



ON JULY 29 THE CHARLOTTE MARCOTTE MEMORIAL BENCH WAS DEDICATED.



DEDICATION REMARKS

By Mark Erzen

John Pierce pointed out to me that this ceremony went exactly as Charlotte would have liked. As I was getting ready to speak, a fire engine came down the street with sirens blaring. Right in the middle of my speech, a pack of motorcycles came roaring down Main Street, forcing us to chuckle and wait for the noise to die down-- just the kind of humorous chaos that she would appreciate.

MY REMARKS ARE AS FOLLOWS

One year ago on our Saturday morning ride, Charlotte Marcotte lost her life when a young man lost control of his car and veered into her path. While we'd rather not dwell on the tragic circumstances of her death, we're here today to honor her life.

Charlotte had what has been described as a "zest for life". She lived a life that many of us would like to live: A successful teacher, raising a family, going on bike rides, tango dancing, and travelling the world. She retired as a teacher, moved to Ann Arbor, and set out to do what she always wanted to do, living life as it should be. This particular corner was her favorite stop on her rides, where she rewarded herself with pastries and coffee for many miles of good exercise.

We dedicate this bench in memory of Charlotte and her zest for life. Let this be a reminder to us all to not pass on opportunities to do what we've always wanted to do, and to live life to the fullest.

We offer this rest spot to all riders, walkers, and joggers who need a break from the summer's heat or winter's cold. Everyone should be able to stop, take a rest, and enjoy the fresh air.

We also dedicate this bench to bike riders everywhere, that they may always find their way safely home. We pray for their safety and applaud their courage to keep on riding.

Lastly, we dedicate this lovely spot to the City of Chelsea, which is still mourning the loss of Chief Riley Sumner. Every weekend, Chelsea welcomes hundreds of riders into their town, giving them a place to park and refreshments to help them get home. Bicycling is a big part of Chelsea, and we're very grateful to be welcome here.

We'd like to thank those who made this memorial bench possible:

AABTS Board of Directors, City of Chelsea, Michigan, Aberdeen Bike & Fitness, Garden Mill Shop, Zou Zou's Cafe & Coffee Bar

Many photos in this issue are by Dave Patria



Barb Underwood and Mick Osman adjust helmets on future AABTS members.

AABTS HELMET GIVE AWAY

By Carole Hann

The second annual AABTS helmet give-away happened during the Chelsea Summer Fest on July 29th. As last year, AABTS volunteers shared the Aberdeen Sports and Fitness booth on North Main Street. It was a hot day with the temps hitting the mid nineties, but it did not stop the crowds from coming out and 70 helmets were given away between 10:00 am and 2:00 pm. In fact, by noon the smallest sizes were gone and Kathleen Donahoe made a trip to Aberdeen and bought (at cost) a few size small helmets to keep the inventory going until 2:00 pm.

The morning volunteers were Kathleen Donahoe, Barb Underwood and Beth Caldwell along with Mick Osman who played the role of Aberdeen employee and AABTS volunteer. In the afternoon Lexanne Creitz and Mark Erzen took over the slots Barb and Beth vacated and Kathleen Donahoe stayed on and helped the entire day. Besides fitting kids with helmets, Aberdeen set up a Safety Town Traffic Track to allow kids to practice riding safely. Six bikes, two without training wheels and four with, were supplied by Aberdeen. Mick estimated over one hundred kids visited the booth on Saturday and each child who did the Safety Town Track received an AABTS/Aberdeen Bike Certificate stating they completed the safety course.

Barb Underwood commented, "Kathleen, Beth and I were constantly busy with one or more kids waiting for a fit. I don't remember even one child being resistant or even slightly ornery!! All ages came. Most folks were stunned that the helmets were FREE. What a great way to use some AABTS funds!"

Barb also told a story about one of the kids who got an AABTS helmet. "His mom was so serious when she approached and asked if we would give a try at fitting her son with a helmet. She said he hated his helmet and would throw a fit every time she tried to get him to wear it. At that time he was romping on one of the moonwalks. I really don't know who fit him, but the next time I saw mom, I asked if her son was available. She smiled big time and said, "Look" and there he was going as fast as his little legs could possibly pedal on the Safety Town Traffic Track. He had his new helmet on - a red and white one with a No. 1 on it. Mom said he loves Tommy the Train who also wears No. 1 and now she was wondering if she would be able to get the helmet off to put him to bed! The helmet fit and his transition to riding the bike track had gone so fast and well, the helmet still had the protective wrapper on it!"

