

CCCCC NEWSLETTER

CHERRY CAPITAL CYCLING CLUB

'We need you!'

Join the fun & support your club at the Leelanau Harvest Tour

The Leelanau Harvest Tour is coming right up on Saturday, September 15th.

The infrastructure of the event is in place and I would like to especially thank the LHT committee and the 50 other club members who will be volunteering. The committee members included:

- Joane Mitchell: Graphics and Map preparation
- Jeff Dillingham: Registration coordination and website
- Bill Danly: Road Signage
- Tom Kirchner: SAG coordinator
- Pete LaPlaca: Food Stop coordinator
- Pat Wittkopp: After event lunch

If you are not on one of the volunteer groups on the date of the event please saddle up and ride! I have been told the weather will be in the mid 70s and dry. There are 20, 40, 65 and 100 mile courses to choose from and five food stops along the way. Sparks BBQ and Centre St. Café will cater the lunch and we will again have root beer floats made with Mackinaw Brewing root beer. Hope to see a lot of club members at the 2018 LHT.

-- Dan Wittkopp • LHT Director



Count on a fun day in a beautiful setting, with rides for cyclists of every ability. Photo by Joane Mitchell.

RSVP Please: for the Young State Park Biking Weekend

Camping and biking, what could be better? How about some camaraderie to boot! Cycle Club members can enjoy all three on the weekend of September 21-23 when the club hosts the Young State Park Biking Weekend.

The park is located just north of Boyne City on the shores of beautiful Lake Charlevoix. Included will be rides of long and medium distances, as well as Cruiser rides along the Wheelway on Lake Michigan. Plan on road, mountain bike and trail rides with maps provided.

"We plan to camp out starting Friday night through Sunday," says club Social Director **Carrie Baic**, who is planning the event. "Bring your water toys and yoga mats along with your bikes, because this is going to be

a lot of fun!"

Bring an appetite too, because Carrie and **Vinnie Festa** will be providing breakfast and dinner, including veggie options, for all club members who choose to participate, provided you RSVP that you're coming. "We need people to send in their reservations so we know how much food to buy."

Club members are invited to come up for one, two or all three days. Be sure to make your own reservations for overnight accommodations, including the campground. Members will also be on their own for lunch as each day's ride



destinations will vary. Beverage-wise, it's BYOB for all meals.

"Lake Charlevoix will still be warm enough to swim in, SUP, or kayak!" Baic says. "If you don't like camping, consider staying in a local motel, or just come up for the day."

To confirm your participation, or for questions, contact Carrie at 231-313-4990 or at

socialdirector@cherrycapitalcyclingclub.org.

Did you know? Carrie Baic is a yoga instructor! She'll lead classes at the campout.

President's Letter Some words to remember...

Courtesy, Caution & Control. There are new speed limits on the Leelanau Trail, which start at the north end of Orchard Creek Senior Living, off Cherry Bend Road at the Cedar Creek bridge. Basically, slow down south of Cedar Creek all the way into Traverse City.

The Traverse Area Recreational Trails (TART) owns the Leelanau Trail. As the owner of the trail, TART asks first that all users be *courteous* to others. Courtesy and kindness go a long way to resolving potential conflicts on the trail, as well as on the road. Remember that faster moving trail users must yield to slower moving users.

Second, be *cautious*. Look ahead for conflicting situations, and err on the side of safety. Please call out when passing from behind or get a sweet sounding bell on your handlebars! Try not to take other trail users by surprise.

Third, always be in *control* of your bicycle. Don't go too fast for the conditions on the trail, and always have a plan in mind



when someone ahead of you might make a quick change of direction.

This is especially true when there are kids on bikes or trail users wearing ear buds. Be aware of your surroundings even when chit-chatting with your buddy as you cruise down the trail. Call out conflicts clearly to other bike riders who may be close behind you.

If it is a busy time of day or too many trail users, please consider taking Cherry Bend Road into town. The shoulder is not too bad, and there are a lot fewer road

and driveway crossings.

Whether you're on the trail or the road, thank you for being considerate of all other users.

