



NEWSBRIEF

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

VOL. 4 NO. 1 January 1987

HAPPY NEW YEAR! THE MANAGEMENT AND STAFF OF CCCTS WISH TO EXTEND BEST WISHES TO ALL MEMBERS FOR THE COMING YEAR, 1987

CLUB FEES

Congratulations to Jack and Kay Hermiston. They were the first to respond to our reminder in our last bulletin that fees are now due. Their cheque was in return mail narrowly beating out the other renewals. For you others who missed the notice, it is not too late. FEES ARE BEING ACCEPTED...\$20.00 single membership, \$30.00 family. Please make cheque payable to The Cross Canada Cycle Tour Society, and mail to:

1200 Hornby Street
Vancouver, B.C.
V6Z 2E2

Receipts for last year's dues for income tax purposes will be mailed with this month's bulletin.

ARIZONA BICYCLE TOUR

Bernice Gregory has announced a number of applications have been received for the Arizona Tour. The starting date is March 2nd and finishes March 16th. The tour begins at Florence, Arizona, and will head north on Hwy 89 to Florence Jct. and then turn east onto Hwy 60 to Globe and south onto Hwy 70 to Safford. From there the tour goes south on Hwy 666 changes to Hwy 80 for Tombstone. From there it is west again across to Sierra Vista and Hwy 82 to Nogales. Then it is north via Hwy 19 to Tuscon and Hwy 89 back to Florence. The total distance is about 892 K's or 558 miles. Daily mileage is about 50-60 miles.

Since camping facilities are not the best, Bernice suggests motels, which are reasonable, and eating supper in cafes. A support vehicle will come along with the group. As mornings and evenings are quite cool you are advised to take warm clothing for these periods.

Deadline for applications is February 2nd. Since Bernice must reserve motels, she is asking for a non-returnable deposit of \$100.00. This cheque should be made out to The Cross Canada Cycle Tour Society and mailed to 1200 Hornby Street, Vancouver, B.C. V6Z 2E2.

FOR THOSE MEMBERS going to Arizona by car or van: There is a holding area near some residences. The area is police patrolled although parking is "at owners risk". Cost: \$10.00 for 2 weeks or more. Also - don't forget sunscreen or sun block lotion for skin and for lips. That Arizona sun is HOT!!

NEW ZEALAND 1987

Several members are planning a two month tour in New Zealand during the months of October, November and December.

The detailed itinerary has not yet been worked out, but we will start from Auckland, tour the North Island, and then go south.

We are proposing to travel without a support vehicle, and to stay in caravan, cabin and hostel accomodation. We are limiting the size of the group to 8.

If you are interested please contact John Philips at 2326 West 19th Ave., Vancouver, B.C. V6L 1C6. Telephone: 734-1398.

CORRESPONDENCE

Margaret Wells in Australia has asked us to publish the following information. Although what is proposed is not CCCTS business, the contents may be of some interest to some of our members. It seems Margaret has been asked officially to invite a few people to join a group from Australia who are cycling in the Friendship Ride starting mid-August 1987. The cycle tour begins in London and the group cycles for 3-4 weeks in England, Wales, Scotland, and possibly Ireland (route not finalized yet). The tour then crosses to Holland and cycles through Holland, West Germany, Switzerland, Italy, and Greece. In Athens, the group catches the train for Frankfurt and then boards a plane to fly to New Delhi. From New Delhi they cycle to Bombay. Then its off to Kuala Lumpur and a cycle tour of Malaysia. Then the group flies from Singapore to Sidney or Melbourne to spend Christmas and have a week's rest. The group then reforms in Melbourne and cycles to Sidney via Canberra in time for the official Bicentennial celebrations near the end of January 1988. Cycling is not more than 100 kms a day and accommodations will be inexpensive - camping or staying in halls, etc. Although it is an official Bicentennial activity, everyone pays his or her own way - estimated to be about \$6,000.00 Australian. Everyone who applies

must carry insurance, wear helmets, and be a non-smoker.