Lexanne talked about a group of three teenagers who stopped by the booth. "One owned a helmet but it had been "eaten" by the family dog. The other two did not have helmets. They all said they didn't want to wear helmets because it wasn't cool to have "helmet head" hair. I told the girls the story about my husband with his 10 broken bones and a cracked helmet not injuring his head. I asked if they had anything to protect inside of their head? The girls thought about it and decided a helmet was not so bad. I made them promise to wear the helmets via a pledge and also to keep the helmets away from Fido."

Lexanne also gave away a helmet to a mom who stopped by. As Lexanne tells it, "We were talking about the helmets. She wanted her kids to wear helmets, but she didn't wear one. We had one adult helmet left and it was just her size, so she went away the proud owner of a helmet and now can set an example for her kids."

The hot day was helped when Dave Farmer celebrated his birthday by bringing the volunteers some frozen yogurt cups. Someone else stopped by with cold bottled water and made the day more bearable. But, as Mick said, "We all had fun, but by the end of the day we all ready to pack it in."

(Note: For those who may not know, each year from the AABTS Safety Budget helmets are bought from Bell at a very reduced cost: This year children's helmets were \$7 and adult's \$10.)

RAGBRAI: It's All About the Pie.

By Vickie Smith

It's also about the ice cream, ham balls, beef & noodles, Mr. Porkchop, the Farm Boys breakfast burritos, smoothies, cookies.....well, you get the idea. Before Frank, Dorothy Stock, & I rode our first ever RAGBRAI (the Register's Annual Great Ride Across Iowa) in July of this year, we had heard it described as a huge rolling party, eating its way across Iowa. This description is right on the money. If you go hungry on RAGBRAI, as the saying goes, you just have to lower your standards!

RAGBRAI is also about the towns and the Iowan people. Virtually every town on the route welcomes riders with food, drinks, music, and friendliness. It's a real treat to be on a ride where the locals actually want us to be there!

Sharing this experience were Gary Frances, Casey and Chris Marble, Dave Ingersoll, Dorothy Stock and Frank Lamitola and Vickie Smith.

And of course, this year the big news was that Lance Armstrong rode with the tour for 2 days. Constantly surrounded by admirers, the 7-time Tour de France winner's every move was documented in the Des Moines Register—stopping for a beer, eating a piece of pie, signing autographs. He missed experiencing a KYBO (RAGBRAI's name for a portable toilet), but promised he would do that next year, when he plans to ride the entire event.

RAGBRAI proved to be a tough, hilly, hot ride—definitely not for sissies!—and a wonderful time. We just might be hooked on this granddaddy of all cross-state rides. We're already planning for 2007!

During the RAGBRAI, Vickie Smith tried her luck at the Chicken Poop Bingo game by betting on which square the chicken would poop. Unfortunately, her numbers weren't "selected". As a consolation prize, she had her picture taken with the chicken.



Dorothy Stock enjoys the perks of bike riding at RAGBRAI.

A DIFFERENT SET OF WHEELS FOR A CROSS COUNTRY TRIP

By Vivien Phillips

Vivien Phillips, Jack Phillips, and Jim Melosh, long time members of AABTS joined 18 other riders as part of a Wandering Wheels tour of the United States. However, their mode of transportation was a 50c.c. motor scooter with a top speed of 45 mph. They covered about 200 miles a day on primarily secondary roads for three weeks from June 16 to July 7.

The tour began in Santa Monica, California and followed much of old Route 66 across California into Arizona. The Grand Canyon and Monument Valley were stopping points, along with other beauty spots in Arizona. The tour exited Arizona at Four Corners and made its way to Durango, Colorado and up over Wolf Creek Pass. From there it was south to Santa Fe, New Mexico and on to Amarillo, Texas. A route just below Oklahoma City followed leading into Little Rock, Arkansas, Memphis and Nashville, Tennessee and the Smoky Mountains. They finished on the Atlantic Ocean at Myrtle Beach, South Carolina for a total distance of 3200 miles.

Many times they stayed in churches over night, and the parish fed them also. "The people along the way have been just awesome to us—very friendly and supportive." They were accompanied by a sag wagon and a mechanic. Unfortunately, Jim Melosh took a spill and had to take a few days off to nurse his ribs.

The Wandering Wheels which dates back to its formation in 1964, has made 62 coast-to coast trips with more than 3000 riders. However, most of the trips were by bicycle.

The average age of the group members on this trip was 67 with one woman in her eighties. There were eight or nine women as part of the group. One woman has over 20,000 miles on her scooter.