Ride safe! Bill Danly

New Safe Passing Law a Sign of the Times

On June 29th, Governor Snyder signed several bills that affect the safety of cyclists into law. They are the 3-foot Passing Bills and the Drivers Education Bill (PA 277). There are two 3-foot Passing Bills: one for passing on the left (PA 280) and one for passing on the right (PA 279).

When passing a cyclist on the left, a motorist may drive to the left of the centerline in a no-passing zone if it is safe to do so. When passing a cyclist on the right hand side (e.g. when a cyclist is turning left), a motorist may not leave the roadway on to the shoulder. Motorists must give 3 feet of space regardless of if the cyclist is on the road, shoulder, or in a bike lane. A motorist who violates either law is responsible for a civil infraction.



The new driver's education bill will include no less than one hour of classroom time devoted to laws pertaining to bicyclists, motorcyclists and other vulnerable roadway users. The instruction shall emphasize awareness of their operation on the streets, roads and highways in Michigan. The League of Michigan Bicyclists (LMB) will be working with the Secretary of State's office to develop the curriculum required by this bill.

The Cherry Capital Cycling Club will be working with LMB over the next year to get the word out on these new laws. The Club has acquired a number of 3-foot passing yard signs. If you own property where these signs would be visible to passing motorists, please email to: president@cherrycapitalcyclingclub.org to obtain a yard sign.

Hats Off: there are more choices this year for mileage

Attention riders: Many of you look forward to adding a new mileage hat to your collection at the close of each ride season. But some of you just don't wear hats, so this year the club will offer riders achieving at least 500 miles their choice of recognitions.

You may choose to stick with a hat, or you may choose from other club merchandise including socks, insulated water bottles, skull caps, and T-shirts. Lastly, if you don't want anything, you can choose to have \$10 donated to the club's grant program, which will ultimately be donated to one of the club's grantees.

Stay tuned for an email from the club as we approach September 30, the last day to accumulate miles for 2018. You will have an opportunity to indicate your choice and return it to us so we can have things ready for the annual meeting on October 28.

As a reminder, the breakdown for the various hat configurations are as follows:

- All riders achieving 500+ miles are eligible for a club hat or alternative as described above. The hat includes the Cherry Capital Cycling Club Logo and "500+ Miles" em-



blazoned on the side.

- Hats for members riding more than 1,000 miles will read "1,000+ Miles"

- Hats for members riding more than 1,500 miles will include their name as well as the specific number of miles ridden.

- Members who led rides in this cycling season will have "Ride Leader" embroidered on the back of the hat.

- Anyone who qualifies for a hat may also choose a hat with only the club logo, that is, with no name or mileage affixed.

- Ride Director Mark Esper

Mountain Man Dave Monstrey

Most of us know Dave Monstrey as one of the founders of the Leelanau Trail. You can often find Dave and his volunteer work crew out clearing dead trees and brush from the side of the trail. He's one of TART's most dedicated and reliable volunteers.

But not lately, because Dave is currently cycling more than 3,000 miles down the Great Divide Mountain Bike Trail from Jasper, Alberta to Antelope Wells, New Mexico. It's the longest mountain bike trail in the world, running down the spine of the Rocky Mountains along single-track paths and dirt roads. Its highest point is 11,913 feet and there are more than 38 miles of elevation to conquer.

In short, it's one tough ride! We contacted Dave en route via Facebook for an update on how his trip is going:

CCCC: How far have you ridden so far?

Monstrey: I'm writing on my phone so I'll be brief. I've ridden over 1,100 miles including the miles to get to the start of the GDMBT in Jasper. (This was as of two weeks ago; Dave has ridden much further since then.)

CCCC: Are you riding alone?

Monstrey: I am riding alone for now, a friend is meeting me in a few days.

CCCC: How tough is the trail?

Monstrey: I do not recommend riding this route alone. Much of it is very remote with few cars or other riders. The Forest Service roads are very steep gravel, with incredible dust when a vehicle passes. I've opted for paved roads when there is one that parallels the unpaved route since the scenery is the same and much safer when riding alone. The Adventure Cycling Association highly recommends riding this route in a group of three for safety reasons.

