components for two reasons: Since it is a fixed-gear bike, I would enjoy witnessing the panic-stricken (potential) thief, who is unaware that he has nabbed a bike without a freewheel, attempt to ride off. Second, the wheels are not secured to the drop-outs with quick-release skewers, but with track bolts; thus the casual thief would need a suitable wrench to remove the wheels. Commuting in foul weather on a fixie has a positive side: With fewer components, removing road-schmutz from fixies and cleaning them is easy.

It is because of all these considerations and complications that I find riding a fixed-gear bicycle attractive and exciting. I can imagine, Walter Mitty-style, that I am a hipster New York City bicycle messenger courting disaster on Ann Arbor streets while having fun.

Articles about Fixed-Gear Cycling and Equipment

- Fixed Gear Bicycles for the Road by Sheldon "Coasting Is Bad For You" Brown, revisions by John "Track Stand" Allen <http://sheldonbrown.com/fixed>
- Online Gear Calculator <http://sheldonbrown.com/gears/>
- Gear Calculator For Fixed Wheel Bicycles http://www.machinehead-software.co.uk/bike/gears/fixed_wheel_gear_calculator.html
- Fixed Gear Gallery <http://fixedgaregallery.com/>
- Fixed-gear bicycle (Wikipedia) http://en.wikipedia.org/wiki/Fixed-gear_bicycle
- Why I Ride A Fixie <http://www.outsideonline.com/outdoor-gear/bikes-and-biking/2013-bike-special/Why-I-Ride-A-Fixed-Gear.html>

NEW BIKE SCULPTURE!

Jim Lee

Good news! There's going to be a new bike sculpture in Dexter, which is scheduled to be installed in the spring of 2014. It will recognize and celebrate all of us cyclists and be placed near Central Street and the Dexter Mill. Rick DeTroyer will be the sculptor and would appreciate donations of old bikes that you no longer want or need. He will use parts of the donated bikes to construct the sculpture. Please email Lynn Babcock at pinckney2@msn.com if you have a bike donation to offer. Lynn will assist with the bike transfer.

**MICHIGAN BICYCLISTS
ARE GETTING ANOTHER WAY
TO SIGNAL A RIGHT TURN**

LANSING, Mich. (AP) —Michigan bicyclists are getting another way to signal a right turn.

Gov. Rick Snyder on Tuesday signed legislation giving bicyclists the option of signaling a right turn by extending their right arm horizontally. Until now, they could signal a right turn with an L position by extending their left arm upward.

Snyder says the "common-sense" law will make roads safer. The old 1949 law was passed at a time most automobiles lacked turn indicators and motorists had to use hand signals.

The bill's sponsor is Republican Rep. Anthony Forlini of Macomb County's Harrison Township. Forlini says most drivers are unfamiliar with bicyclists' traditional right-hand turn gesture.

The law is the first approved by lawmakers this year to win Snyder's signature.

Online: Public Act 1 of 2014:
<http://1.usa.gov/GQ0Ny4>

**VULNERABLE ROADWAY
USER LEGISLATION**

November 23, 2013

Dear AABTS Members:

There are two bills currently before the Michigan House of Representatives that the AABTS Board would like to call to your attention. They are House Bill 4792, and House Bill HB 5080. The League of Michigan Bicyclists (LMB) is sponsoring a "Take Action" program for these bills, referred to as the Vulnerable Roadway User legislation.

This proposed legislation would update and enhance the current state codes so that the penalties would include bicyclists or other "vulnerable roadway users" such as pedestrians.

We urge you to contact your representatives and ask them to support both of these bills by following the link below.

http://www.lmb.org/index.php?option=com_content&view=article&id=866:action-alert-contact-your-rep-today-in-support-of-vulnerable-roadway-user-legislation&catid=114&Itemid=94

AABTS Board of Directors

DAVID M. RELSON

David Michael Relson, age 65, passed away unexpectedly on Saturday, September 21, 2013 in Ann Arbor. David was born and raised in Great Neck, New York by Morris and Rita Relson. He is survived by his wife of 26 years, Mary K. (Schamberger) Relson and his three children; Eric, Mark, and Linda. In addition, David is survived by his sister, Katherine Achter of Lexington, MA and his brother, Peter Relson of Ulster Park, NY.

David was an active cyclist, frequently riding with the Ann Arbor Bicycle Touring Society. This summer he completed two 100-mile rides, one of which was part of the

PALM tour. He enjoyed running the JOAD (Junior Olympic Archery Development) program, where he introduced kids of all ages to traditional archery.

David received his degree in Mathematics from Dartmouth, and enjoyed his long career as a programmer, spanning 45 years. He continuously learned new tricks, developing software for a wide spectrum of fields and applications, and always had a side project in the works.

David was a family man, enjoying family get-togethers and our annual neighborhood block parties. He also loved the outdoors, hiking with wife and kids, and a daily walk around the ponds near where he worked. He was an avid reader and enjoyed all that the public library had to offer. Classical music was a favorite while driving and working on the computer.

In lieu of flowers, memorial contributions may be made to: the American Heart Association, Gift of Life, or to the National Kidney Foundation of Michigan. Thoughts and memories of David are welcome by the family, either as cards mailed to the family home or via the online memorial webpage at www.niefuneralhomes.com.

To send flowers or a memorial gift to the family of David M. Relson please visit our Sympathy Store.