GENEROUS PEOPLE WARM OKLAHOMA BIKE RIDE

By Jan Shubitowski

I could tell you about the big hills, strong winds and hot, hot weather we encountered on the Oklahoma FreeWheel ride June 11-17, 2006. There are tales to share of the amazing countryside, the many small towns we visited, and the schools and parks that were our home for a night as we rode the eastern side of Oklahoma, from Texas to Kansas. But, when I think of our Oklahoma adventure, what really stands out in my mind is the people.

Right from the start, people were amazingly warm and generous. The day we were to catch the bus to the start of the ride, Dan dropped me, our bikes and gear at a vacant Tulsa parking lot at 5:30 a.m., while he went to return the rental car. I casually started talking to the next person to arrive. By the time Dan arrived by taxi, we both felt as if we had been adopted by Kelly and his family - his wife of six months Laura, his softball-star stepdaughter Kelsey and his service veteran father-in-law Karl.

A week later, when the bus dropped us off at that same empty parking, Kelly and his father-in-law offered to drive us to our last hotel, thus saving us the hassle of convincing the hotel shuttle to come find us. Kelly was just one of the warm, friendly people we encountered during the week who made this adventure so memorable.

One particularly long and hot day, as we were struggling up the unexpectedly big hills on our bikes in the blazing afternoon sun, we were greeted by a boy about 5-years-old handing us bottles of cold water. Even though we were only 10 miles from camp, we gratefully accepted the water and stopped. The boy's whole family was out by the road, offering water, pop, sports drinks, chairs and shade to us road weary bicyclists. We gladly accepted iced cloths and put them on the back of our neck to cool off. The mother brought out a couple jars of her homemade kosher dill pickles and passed them around. One bicyclist in his 70s asked if they had coffee. "Do you want cream or sugar with that?" he was asked before the older daughter dashed back to their very modest house to make coffee. The family would accept only our thanks and good wishes for their generosity.

Late that evening, the mother was spotted driving into camp. She was worried about the bicyclists and wanted to be sure everyone made it to camp and that they were all okay. She told the ride official that a couple of years ago, she had had a stroke. "I just wanted to give something back," she reportedly said. As the bicyclists talked about the family's gracious aid, we realized no one knew the names of our roadside angels.

Other acts of unexpected kindness came when Dan tarred his bike and shared the hours of cleaning with young Boy Scouts, who had encountered the same road mess, and their scout masters; from the numerous people who gave up their vacation time to provide fruit-and-water stops to sweaty bicyclists about every 10 miles; from the greeter at Wal-Mart #22 in Pryor, who made sure we not only located the odd-sized batteries but found the exact one we needed for Dan's bike computer; from the Rotary members in Grove who used their own cars to shuttle us back-and-forth to the sleepy town when the pre-arranged shuttle bus broke down; from the many local people along the route who made adjustments to let a group larger than the population of their town use their facilities for the night, going out of their way to be sure the bicyclists had a great time.

Sure, there was excellent bicycling in Oklahoma. Yet it is the people that I will most remember.

Continued on next page.

SUMMER RIDES CONT.

THE 19th ANNUAL BIKE VIRGINIA, TOUR de LOVE

By Barb Underwood

The 19th Annual Bike Virginia, *Tour de Love*, began on Saturday, June 24 in South Hill, Virginia, but dipped down into North Carolina for 2 days before returning to South Hill. Of the approximately 1500 cyclists that gathered in this small, rural town in Southeastern Virginia, most of the riders were Virginians and all I talked to had done the annual ride numerous times. The eight of us from AABTS made a fine Michigan representation: Rose Ferguson and Curtis Bowden on their tandem, Debbie and Dennis Kornack, and it was great fun to join up with Pat and Allen Patrick—who recently moved from Ann Arbor to Wilmington, NC. Pat and I were happily fortunate to have our husbands as personal sags—of a sort! Dave and Allen actually drove sag for Bike Virginia and logged many miles helping cyclists in need.

The *Tour de Love* was extremely well organized, with well marked routes ranging from 40 to 101 miles. Two of the 5 days had century options. Daily cue sheets were easy to read included elevation charts and all the information you need for all the activities of the day-on and off the bike. While many Bike Virginia tours are in the more mountainous sections of this beautiful and historic state, this year's ride meandered through rolling farm lands, past many acres planted with tobacco or peanuts. Most roads were in excellent condition with extremely low vehicle traffic. At all major intersections local police regulated traffic to help insure the safety of the cyclists. Towns people as well as passing cars were patient, welcoming and seemed genuinely pleased to have us in their neighborhoods. Southern hospitality abounded!! As could be expected in Virginia in June, it was hot and pretty humid — as a matter of fact, on 2 days we had some pretty strong storms — the rain brought cooling relief!!