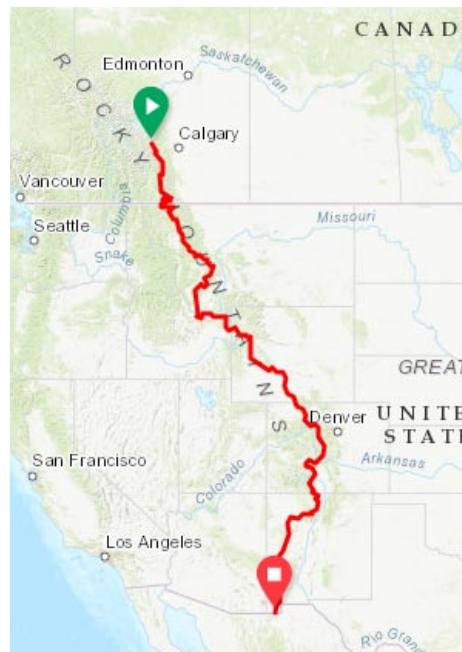
CCCC: What bike are you riding?

Monstrey: My bike was assembled from parts of three bikes, all 1990s vintage. Steel frame, rigid fork Deore XT components, 2.1" tires. I spent two days repacking all of the bearings, truing the wheels, mounting racks, putting thread adhesive on all the hardware. The bike has worked flawlessly so far. The last time I weighed my loaded bike it was over 80 pounds with food and four liters of water.

CCCC: Any problems with bugs or bears?

Monstrey: No close calls with bears yet, a lot of tracks and other signs. I do hang my food every night well away from my tent. Bugs? There were a lot of bees in Canada and northern Montana whenever food was out. An ice cream shop had fly swatters at

Dave Monstrey crossing the U.S. border after 589 miles of riding, with 2,500 mile left to go through the Rocky Mountains to Mexico.



The 3,000-mile route. Dave said his first few days were spent riding over gravel the size of golf balls.

every outdoor table to kill the bees.

CCCC: Best and worst things about the ride?

Monstrey: The best thing is riding through beautiful scenery, the worst is the dust and smoke from forest fires. I don't know if my lungs will ever be the same. The altitude has not been a problem yet, nothing over 7,000 feet so far. I'm presently in Helena



Dave's bike & gear weigh more than 80 lbs. Still ahead: an 11,913-foot mountain pass.

Montana sleeping indoors for the second time in three weeks.

CCCC: Have you met many other riders?

Monstrey: I have met a lot of other riders all following different routes or going in different directions, no one going my way at my pace. I've been trying to average 50 miles per day, which is hard to do on the unpaved route, but given the highway miles I'm still on target. My longest day so far was 67 miles.

CCCC: Final questions: how old are you, and have you done other bike tours?

Monstrey: I started this trip on my 67th birthday. I have toured extensively in the US, Mexico and Europe, about 40,000 miles total.

The shocking news about e-bikes

Inexperienced riders and speed contribute to e-bike accidents

An increasing number of Cherry Capital Cycling Club members have switched to e-bikes. For some, it provides an option to extend their cycling years, while also allowing them to ride comfortably with fellow club members. For others, it is an exhilarating and practical means of transportation.

The following information, from several sources, provides a nice overview of some issues and tips about e-bikes:

Electric bikes have become one of the most contentious subjects in cycling in recent years. Many cyclists resist the spread of e-bikes, concerned that they could cause conflict with other trail users and lead to closures [of mountain bike trails], as well as fears that motors on bikes could fuel the growing crisis over inactivity.

Despite those reservations, the industry has thrown its weight behind pedal-assist bikes, and rightly so, as demand is booming. In 2017, the U.S. market grew to 263,000 units, a 25 percent gain from the previous year. Some estimate global sales could increase by as much as 60 percent in the next seven years.

CONVERTS

Once devout e-bike naysayers are getting excited about the new pedal-assist bikes. Because e-bikes are becoming so much fun to ride, the day could soon arrive when they completely supplant pedal bikes, much the way digital cameras have made film virtually obsolete.

