

Committee Wants To Expand Ice Rink Use by Varied Groups; Grants Youth Hockey Rental Discount

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Winkelman said the hockey association schedules 75% of its games in advance. The rest of the schedule is adopted as the season progresses, and he argued that if the Recreation Department holds an event for which rental fees are waived, the city loses the chance to make revenue that day, especially if the hockey association decided it wanted to book a game that weekend.

The St. Ignace Hockey Association is the largest user of the arena, organizing up to six youth hockey teams each year, and pays \$120 per hour, a discounted rate because it rents more than 200 hours a year. The regular rental fee is \$140 per hour.

The committee and the city make every effort to use and pro-

mote the ice rink, committee member Marianne Huskey said, and noted the broomball tournament does, in fact, generate revenue for the city.

"We're actually generating more [from the tournament] than if we would have charged at the premium rate," she said.

Erica Mattson, Recreation Department coordinator, said the broomball tournament's \$15-per-player registration, alone, would have generated more revenue for the city than had the hockey association rented the ice for the same eight-hour slot. The department would have received \$960 from the hockey association at its discounted rate. Last year, seven teams with up to 10 players participated in the broomball tournament, which included a raffle of several prizes,

generating \$1,516.

This year, eight teams of up to 11 players had signed up for the tournament at the same registration fee, before the event was canceled, and a raffle and T-shirt sale were planned, as well, said Mrs. Mattson.

The tournament was canceled January 4 owing to a death in the family of volunteer organizer Ryan Schlehuber, who is also the writer of this article.

Mr. Winkelman argued that if the broomball tournament could be held outdoors like it was last year, it would allow the opportunity to book another event at the ice rink that same day.

"I could've scheduled some games on that Saturday, but when I looked, it wasn't available," said Mr. Winkelman. "You could have the best of both worlds if you held

the broomball tournament outside and be able to rent out the ice rink. It doesn't need to be held indoors. You can generate money having it outdoors, too."

Mrs. Mattson said she waited until the hockey association turned in its schedule for the season before booking the broomball tournament. She also pointed out two reasons why the tournament was moved indoors.

"Had we held the tournament outdoors January 5, it would've been rained out," she said. "Moving it indoors allowed us to not have to worry about whether we'll have snow or not. Last year, we barely had snow for the tournament. We had to plow more snow on the field just to be able to play."

She also pointed out that the city would incur expenses in preparing an outdoor field, as workers would be needed to haul in snow.

Having the games at the ice rink and not at any particular business location is more inviting for other local businesses to participate as sponsors, Mrs. Mattson added.

Committee chairman Don Gustafson and committee member Fred Paquin both said they would like to find a way to make events willing to rent the ice a priority, while also allowing non-hockey events that promote use of the facility by community residents.

Additional use of the ice rink by non-hockey events is something the committee hopes to expand on, said City Manager Eric Dodson.

"Promoting things like this and expanding out and getting people excited to use their community center is a positive thing," said Mr. Dodson.

Mr. Gustafson said the rescheduled date in March may be a better fit for the broomball tournament because it will not conflict with the hockey program, which will be finishing its season by then, and outdoor conditions of winter thaw leave few activities for community residents.

Youth Hockey Team Receives Discount on Ice Rental

The committee voted 6-1 to give the hockey association's Mite level hockey team a discount rate for renting ice time at Little Bear East Ice Arena.

Instead of being charged \$120 per hour for ice time for its Mite level, it will only pay 50% of that, \$60 per hour, for the remainder of the season, which ends in March.

Discounts are only allowed for groups or renters logging more than 200 hours of ice time.

The association requested a break in the rate owing to low participation numbers. The team was dissolved at one time, but has been restarted with six players. The

hockey association, according to its treasurer, Doug Goudreau, is trying to entice younger children to pick up the game and make it affordable for parents.

The Mite team shares ice with the association's initiation, or introductory, level team during practices. The initiation level also receives a discount rate, of \$30 for use of half the ice rink.

Emily Fullerton of the recreation committee, who voted against giving the hockey association another discount, suggested membership fees to the hockey association should be lowered, rather than lowering ice rental rates.

The committee briefly discussed the operation of the skate sharpening machine, for which the Recreation Department has struggled to collect revenue and reliably keep open. Joe Esson, St. Ignace Firehawks Midget AA head coach, has volunteered to operate the machine for his players and for anyone wishing to sharpen skates.