Most of the rest stops were in towns or firehouses and were well stocked with goodies such as pb and j sandwiches, fruit, and homemade cookies and muffins. One rest stop, deep in peanut country, was at the Good Earth Peanut Company. Free cups of peanuts had folks standing in line in the Company Store purchasing cans to take home. The rest stops on the last day were certainly memorable — the first stop was at the Post Office in Valentine, Virginia, where all the tour members that made it on time to witness a lovely wedding of a cycling couple — a huge cake was shared by all at lunch that day. The second rest stop that day was at winery and, yes, there was wine if you wanted, but there was also a chocolate fountain!! Lunches on the tour were delicious — a couple were in parks, and one was in the town of Lawrenceville, in Brunswick, County-home of The 19th Annual Bike Virginia, Tour de Love and the famous Brunswick Stew. Everyone got a taste from the huge vat of stew lovingly prepared by townsfolk who stayed up all night stirring the pot. The 'sagging' husbands, Allen and Dave, were usually able to take short breaks and join Pat and myself for lunch (see photo of Pat and Barb at lunch).

Tent City was by far the most popular place where riders rested and slept at night. For those interested, the increasingly popular Sherpa tent service was available. Dave and I chose the extreme alternative—motels. Everyone was happy to only have to change the overnight location 2 times. Activities and entertainment filled the late afternoon and evening hours — massages yoga and swimming — even Speed Dating. In South Hill there were 3 museums, all worthwhile — a train museum, a doll museum and, my favorite, The Tobacco Farm Life Museum of Virginia. When the museums closed, there was a Beer and Wine Garden and dancing in the streets with a live band for any who still had some reserve energy. There was a great turn out on the third night for the Talent Show which included the Singing Cyclists and some really fine individual talents.

Bike Virginia 2007 will start in Williamsburg — it's a great tour!



Pat Patrick and Barb Underwood
at Bike Virginia

SUMMER RIDES CONT.

Jim reached La Manga Pass
at 10,200 feet



RIDE THE ROCKIES RECAP

By James Knight

It was the fourth day of what had been to that point a very hot and extremely dry Ride The Rockies (RTR) through mostly wide-open spaces. On this fourth day the tour was headed north from Chama, New Mexico, to Alamosa, Colorado, 83 miles away. In between were the twin peaks of Cumbres Pass (elevation 10,000 ft) and 7 miles further, La Manga Pass (elevation 10,230 ft.) Finally I felt like I was actually riding in the Rockies. The cool morning air was welcome as the riders began the 12-mile, 2100 vertical foot climb out of the valley from Chama following the winding tracks of the Cumbres & Toltec narrow gauge railroad. After a while the road departed from the railroad tracks that branched off through a series of tunnels. The road climbed higher. The uphill grade was steady as I settled into a slow cadence in my lowest or next to lowest gear. At various points I could look ahead to long lines of bicyclists on switch back roads. After about two plus hours and two aid stations, I reached the third aid station at La Manga Pass where the food vendors were waiting. The atmosphere was festive as the official DJ played rock-and-roll tunes, riders sampled their favorite treats, and everyone filled their water bottles. My favorite vendor was a Hispanic family who followed the ride. From them I had a late breakfast of a made-to-order egg, cheese and cilantro quesadilla smothered in sour cream and salsa—delicious.

After La Manga Pass was a thrilling, winding 7% grade descent of about six miles followed by a gradual, rolling descent of about 45 miles until the last ten miles of flat roads into Alamosa. I rode these last ten miles with a schoolteacher from Colorado Springs who does a tour each year with three friends. I told her about the Shoreline West tour.

I believe this was the 18th year for RTR. It is well organized and fairly challenging. This year's RTR started in Cortez in the very southwest corner of Colorado and went to Durango, Pagosa Springs, Chama, Alamos, Salida and Canon City—six days and 420 miles. Each year is a different route. Each host community has civic organizations selling food in addition to local restaurants. High schools, community centers, and colleges serve as the camping sites with indoor and outdoor options. Three very nice travel buses followed RTR from town to town to provide local shuttle service. Every afternoon there was a "Cycling Seminar." Alison Dunlap, 2001 Mountain Bike World Champion, was a speaker one day. On another Specialized gave away a gift certificate for a \$2000 woman's composite-frame bike. New Belgium Brewing Company had the very popular Beer Garden each evening often with live music nearby. Product demos were a fun part of the tour. For example, you could demo for a day (or more) Trek, Specialized and Serotta bicycles, Bontrager wheels, Cane Creek cycling components and Schwalbe tires. I met a Ford engineer from Dearborn who demo'd a pair of \$250 Specialized sunglasses for three days. He liked them!