The sheer ease and pleasure of pedal-assist bikes make them hard to resist, and a recent study (<https://newatlas.com/ebike-fitness-study/55662/>) suggests that they're just as good as regular bikes at improving fitness (at least when it comes to overweight riders).

For the moment, there's still plenty to sort through: categorizing the bikes to define where they can be ridden; how the categories hold up as technologies change; rule enforcement, including what to do if riders take e-bikes on non-motorized trails; and response from other user groups, such as motorcyclists.

EBIKES & MICHIGAN

In November 2017, Michigan became the seventh state to adopt a three-tiered classification system for electric bikes. Gov.



Safety Corner

By Skip Miller

Rick Snyder signed a trio of bills, backed by e-bike manufacturers and cycling advocates, that also allows e-bikes on certain trails.

"Michigan's trails and natural resources bring together Michiganders and visitors from around the world, and these bills help bicyclists experience the beauty of Pure Michigan in a new, exciting way," Snyder said in a statement.

With the Michigan legislation, 25 percent of the U.S. bike market is now covered by the industry's preferred system for classifying e-bikes — up from zero in just 2 1/2 years.

Other states that have adopted the three-class system are Arkansas, California, Colorado, Illinois, Tennessee and Utah.

E-bikes "are the fastest-growing segment of the bicycle market and are going to play a huge role in the future of bicycling. So I'm excited that Michigan is one of the states on the forefront of the issue," John Lindenmayer, executive director of the Michigan organization, said about the legislation. "I know other states are before us, but usually we're lagging behind when it comes to policy changes."

CLASS ISSUES

The Michigan bill allows Class 1 e-bikes — pedal-assist bikes that can reach assisted speeds of up to 20 miles an hour — to go on any rail trail or other trail with an asphalt, crushed limestone or similar surface.

However, state and local authorities retain

What's wrong with this picture? Ebikes may someday outstrip pedal-bikes in popularity, but inexperienced riders who aren't aware of basic cycle safety can be at risk.

the authority to regulate or prohibit Class 1 e-bikes on such trails — or, alternatively, to approve the use of Class 2 and 3 e-bikes on them as well. A Class 2 e-bike has a throttle and is limited to a top assisted speed of 20 mph, while a Class 3 e-bike, or "speed pedelec," is a pedal-assist bike with a top assisted speed of 28 mph.

The rail trail provision was especially important, Lindenmayer said: "We have a ton of trails — we have the most rail trails of any state."

To placate mountain bikers, the bill prohibits e-bikes on non-motorized natural surface trails, unless approved by local or state authorities.

How to Ride an E-Bike Safely

Molly Hurford, at Bicycling.com provided 6 tips for managing these faster and heavier bikes.

As this new technology spreads, so has a new crop of safety concerns. An alarming recent statistic out of the Netherlands put these concerns in focus: E-bike deaths in the famously bike-friendly country nearly doubled between 2016 and 2017. About 75 percent of the victims were men aged 65 and older. Many incidents involved riders simply failing to properly mount or dismount their e-bikes.

Overall, 206 cyclists were killed in the Netherlands in 2017—17 more than last year—and e-bikes accounted for about a quarter of those. E-bikes are often much

CONTINUED ON NEXT PAGE

cycle shorts

PARTY TIME! Now's the time to mark your calendar for the end-of-the-year Volunteer Appreciation Dinner on Sunday, Oct. 14 at Taproots Cider House in TC, and the Cycle Club's Annual Meeting on Sunday, Oct. 28. The Annual Meeting will be held at a new venue: the Blue Water Hall in Greilickville, across from the Yacht Club on West Bay. Details in the next newsletter.

WORTH KNOWING: George Lombard notes that many cyclists and motorists alike are unaware that it's permissible for drivers to cross the double lines at the center of a road when passing a cyclist under the new 3-foot safety rule, provided there are no oncoming vehicles. The article on page 2 spells it out... Pass it on!

BUG BITES?