Please write direct for further details to:

Mr. Stan Jackson
32 Chisholm Avenue
Clareville Beach, N.S.W. 2107
Australia

Mr. Jackson is the organizer and will decide the number of non-Australians to be included.

Margaret has asked that you NOT write to her as she has given you all the information she has. We might add, please do not write to us as we are merely passing along the information.

John MacLean has written to Alex Fraser, Minister of Transportation and Highways, expressing concern over the increasing number of highways which seem to be off limits to cyclists. The Minister's letter in reply appears below.

Dear Mr. MacLean:

Re: Cyclists on Urban Freeways

Thank you for your recent letter which I received on October 10th. You have identified a matter which has been raised previously by individuals and representatives of cyclists clubs and associations, and I appreciate the opportunity to review my policy with you.

The policy is to allow access to freeways only for vehicles capable of maintaining a 60 km/h. This policy is based on the following considerations:

1. Wide, paved shoulders are provided in high speed highways for two reasons:
 - a) "Wide" to provide a refuge for stalled vehicles and to also provide an area for skidding vehicles to recover before sliding off into the ditch.
 - b) "Paved" to minimize maintenance and eliminate grading.
2. Because the shoulders are not considered as extra lanes, vehicles on freeways are expected to be able to maintain a sufficient pace that they can operate in the traffic stream, and in doing so not block other traffic.
3. Extensive studies of vehicle accidents have demonstrated that when the relative speeds as between the fastest and the slowest speeds in a traffic stream is low, there are less collisions for 100 million vehicle miles driven.
4. The design of urban freeways includes frequent on and off ramps, weave and speed change lanes and very high volumes of closely spaced motor vehicles of all types. Since pedestrians are precluded from using freeways, bridges are not necessarily built with the shoulder width carried across the structure.

5. Bicycle riding is not limited to experienced, mature people, and juveniles on 10 speeds have a reputation for inattention and unexpected manoeuvres. Policies have to be comprehensive to be effective. It is simply not practical to give preference to a group of cyclists who are expert and also prevent potentially less responsible cyclists from going out and either causing or being the victim of a motor vehicle accident.

I can see from the wording in your letter that you have strong feelings about the general subject of freeway access for cyclists. I hope my review of the considerations which lie behind current policy will be of assistance. Mr. MacLean, thank you for your comments and for taking time to write.

Yours very truly,

Alex V. Fraser
Minister

FROM ROY TOWLER

Thank you for the refund cheque from last summer's cross Canada tour. It came as a welcome surprise and certainly speaks highly for the organization and conduct of the trip and for the tremendous job of putting it all together.

OUR CLUB SWEATERS

A number of the club sweaters purchased from Pride of the West in the Spring of 1986 were rather loose fitting. Pride of the West has offered to adjust any of these sweaters free of charge. At least two of our members have benefitted from this offer and are very pleased with the results. It is recommended that anyone who is not satisfied with the fit of their sweater should take them or mail them to the company without delay with instructions. Naturally its better to visit the factory for a re-fitting. The address is: Pride of the West Knitting Mills Ltd., 1485 Venables St., Vancouver (sorry no code). Phone: 251-2612.

FOR SALE

The Society has acquired an almost new CCM bicycle with 26 x 1-3/8 wheels, upright handlebars, a male style frame of approximately 18 inches, single speed and coaster brakes. It would be suitable for use on level or moderate terrain by a short adult or someone in their early teens. Price \$30.00 O.B.O.

We welcome these new members to our club:

Lorna Whyte, Box 135, Quathiaski Cove, B.C.
VOP 1N0

David W. Smith, 14854 Thrift Ave., White
Rock, B.C. V4B 2J7



NEWSBRIEF

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

VOL. 4 NO. 2 February 1987

ARIZONA BICYCLE TOUR

The Arizona tour is away on March 2nd, starting at Florence, Arizona and ending at Florence on March 16th. Those taking part are Bernice Gregory (Leader), Ken Brothers, Leo Comeau, Frank McCall, Anne Ives, Mel Kerr, Jack and Kay Hermiston, and Dorothy Sharkey. The group will cycle about 50 - 60 miles a day and stay in motels at night. They will eat at diners along the way so the trip has all the makings of success.