Because RTR has historically started someplace in western Colorado and then ended well east of the start point, there can be significant logistics and expense associated with getting to and from the ride from out of state. If possible I would suggest planning for a day or two before and after the ride to allow for more leisurely travel. The ride registration opens in February and is limited to 2000 riders by lottery. Groups of up to ten can apply.

SUMMER RIDES CONT.

AN ALERT: A LEARNING EXPERIENCE FOR US ALL

By Chris and Casey Marble

This year we are completing our fifteenth cycling season together. Wow, that is a lot of tours! The miles have been with AABTS near our home in Dexter, on invitational rides such as TOSRV and RAGBRAI, and self-contained tours in Europe and both directions across the U.S. Each year we learn about people in other places and we study the landscape – we are geographers! With each ride we learn more about bicycle touring, but this year we had a very unique learning experience. This year on the week long tour Biking Across Kansas a virus swept through the group of over 800 participants.

Chris and Lloyd Strong had raved about the 2005 Biking Across Kansas (BAK). As a result this year Chris and I joined the 2006 tour. The route was in the southern part of the state with minimal services for the first 4 days of the week. The week of the tour was hot with temperatures in the 90's every day and for the last 7 days of the 8-day tour we had headwinds. For many days those headwinds were about 20mph and the mileage over 70 miles those days. Their weather really made the ride challenging and stressed the bodies of many cyclists. It is surmised that on the second day a virus was introduced to participants. After reading information on this virus from the Centers for Disease Control we learned that the virus, as with many other viruses, was transferred as a result of poor hygiene - after relieving oneself and then consuming food. During the week of BAK there were no port-a-pots at any SAG stops. On days 2 and 3 we rode 40 and 30 mile stretches with no place to go potty except in the grass and then there was no place to wash. This was the scenario even at the SAG stops, which were every 10 miles. At the SAG stops the food was presented in open containers – apple slices floating in bins of water, some oranges sliced, and pretzels in open boxes were the standard for the week – all cyclists put their hands in and extracted food to eat. This is how the virus so easily spread among the participants.

As the virus spread more and more ambulances appeared. Cyclists compromised by the heat and wind, were overheated and near dehydration. Those who got the virus quickly succumbed to vomiting and then diarrhea. We saw or heard of a dozen ambulances per day taking someone to a hospital. In Neodesha, near the end of the tour the Kansas State Department of Environment and Health was on the scene. It was reported to us that the BAK tour met the qualifications to be declared a medical disaster. At the school there were signs posted for participants urging us to go home if we felt ill. The murmurings were describing the scene from the gym like a disaster in a third-world country. The morale of the tour was grim and in our observations the tour staff did not handle the situation well.

So what did we learn from this tour? We learned to be more cognizant of how food is distributed at bicycling events and washing our own hands. Each cyclist is responsible for their own hygiene, and what we do not only affects us individually, but others too. Our hand sanitizer is now handy in our bike bags. We let the kitchen staff or others in charge of food know that we want tongs to extract food, and only those with the proper gloves are to touch the food being distributed. We have closely observed hygiene and food handling since mid-June this year. It was wonderful to see the hand sanitizer and gloves at One-Helluva Ride. In this 2006 season BAK was not the only tour to experience a virus, The Northwoods tour in Wisconsin was also affected. The staff on Northwoods is reported to have handled the scenario much better than what we saw in Kansas. We also learned that in past years viruses have spread through other large weeklong tours.

Chris became ill on the 8th day of BAK as he was preparing the bikes for the bus trip back to Kansas City and our car. We think he contracted the virus at a SAG stop where he ate watermelon. Chris was very sick for five days and this affected his ability to ride GRABAAR and some of our other summer plans. In reflection we know that one-week of illness in 15 years of bicycle touring is not a bad statistic. Although we have a few more tours scheduled this year we are already formulating our schedule for 2007. Next year, however, there will be more hand sanitizer in the bike bags.

Washtenaw Bicycling and Walking Coalition

Meets on the first Thursday of every month, 7:00 p.m., Ecology Center, 117 North Division (just north of Huron) in Ann Arbor. Visit the WBWC web page at www.wbwc.org for news and updates about this organization dedicated to increasing the quality and quantity of bicycling and walking opportunities in Washtenaw County through advocacy and education.