Several club members have inquired about Mitigator, a topical treatment for bee and wasp stings. The product uses a paste of ground-up walnut shells and Sodium Bicarbonate to leach sting venom from your skin. It's also good for fire ants, jelly fish and horse flies, but if



you've ever been stung by a bee while out biking (and who hasn't?) this can be helpful.

BIKE TOURING will be the subject of "Cross Country," a digital-slide show offered by **Bob Downes** on Wednesday, Sept. 12 at 7 p.m. at the Left Foot Charley winery in the Grand Traverse Commons. Downes will discuss his 2,711-mile ride from Seattle to TC, with tips on bike touring, gear, camping and notable trails across America and Europe. It's a book release party with a portion of the proceeds going to benefit Save the Children and child refugees, but no purchase or donation is required to enjoy the show. Downes will also present the

show at the Manistee Public Library on Oct. 2 at 5 pm.

RECEIVED: A thank-you letter from **John Lindenmayer** of the League of Michigan Bicyclists for the Cherry Capital Cycle Club's participation in the \$1 Per Rider Program with a donation of \$991. John notes that since 2006, the \$1 Per Rider Program has raised more than \$100,000 "to advance LMB's mission to Make Michigan a more bicycle-friendly state." The donations

from cyclists across the state helped the LMB to create the Safe Passage legislation, train police officers in cycling safety, and to publish the LMB's annual ride calendar, among other worthy causes.

OPENING: There's a single vacancy on the club Board of Directors for 2019/2020. It's for Safety & Education Director, the duties of which are currently handled by **Skip Miller**. If you'd like to take on the position, contact club President **Bill Danly** at president@cherrycapitalcyclingclub.org. Duties include organizing the annual Ride of Silence, providing a monthly safety article for the newsletter and keeping up with safety and education trends, among others.

E-bikes - continued

heavier than regular commuter bikes, reach higher top speeds, and make usually manageable corners and obstacles more dangerous.

Here are six e-bike safety tips:

1. PAY EVEN CLOSER ATTENTION TO TRAFFIC

Every cyclist should pay attention to the flow of traffic, but it's even more critical on an e-bike. Drivers may not expect a cyclist to reach 20 mph on the road, and that disconnect can lead to potentially dangerous scenarios. "As electrical bicycles become increasingly popular, other road users may need to recalibrate their expectations to maintain a safe interaction with this new type of bicycle," Chalmers University of Technology researcher Marco Dozza wrote in a study for the International Cycling Safety Conference. That means not only thinking about what you're doing on the bike, but also how drivers perceive you.

2. MAKE YOURSELF SEEN

Part of the issue with traffic is that drivers don't know how to look out for bikes zip-

ping by with an extra 200 watts of power behind them. To make sure you're seen, Hong Quan, founder of the e-bike company Karmic Bikes, recommends outfitting your bike with lights and a bell. And it's not only drivers—you might be too fast for pedestrians or other cyclists who won't hear you coming without a polite warning.

3. CHECK YOUR SPEED

Quan adds that the biggest mistake he sees new e-bike riders make is to go for the fastest assist setting right out of the gate. Anyone would be excited to see what their new set of wheels can do, but Quan recommends that riders take time to learn how the bike feels at lower speeds before cranking it to turbo.

4. BRAKE EARLIER

Because you have a lot more speed and power behind you, braking becomes all the more important. Even at the lightest assisted gear, Quan says, a Karmic e-bike will add around 50 watts to your pedal stroke. That means you'll want to slow down well ahead of stop signs and road crossings, and far earlier than you would on a slower-moving bike. Get to know your brakes and their relative power, so you can better assess the safest time to start slowing down.

5. CAREFUL ON THE MOUNTS AND DISMOUNTS

For some older e-bike riders, or younger riders with mobility issues, mounts and dismounts are where many injuries happen. This is partially because of the bike's heaviness—the extra 20-plus pounds can cause it to tip over and injure the rider. Make sure the frame you buy is one that's comfortable to get on and off easily. For some, that may mean seeking out a step-through frame (not just for women!) or a standard frame with a more sloping top tube.