Mr. Paquin said he and Mr. Dodson will meet with Mr. Goudreau to find a way to collect revenue and to come up with a better schedule. Cost to sharpen skates is \$4 per person. The Recreation Department usually collects a \$80 a year from skate sharpening.

Brevort Twp. Calls Meeting To Clarify Road Goals

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Road Commission every year, she explained. This year, western townships representatives will meet with Mrs. Abbitt regarding their project wishes Tuesday, January 29. Eastern townships will meet with her Wednesday, January 30.

Questions arose in Brevort Township when the Road Commission sent its list of roads to receive federal funding over the next five years. To the township board, it appeared that several road projects had been left off the list. Indeed, road projects on the township's five year plan were not listed, nor should they have been, Mrs. Abbitt explained, because they were not intended to be federally funded projects.

"It is a good thing when townships come to our meetings and we come to theirs," Mrs. Abbitt said, acknowledging how easily the two different lists, and other road matters, can be confused.

Mrs. Abbitt brought a signed road contract regarding East Lake Road to the meeting. After consulting with township officials in late October, she was left with the impression that the township had decided to eliminate all outstanding contracts because she was new on the job and the township wanted to start over with its road plans.

The board made it clear that they did not desire to eliminate the East Lake Road contract and voted to ask the Road Commission to keep it on its list.

The East Lake project was supposed to be done in 2007, but was not. Mrs. Abbitt said it will be a priority in spring 2008.

The board is considering blacktop on area roads that receive heavy traffic, such as Black Point Road, Township Supervisor Ed Serwach noted. To mitigate the cost, this could be done in increments over several years, rather than paving a larger portion with chip-seal in one year, he said.

Mr. Luepnitz agreed. "I recommend you try to get hard surfaces on a couple" of area roads, he said.

Estimates for future blacktop road work are difficult to make, owing to fluctuating material prices, Mrs. Abbitt said, however, she agreed to make estimates for the board based on current prices.

Area residents have criticized the board for chip seal expenditures on Charles-Moran Road, Mr. Serwach said.

"What I was told was that we should have left it alone," he added, noting that money would be better spent on blacktop for Black Point Road. "Chip seal is okay on Knowles Road, and it is great on White Birch Road, but when you get to Charles-Moran Road, which has nowhere near the traffic as Black Point Road," chip seal is not appropriate, Mr. Serwach said.

Resident Jimmie Miller, who lives on Charles-Moran Road, insisted that chip seal on the route would be a waste of money, but for a different reason. Logging trucks

that frequent part of the route have already caused major damage, he said.

"When that road gets done, it is going to be a major thoroughfare," he said.

Charles-Moran Road was in pretty good shape until about six years ago, he said. For two years, it was used heavily by logging trucks. Five or six truckloads of logs traveled the road every day, seven days a week, he explained.

"That is what happened to Charles-Moran Road, from M-123 to Mackinac Trail," he said. "If you try to chip that, you are wasting your money."

Logging traffic has decreased, but semi-trucks still use Charles-Moran as a shortcut to get from US-2 to I-75, he added.

The board voted to pay a \$4,670.78 Road Commission invoice for the county's pavement preservation program. The township is to be reimbursed \$2,335.35 by the Mackinac County Board of Commissioners, Mrs. Abbitt explained. It is part of a program in which townships, the Road Commission, and the county contribute \$10,000 each for road projects, each year.

The rebate should be received within two weeks, board members noted.

Fire Chief Mark Peterson, who works for the Road Commission, called it "money well spent."

The invoice was for improvements made by a truck-mounted AMZ machine, which is used to preserve blacktop. Throughout the county, it is used to repair fissures and cracks in roads, road shoulders, potholes, and "alligatored areas," Mr. Peterson said. It was used recently to repair cracks on Black Point Road, which is superior to filling cracks with tar, an old repair method, he added.

The following are the roads the township plans to improve in coming years:

2008: East Lake Road, Langdon Road, Black Point Road, Knowles Road, Francis Street, and Charlotte Street

2009: Wartella Road, Charles-Moran Road, and Black Point Road

2010: Black Point Road

2011: Dukes Road

2012: No road priorities established

Wendy Colegrove Recognized for Toy Drive Efforts

Wendy Colegrove of St. Ignace was named United Way's Volunteer of the Month January 10 for her work each year to raise money to purchase Christmas gifts for families in need.