Deadline
for Next
Newsletter
Sunday
Oct. 15



GREETINGS & THANKS TO THE MEMBERS OF AABTS -

Emmanuel Lutheran Church was the recipient of the sliced turkey, pita breads & some cheese and it is greatly appreciated. It will be used for our weekly Hunger Coalition meals as well as our Sunday Bible School vacation days.

Sincerely,
Stacia Suckstorff
Emmanuel Lutheran Church
1305 Pearl Street
Ypsilanti, Michigan

DEAR MEMBERS OF THE AABTS,

This is a very belated "Thank You" note for flowers that I received when I had breast cancer surgery in November of 2004. After surgery, I declined the recommended chemotherapy and radiation. Instead, I went to the Hippocrates Health Institute in West Palm Beach, Florida where I was introduced to a Raw Food Diet.

I resumed cycling in the Spring of 2005. My goal was to train for the biannual Nation Senior Games to be held in Pittsburgh in June. While cycling, it seemed that I did not have the energy that I had in the past. I thought that it might be diet or my bicycle was just getting too old. I never thought that I might be anemic.

Two weeks later into the middle of September 2005, I had a complete hysterectomy. They found uterine cancer. It was self contained with no need for any treatment. I did very well with the hysterectomy recovery.

I started riding this spring. With about 500 miles of riding, I won five medals in the Michigan Senior Olympics in the 65-59 age group. It was held July 10-14 in Kalamazoo. In cycling, I received, 5 K Silver, 10 K, 20 K and 40 K Gold Medals and Silver in the Triathlon. I'm qualified for these events in the National Biannual Senior Games to be held in Louisville, Kentucky, 2007.

The AABTS has been a great motivation for me. If, it were not for the scheduled rides and the great ride leaders, I would think of many reasons not to ride. Thank you everyone for being in the club and making cycling a wonderful experience.

With Love,
Yvonne Constas

HI FELLOW RIDERS,

In my water bill (my water bill!!!) I got a notice with these bicycle rights and responsibilities on it...for Colorado...

- * Bicycles are vehicles under state law.
- * Bikes go with the flow of traffic
- * Bikes stay as far right as is safe.
- * Use bike hand signals, a helmet, reflecting lights, give an audible signal when passing pedestrians, or other riders.
- * Make eye contact with motorists, other cyclists.
- * At red lights—leave room for right turning vehicles.
- * Riding on sidewalks is illegal, unless the sidewalk is a designated multi-use path.
- * Maintain a walking speed in crosswalks.
- * Cross RR tracks perpendicularly.
- * Stay in your lane. (Do not use a "right turn only" lane unless you're turning right.)
- * Motorists—look before opening car doors, and don't honk when approaching bicyclists.
- * Motorists—yield to pedestrians, bicyclists, and skaters. This applies even in driveways, crosswalks, and when making a right or left turn.
- * Give bicyclists three feet of safe clearance.

For the most part, we have been treated very well by the motorized traffic. There have been one or maybe two who act like morons, but they tend to live out in the country.

Hope you had a wonderful OHR! Please send us pictures, if you can.

Thanks. We miss you guys!

Sharon Foster Howrey
5011 Coventry Court
Boulder, CO 80301
303-530-1054 home

SHARE THE ROAD SIGNS COMING TO CAVANAUGH LAKE ROAD

RE: Request for Additional Bicycle Warning and Share the Road Signs on Dexter-Chelsea Road, Sections 1-4, 7-9, Lima Township, and on Cavanaugh Lake Road, Sections 7-11, Sylvan Township (C.R. #012-06).

Dear Mr. Erzen,

The Traffic and Safety Engineering Section of the Washtenaw County Road Commission (WCRC) has completed a field investigation and review of Dexter-Chelsea Road and Cavanaugh Lake Road regarding your request for additional Bicycle Warning and Share the Road signs.

The WCRC follows the guidelines for installing warning signs as specified in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD). Warning signs include Bicycle Warning signs as well as supplemental Share the Road plaques. The MMUTCD states that warning signs should be used to call attention to unexpected conditions on a highway that might not be readily apparent to road users. Moreover, vehicular traffic signs, such as Bicycle Warning signs, should only be used at locations where the road user's sight distance is restricted or the activity would be unexpected.

A field review of Dexter-Chelsea Road from the village of Dexter to the city of Chelsea indicates acceptable sight distance eastbound and westbound for drivers to have advance warning of bicyclists using the roadway. Furthermore, advisory speed panels of 25 mph are present for the horizontal curves near the intersection of Dexter-Chelsea Road at Wylie Road.