6. REMEMBER, IT'S A BIKE

Crashes can happen on any bike, but e-bikes are noteworthy because of the higher speeds involved. That said, Quan notes that the crashes he's seen likely would have happened on conventional bikes as well. In fact, a recent survey found that only 20 percent of e-bike riders said they had experienced any type of crash. Of those, 19 percent reported that the e-bike contributed to the crash in any unique way. So when you're out zooming around town, make sure to keep standard bike safety in mind.

Sources: <https://www.outsideonline.com/2335946/orbea-gain-e-bike>, <https://www.bicycleretailer.com/north-america/2017/11/01/michigan-becomes-7th-state-adopt-model-e-bike-classification#.W32g185KjiU>, <https://www.bicycling.com/culture/g20085571/ride-electric-bike-safely/>



OMG! It's the Old Mission Peninsula Ride

Every Wednesday at 9 a.m., you're likely to find dozens of Cycle Club members gathered at East Bay Park for the Old Mission Peninsula ride. It's one of the club's most popular rides: traffic is light and the sun rising on the eastern horizon rewards riders with spectacular views of East Bay.

This is **Dave Orr's** first year as Ride Leader for the weekly event, but he notes that the OMP ride has a long tradition with the club. "It's a very popular ride and has been held for ten or fifteen years at least," he says. "It's the morning version of the same route followed by riders on Monday afternoons."

That means there are 23, 31 and 41-mile routes to choose from, with the longest ride being out to Lighthouse Park at the tip of the peninsula.

Orr hails from the Lone Star State and still winters in Texas each year. A registered nurse, he moved to northern Michigan in 1994 to take a job in the Cardiac Cath Lab at Munson Medical Center.

He joined the Cherry Capital Cycling Club in 1997 to indulge his passion for biking.

"When I was living in Texas, I typically rode about 7,000 miles a year," he says. "I was also a member of a club that did twelve 100-mile century rides each year."

Orr has leaned back a bit from his glory days, but still has more than 4,000 miles of riding under his belt this year. When he's not leading the Old Mission Peninsula ride, you're sure to find him on many other bike club outings



- Photos from top:**
- Just "Bluff"-ing...
 - Dave Orr goes over the route at East Bay Park.
 - Tandem turnaround at the Lighthouse Park.
 - George Lombard heads out from East Bay Park.

-- Photos by Bob Downes

Alaskan Adventure

Kristie and Jeffrey Bach made a dream trip to Alaska in July, combining their love of travel with a bike outing. Here's the lowdown on their trip from Kristie:

"We took a two-week trip to Alaska: Anchorage, Denali, and a small boat cruise. The first thing we did was look into where we could rent decent bikes and where we could ride. The Tony Knowles Coastal Trail was voted one of the most beautiful paved trails in the country so we decided to do that our first day.

"It is a beautiful, if fairly short (22 miles round trip), trail that runs along the bay where Anchorage is situated. This time of year there are Beluga whales in the bay and most people see moose, bear, cranes, and other wildlife along the trail. Unfortunately, all we saw were the cranes, but it is a beautiful ride and easy for any level."

New Members

A big CCCC howdy to these new riders!

Name	Hometown
Alene Franklin	Cambridge, MA
Sean Tower	Traverse City
Barbara Greenwood	Euclid, OH



Got pics?

... of your upcoming bike tour, race, winter getaway or other cycle-related gig? Send them to Bob for inclusion in the newsletter: communicationsdirector@cherrycapitalcyclingclub.org with names and details.



Leelanau Harvest Tour 2018

Saturday, September 15

A great biking adventure on paved roads passing by farms, orchards, vineyards, dunes, and through quaint villages. Sponsored by Cherry Capital Cycling Club

26, 40, 65, and 100 Mile Rides

All skill levels - families and e-bikes welcome. Scrumptuous food stops and scenic terrain. Post ride lunch at Suttons Bay High School.

Discounts for Early Registration!

\$30 Individual, \$70 Family (before July 10)

\$35 Individual, \$80 Family (July 11 - August 10)

\$45 Individual, \$90 Family (August 11 - day of ride)

Online registration closes midnight September 11.

Register online at leelanauhharvesttour.org