An organizer for the Toys for Tots campaign in Mackinac County, Mrs. Colegrove placed donation canisters around the county, shopped for the perfect toy for each boy and girl on the list, and stored gifts to be wrapped and food to be packaged at her home during December. Gifts were distributed to 53 families, a Cedarville toy drive, plus 100 additional children in time for Christmas.

Community donations of cash and toys supported the effort. Mrs. Colegrove coordinated wish lists with the Department of Human Services and other agencies to reach families.

Mrs. Colegrove, who works as circulation manager at *The St. Ignace News*, was nominated for the volunteer award by her co-workers. She is married to Ralph Colegrove and they have two daughters, Meghann Colegrove,



Wendy Colegrove (second from left) was named United Way Volunteer of the Month for her efforts to help needy families at Christmas. Congratulating her are (from left) Kristina Beamish and Jade Seelye of United Way, and Sherry Cece, a coworker at *The St. Ignace News* who nominated Mrs. Colegrove for the award.

17, and Sharman Colegrove, 10, who also helped with this year's Toys for Tots campaign.

Each month, the United Way Volunteer Center's Advisory Committee reviews nominations for the Recognition Spotlight program. This program, which has recognized hundreds of volunteers, honors a volunteer, a volunteer group,

and a business each month for dedication to the community.

To nominate an individual, group, or business for United Way recognition, call the United Way Volunteer Center at (906) 253-9839 for a nomination form. The United Way office is in Sault Ste. Marie.

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Engineering Students Show 'Challenge X' Car in Area

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the team has confronted, he told *The St. Ignace News*. Ultimately, the vehicle should seem identical to its conventional counterpart at a dealership.

Helping the Challenge X team keep their vehicle light, the students integrated aluminum brake rotors developed at Michigan Tech. The rotors had not yet been integrated into a daily-use vehicle, he said.

One goal of the competition is to achieve stock vehicle weight. At 3,882 pounds, Tech's car is only about 20 pounds heavier than a standard Equinox, which weighs 3,860 pounds.

Tech's vehicle is much lighter than all other vehicles produced by Challenge X teams, Mr. Cimermanic said. Its closest competitor weighs about 4,000 pounds.

On the trip around Lake Michigan, Messrs. Cimermanic and Bland have visited the homes of other members of their Challenge X team, who have traveled part of the way with them.

In St. Ignace, they arrived with electrical engineering student Andrew Best, a junior, and Mindy Saxton, a freshman in mechanical

engineering. They were followed by a truck with students who could help them if something went wrong.

Along the trip, the team has visited high schools to give presentations on their work. The lectures are designed to show younger students how much they can achieve when they apply themselves. Many high school students react with amazement when they discover that students only a few years older than themselves had designed the car, Mr. Cimermanic said. Several noted that they had not learned to change their car's oil yet.

At their lectures, the university students have explained that they wrote the computer code that makes the speedometer work and that they are responsible for ensuring that the gages report accurate information.

Owing to a mistake by the company that produced it, the electric motor failed on the trip around Lake Michigan. Metal shavings were left in a drain plug that the company drilled to remove fluid from the gear box, Mr. Cimermanic said, but it is not a problem that will be repeated on the trip to the White House.

In the competition, a major fail-

ure cannot happen on the final test, he said. The car must make the 500-mile trip with no more than minor failures that can be repaired en route, like blown fuses or faulty switches.

Next year, a new Challenge X competition will involve an "eco-car" with even more stringent demands for fuel efficiency, team members said, and Michigan Tech is writing a proposal to prepare for it now.

Conservation District Dinner Will Be Jan. 31

Chippewa/East Mackinac Conservation District's annual meeting and potluck dinner will be Thursday, January 31, at Bruce Township Hall on 12-Mile Road in Bruce Township. Dinner will be at 6:30 p.m., and participants are asked to bring a dish to pass.

The annual meeting will start after the dinner, and will include the annual report, district awards, elections, and announcements.

The conservation district includes Chippewa County, and the Mackinac County townships of Clark, Marquette, Moran, and St. Ignace. Everyone in the district is invited to attend.

Call the district office at (906) 635-1278 for more information.

Conservation districts administer natural resource programs to manage and care for land, especially on private parcels. Chippewa/East Mackinac Conservation District is primarily involved with forestry, wildlife, water quality, recreation, and agricultural uses of local land.

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