Where sight distance is limited on Dexter-Chelsea Road between Steinbach Road and Parker Road due to the horizontal curves, reduced vehicle speeds are likely thereby allowing drivers satisfactory time to notice bicyclists using the roadway. Consequently, no additional signs are recommended on Dexter-Chelsea Road at this time.

Similarly, the sight distance and road conditions were investigated on Cavanaugh Lake Road from the city of Chelsea to Notten Road. There is limited sight distance on Cavanaugh Lake Road for most of the roadway from Pierce Road to Notten Road due to vertical curves. The width of pavement beyond the edge line is mainly insignificant along this section of Cavanaugh Lake Road and the speed is unposted 55 mph. Therefore, the installation of Bicycle Warning signs with supplemental "Share the Road" plaques is recommended on Cavanaugh Lake Road east of Notten Road for eastbound traffic and also west of Pierce Rd for westbound traffic. These signs will be installed in the near future.

Should you have any additional questions or concerns, I can be reached at (734) 327-6688 or millerd@wccroads.org.

Sincerely,

Dawn A. Miller, Civil Engineer

Traffic and Safety Section

cc: Kenneth B. Unterbrink, Supervisor, Lima Township

Michael Williams, Supervisor, Sylvan Township

Roy Townsend, WCRC

File C.R. #012-06

GOVERNOR GRANDHOLM SIGNED BILL # 1244 ON AUGUST 15, 2006 AT 7:42 WITH IMMEDIATE EFFECT

by Rick Mercer ,Executive Director of the League of Michigan Bicyclists

I want to thank all of our members who contacted their legislators to support this bill. I want to thank Senator Mcanus for introducing the bill and the co-sponsors, Senators Kuipers, Birkholz, George, Garcia, Allen and Leland.

I also want to thank Todd Scott of the Michigan Mountain Biking Association and Nancy Krupiarz of the Michigan Trails and Greenways Alliance for their support in getting this bill passed.

Listed below are the key provisions of this law

- Yield the Right of Way
- Mandatory Side Path
- Exceptions to Far Right
- Parking a Bicycle on a Sidewalk

If you would like to view the entire law please go to the following site

(long URL, copy/paste all of it in your browser):

<http://www.legislature.mi.gov/documents/2005-2006/billenrolled/Senate/pdf/2006-SNB-1224.pdf>

PICTURES FROM THE JUNE 18TH RIDE TO THE GOURMET CHOCOLATE CAFE 312 N.MAIN.CHELSEA



Gary Oak and John Pierce consult.



Alex Wagner and Phil Furspan enjoy the goodies.



Dan Harrison rewarding himself with "some health food".

Steucy (looks like Lucy is stuck with the check).



2006 OHR---WHAT A RIDE !

By Lynda Collins

The 2006 **One Hellavu Ride** turned out to be a resounding success drawing more riders than ever. With 767 registered prior to the ride and great weather on the day of the ride, 2035 plus riders enjoyed themselves. We took in \$42,700 in registration fees with more to be added from sold merchandise.

Unfortunately, the tremendous response created some problems.. We ran out of bananas, Gatorade, chocolate chip cookies and grapes. Three runs to the local stores brought in bread and additional turkey to feed the starving masses. And probably for the first time, actually even ran out of watermelon.

Prior to the ride, we were notified of last minute road changes when Coon Hill and Freer Roads were closed at the last minute which took some quick stepping to correct maps.

Yet, we survived and profited due to the many working extra shifts who managed to feed and guide everyone home safely. Some started at four a.m. and others finished just before Post-Ride Party. Extra food, and there wasn't much, donated to local churches and shelters.

the
was

WEDDIT!

- Total Riders=2035
- 100 Mile: 630
- 76 Mile: 323
- 63 Mile: 479
- 39 Mile: 354
- 30 Mile: 66
- 15 Mile: 66
- Fat Tire: 75
- Not riding /didn't specify route: 42



Ken Bawcom doing his usual excellent job with the watermelon



Jim Fisher oversees the Grass Lake food stop



Beginning the day early before dawn-Richard Keller Tom and Ann Hunt, Lynda Collins, Barb Underwood and Jan Moore

CHRIS RICHARDS

Long time AABTS member Chris Richards is recovering from a stroke. Her address is:
Room 279, Glacier Hills, CRC, 1200 Erhart Rd. Ann Arbor, MI 48103
Get well soon Chris

OLYMPIAN WINS FIVE MEDALS

By Lynda Collins

AABTS rider Yvonne Constat competed successfully in the Michigan Senior Olympics winning both silver and gold medals. Yvonne who has been fighting breast cancer, uterine cancer, and anemia for the past few years still manages to train and compete in cycling and the Triathlon.