THE PROPOSED CHINA TRIP

Jack Beckow and Shirley Izzard have returned from a holiday in the East. While in China they looked at the feasibility of a cycle tour and report a tour of China would be possible and enjoyable but with a knowledgeable person giving us help. The language and cultural difficulties without this help would be enormous. Consequently, the contact made by Chuck Dick seems ideal. He is a professional travel agent who knows his way in China and will give our group a very reasonable rate because we can supply a ready-made group. He will also give us the direction and guidance we will need. This tour is proposed for the fall - September - October - November for about 45 days. It is well worth considering.

From Mel Kerr

A Six Man Team to Cycle Europe

Maurice Leduc has the plan of six weeks European trip all lined up for August - September. Four more cyclists are desired so that a sagwagon can be afforded. Those interest should call Maurice at 988-2605 or Mel Kerr at 985-5038. Participants must be able to maintain 22-26 km./hr on reasonable terrain on a 80-100 km. day.

The plan is to arrive in Amsterdam early in August and cycle English Channel - Bay of Biscay coast to Spain, cross Spain by way of an east Ebro River route to the east coast and south to Valencia. We would fly home from there. The distance is approximately 3125 km. The cost will be \$2,500-\$3,000.

We will see historic Dunkirk, the Canadian Beachhead in Normandy at Courselles sur Mer, visit a very interesting Resistance leader, the monastery at Mont St. Michelle, Bordeaux, Bilbao in Spain and some nudy beaches on Spain's east coast.

CORRESPONDENCE

From Chilliwack, B.C.

January 6, 1987

C.C.C.T.S.

Enclosed is payment of dues for 1987. I want to thank the Society for all the work that has been done in organizing the tours. One of the things I will remember the most will be the friendship and comraderie which always existed amongst us. Here's wishing all the very best for the New Year and happy cycling.

Neil Anderson

From Powell River, B.C.

Cross Canada Cycle Tour Society
1500 Hornby Street
Vancouver, B.C.

Enclosed is my cheque for \$20 for my 1987 dues.

Hope I'll be in good shape for some cycling this year. In October I was hit by a truck and sustained a few fractures - hip, shoulder blade, and five ribs. Pretty good score eh! My bones are all back in place now and I am pushing weights and riding a stationery bike at the rec. centre. MY bike had a few minor injuries but is all patched up now.

Hope this is a good year for all our members.

Happy cycling!

Phyl Rowell

DRIVER NEEDED

The tour leaving Vancouver about July 1st for a cycle trip to Prince Rupert - Jasper - back to Vancouver requires a driver for the support vehicle. If you would like to be part of this tour as a driver or know of anyone else who would like to, please contact:

Bob Douglas
8325 Joffe Street
Burnaby, B.C.
V5J 3L4

Telephone: 435-3893

TOUR DE FRANCE ET ESPAGNE, 1987

Interested Member:

Mel Kerr
Maurice Leduc
Dorothy Booth
Roy Booth
Ken Grieves
Dolores Wilkins
Helge Skallerud
Bryan Morrad (Mississauga)
Richard Gore
Edmund Ranger (Ottawa)
Charles Addison
G.G. Coupal (Arizona)
Ernie Addicott

If any names have been omitted, contact
Ernie Addicott, 627 Duchess Avenue, West
Vancouver, V7T 1G6 (phone 922-0335)

By the time this is published, there may
have been a meeting of those interested,
available members.

Preliminary Planning:

Dates - End of July to beginning of
September - 6 weeks

Cost (estimated - not firm) - \$3,000.
Includes air fare, accomodation, and food,
but not spending money. A \$200 deposit
(non-returnable except for very cogent
reasons) will be required by the end of
March.