<http://www.niefuneralhomes.com/obituaries/David-Relson/#!/Obituary>

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**AABTS MEMBERS
YOUR GENEROSITY
IS GREATLY APPRECIATED**

Over the past year AABTS has made many charitable contributions to neighboring community organizations. We are summarizing the “thank you letters” below:

- June 02, 2013

Make-A-Wish (for \$1,000 gift) Michigan

Thank you for contributing to Make-A-Wish Michigan. Your spirit of giving en-

ures that children with life-threatening medical conditions will be given the joy and happiness that comes with receiving their one true wish . . .

- July 13, 2013

Delonis Center/Food Gatherers, Ann Arbor, MI

On 7/13/13 we received 105 pounds from your food drive event. Dedicated friends like you help Food Gatherers distribute more than 17,000 pounds of food on an average day . . .

- July 18, 2013

St. Louis Center (for pasta salad, peanut butter, Gatorade, cookies, watermelon, bread, 45 pounds of turkey, etc., leftover from OHR) Old U.S. 12, Chelsea, MI

We would like to thank you for your donation of food to St. Louis Center. Words cannot express the gratitude we feel towards friends like you that look for every possible opportunity to support our residents with intellectual and developmental disabilities . . .

- August 27, 2013

The ALS Association (\$500 for ALS ride support) Michigan Chapter, Troy, MI

. . . would like to thank you for your donation of \$500 . . . for the 2013 Ride to Defeat ALS-Ann Arbor. Every dollar contributed is deeply appreciated by the ALS communities in which we work. Your gift will be designated to support our work serving the needs of those living with ALS and their families . . .

- September 4, 2013

League of Michigan Bicyclists (\$1.00 per OHR rider), Lansing, MI

On behalf of the League of Michigan Bicyclists’ members, volunteers and Board of Directors, I want to thank you for your gift of \$1800.

We are grateful to you and the One Helluva Ride for participating in our dollar per

rider program. Support like yours will insure that the League of Michigan Bicyclists will be able to be at the forefront of issues affecting bicyclists across the State of Michigan . . .

- September 10, 2013

Ann Arbor Area Community Foundation (AABTS campaign match), North Mail Street, Ann Arbor, MI

On behalf of the Board of Trustees of the Ann Arbor Area Community Foundation, I would like to acknowledge with heartfelt thanks this recent contribution of \$2,285.00 to the Lucian W. Chaney Bicycling Safety and Advocacy Fund. This willingness to join us in improving the quality of life for all our residents fosters a true spirit of neighbor helping neighbor and is greatly appreciated . . .

Thank you for honoring Lucian W. Chaney's memory in this most meaningful way. This gift will make a real difference—today and tomorrow!

- And, finally, on a lovely Jack Terrier card from **Frank Lamitola**:

To all,

Thank you so much for the live plant commemorating the memory of my youngest sister, Margie. Her life was short at 58 years, but very fulfilling as we heard from so many of her friends and work colleagues.

- We have a stack of “thank you notes” from many of those who were sent flowers and other gifts from your club funds:

The Pape Family
 Jeff McNally
 Gary and Linda Francis
 Amy McKinley
 Art Kitze
 Steu White
 Drew Burton
 Gene Buatti's family
 Dave and Sandy Hahn

Tom Hunt
 Kevin McGuinness
 John Brundage
 Michael McIntyre
 Gayle Turner
 David Relson's family

MORE THANK-YOU NOTES

I wish to convey my warmest gratitude to AABTS for the beautiful plant—what a touching surprise! It was sent with condolences on the death of my mother Marie Kuszynski. Thank you; it made my day!

Sincerely,
 Lucy White

To all of the members of AABTS:

Thank you so much for the donation which AABTS has made to the United Methodist Retirement Communities Heritage Foundation in memory of my mother Mrs. Doris White

Mother and Dad always very much enjoyed hosting the club when we did the the Tri State Ride from their home in Somerset Center.

The UMRC Heritage Foundation funds are used to assure that no one is ever forced to leave Chelsea Retirement Community because their funds have run out.

Although the names are kept confidential there are always a number of people who Chelsea Retirement Community is able to continue to keep in their care because of the Heritage Foundation.

Thank you
 Steuart & Lucy White
 Jeffrey White

TOTAL COMMUTER MILES 2013

Paul Alman	23
Nada Dandan	13
Jeff Eisemann	1,570
John Ford	3,213
Philip Furspan	752
Hugh Garton	162
Mary Hensel	378
Terri Keppler	46
Douglas Kelbaugh	500
Jim Lee	2,006
Anne Ormand	117
Richard Palacios	1,150
David Relson	389
Jonathan Rodgers	1,440

Craig Stephan	1,952
Julie Stephens	1,409
Total	15,120

FOR SALE

Brand New! 2012 TREK 2.3 C. \$1200. Frame size 58, for men about 5'10"-6'2". TREK 200 Alpha Series aluminum frame, carbon fork and seatpost for shock absorption. Shimano 105 front and rear derailleurs, rear cogs, shifters and brake levers. Call Rick, 734-646-5286 cell for more details and to see.

2014 AABTS POTLUCK YEAR



Wednesday, April 9, 2014 Spring Potluck

Elections, Awards, Patches, Trophies, OHR Volunteer sign-up

Wednesday, Oct 8, 2014 Fall Potluck

2012 Mileage Patch Design Contest

Friday, December 5, 2014 Holiday Potluck

Entertainment



Huron River at Delhi Bridge, Early Morning, January 2, 2014, -7°

**May–June 2014 Newsletter Deadline
May 1, 2014**

Typesetting: Jonathan Rodgers, Ann Arbor MI