This July 10-14 in Kalamazoo, she won Gold medals in the 10K, 20K and 40 K in cycling. She also won a Silver medal in the 5K in cycling and the Triathlon. Anyone over 50 can compete in the Senior Olympics. Yvonne entered the Senior Olympics at age 55 and has continued to be involved.

Initially she participated in Track and Field and swimming. She started recreational cycling about ten years ago on her granddaughter's 10 speed bicycle. Now it's become a passion. She's certainly come a long way.

She is qualified for five events in the 2007 Nationals to be held next June in Louisville, Kentucky. Regarding next year's nationals, she comments, "The competition will be difficult, as I will then be in the 70-74 year old group. There will be three from Michigan who are good cyclists. Then there are the ones from the rest of the states with warm winters and plenty of hills to ride."

Her biggest challenge is to become a faster swimmer and learn to run. This year she walked portions of the Triathlon and was the last one out of the pool. However, "I did finish and that was what was important."

Yvonne has certainly overcome great obstacles to win her events.

She says, "I am not an avid exerciser. I am someone who needs a goal to work out." With her goal in mind and her determination, she should do well next year.



(from page1)

AABTS 2006 MILEAGE PATCH DESIGN CONTEST

by Dan Harrison

Design the AABTS mileage patch for the 2006-riding year. Bring or forward your patch design to the Fall potluck. Members will vote on the design, which will be used for the annual patch.

The design can be multicolor but should not be so detailed that it will not fit on a normal sized embroidered patch. Entries should be a drawing or sketch and should be colored in with a crayon or colored pencil. The design should include the letters "AABTS"; a blank area for a person's name; a blank area for total 2006 miles; and the word "miles." Do not use any commercial, trademark, or copyrighted material, logos, or characters. The winning design may be modified by AABTS as necessary. All entries become the sole property of AABTS.

The design should be in color and posted at the potluck by 6:45 P.M. Contact danielharrison@att.net for more information.

Be creative! Look at some of your other patches for ideas. Look at old mileage patches, other events, etc. The design can represent any cycling related theme. Your help and designs are appreciated.

CELEBRATION OF CYCLING CLUB CHALLENGE RETURNS!

by Brian Cahalan

Saturday, September 16, 2006 is the date set for the FOURTEENTH ANNUAL

Celebration of Cycling Ride. This popular event is held each year to support Programs to Educate All Cyclists (PEAC). PEAC assists people with disabilities to become competent cyclists. Individualized training offers assistance to everyone whether they are

just learning to balance on an adult trike or racing competitively against other cyclists without disabilities.

Once again, PEAC is challenging each cycling club in the area to take part in the Club Challenge. Back for its fifth year, this friendly rivalry gives supporting clubs an added incentive to take part in the ride. Clubs have an opportunity to win a traveling plaque, a certificate, and most importantly, bragging rights at no additional cost.

The Club Challenge offers clubs a chance to win one of two categories:

- 1). The club completing the MOST MILES during the tour (total of participating members that day).
- 2). The club with the HIGHEST PARTICIPATION of participation (number of club's participants/club membership).

This inter club rivalry has generated a great deal of excitement over the last five years. It has also put pressure on the competing clubs to keep or capture the two titles from the other participating clubs. Currently, the Downriver Cycling Club (DCC) is the overall leader capturing two years in the HIGHEST PARTICIPATION category (2002, 2004, 2005), and two years in the MOST MILES category (2001, 2003), winning one category in four of the past five years of this competition. Coming in close second is the Ann Arbor Bicycle Touring Society (AABTS). The Ann Arbor club has claimed the MOST MILES category three times (2002, 2004, 2005). Slow Spokes of Macomb County, the Sisters Cycling Club, the Metro Detroit Cycling Club, each have won the HIGHEST PARTICIPATION title once.

Who will be this year's winners? Can DCC continue its hold on the competition? Can AABTS capture the MOST MILES title for a record third year in a row? Why not enjoy a great tour and compete for your club while assisting the charity event that actually helps train cyclists? Clubs must register prior to the ride. For more information contact Programs to Educate All Cyclists 734.484.2758.



Club Hotline:
(734) 913-9851
WWW.AABTS.ORG

The Hotline has information about current rides, corrections to the Ride Calendar, dates of potlucks and the like. If you have questions about rides, the Hotline is a good place to look for answers.

**P.O. Box 1585
Ann Arbor, MI 48106
<http://www.aabts.org>**



Ann Arbor Bicycle Touring Society

PRSRT STD
U.S. Postage
PAID
Ann Arbor, Michigan
Permit No. 252