Accomodation (suggested) - Youth hostels;
bed and breakfast; farms; hotels; motels;
auberges - no camping, unless we rent a
vehicle to carry tents, etc.

Eating - individuals will make own
arrangements - no centralized cooking.

Vehicle - Under discussion. Extra cost
\$200-\$250 each person.

Travelling - probably in small groups - not
less than two to a group.

Medical and Insurance - individual's
responsibility.

Spares and Tools - individual's
responsibility.

Gear (spare clothing, etc.) - carried on
bicycles, probably, or in vehicle if so
decided.

Cars; motor scooters - may travel with
group, but individuals will be responsible
for own planning, renting, etc.

Itinerary (tentative) - below.

Maps - suggest acquiring them in Europe.

Literature - Maurice (Maurice) Leduc has
kindly offered to act as our Resource Person.

Address: M. Leduc
2710 Crescent View Drive
North Vancouver, V7R R2V
988-2605 (Office 430-1361)

Enquiries about most aspects of travelling
in France and Spain will be answered by
Maurice by phone or mail.

Itinerary:

France

Fly to Amsterdam;
en train for smaller
town to assemble
bicycles, etc. From
to -

Ghent
Bruges
Dunkirk
Calais
Boulogne-sur-mer
Dieppe
Rouen
Caens
St. Lo
Avranches (Avranches)
Mt. St. Michel
St. Malo
Rennes
Nantes
La Rochelle
Bordeaux
Biarritz

Spain

St. Sebastian
Santander
Reinosa
Villarcayo
Miranda de Ebro
Logrono
Tudela
Zaragoza
Lerida
Caspe
Tortosa
Castellon
Valencia
Alicante

Total Distance:

2500 km. (approx.)

Time on Road:

5 weeks (approx.)

The towns and cities named above are en
route, and not necessarily where we will
stay overnight.

N.B. In Spain, we'll follow the Ebro Valley
across to the East Coast, and cycle down
that coast to Alicante.

We'll fly from Alicante (or adjacent city)
back to Amsterdam, where individuals may
continue touring, or fly back home with the
others.

Bonne chance; hasta la vista.

Ernie Addicott

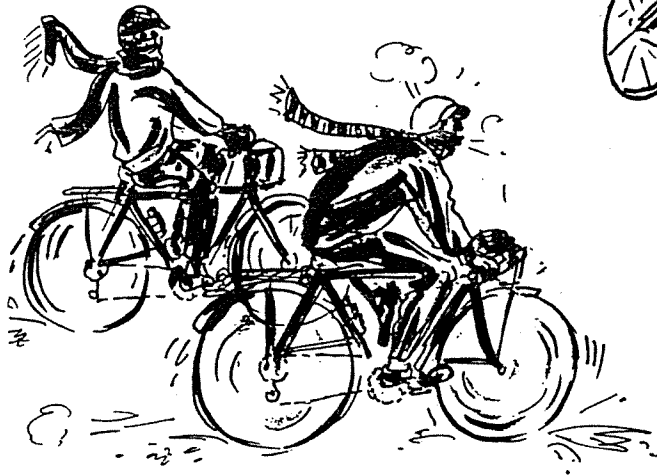
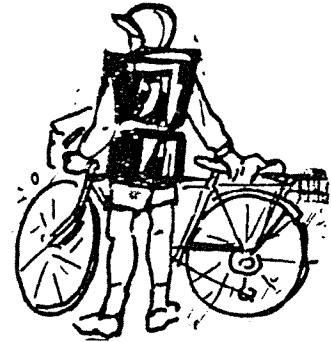
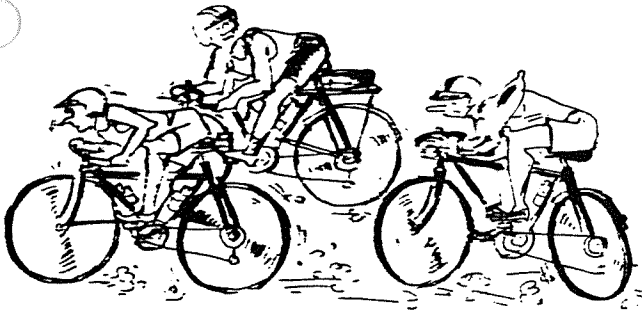
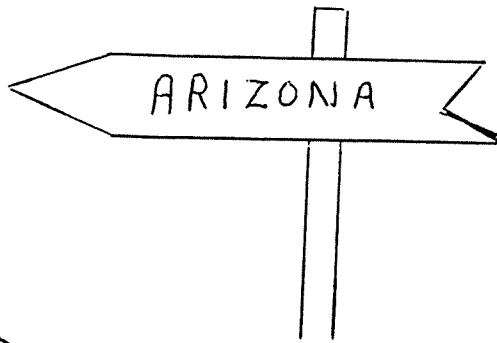
P.S. It may be a good idea to take immersion
courses in French and Spanish, Yeah!

For Insertion In Newsletter?

While we have no intention of favouring one
financial organization over another we have
been dealing with the Bank of B.C. because
they have a "community service account" to
serve groups such as ours.

That bank has now offered our Society
referral fees; \$5.00 for each new RRSP
opened there and \$25.00 for each existing
RRSP over \$3,000 transferred to them. Their
RRSP's have no administration or termination
fees and are insured by the Canada Deposit
Insurance Corporation.

If you should buy a RRSP with the Bank of
B.C. please mention referral by the
Society. The Society's account number is
05996-8-08 at Branch 0160.



Elady Murray

From Mel Kerr

Spring is about to spring up all over the place so its time to grease up the old wheels. Of course a few old foagies have been cycling each Thursday and Sunday. But there are only 10-15 doing this and only one or two women.

So why not get organized to get all of our members circulating. Are there members out there willing to act as contact to activate members in their neighborhood? Surely people like Irene Thornton in Kamloops, Dennis Scoriah in Kelowna, Jack Hook in Rossland-Trail and many others could be bribed to act as spark plugs!

A recent phone call survey of North Shore members was not very successful in arousing much interest - only 3 or 4. So maybe this note will be more successful.

Anyone wishing to cycle on the North Shore (or anywhere else) please call Mel Kerr at 985-5038. If enough interest is received the group would choose days and routes. Routes can be tailored to the competence of the members. Maybe starting ride would be by car to Pitt Meadows and ride the mean easy roads out there. And there are good routes on the North Shore too.

BABC

Those who have joined BABC should be informed that the insurance cverage is no longer in effect. The BABC is endeavouring to find another means to offer insurance to its members but at present there is none.

We Welcome These New Members

1. Jacob Moerman 220 Viewmont Drive
Apt. 311
Nepean, Ont.
K2E 7M5
2. Al Hollinger 6138 Ladner Trunk Rd.
Delta, B.C.
V4K 1X8
946-4235

SNOW-BOUND AND CAN'T CYCLE?

Jacob Moerman, a new member from Nepean, Ont., seems to have found an answer. His letter is printed below.

Something to think about

I'm sure that most members of the Cross Canada Cycle Tour Association are younger than I am. However, since I'm over seventy I think I'm entitled to ask you the following question: Have you ever been motivated to take up strenuous activities - or whatever - simply because of a good example set by your children?

Well, I indeed became motivated, since my middle-aged son is still competing in road- and velodrome racing with the young bucks of the Ottawa Bicycle Club. And he's doing rather well.

Hailing from the Netherlands I was "practically born" on the bicycle. However, the worst thing I ever did was getting complacent with the Canadian way of life: driving a car - ALL THE TIME.

So I became flabby and fat.

My son's example has changed all this. Like him, I've also become addicted to bicycling.

The past summer has been a fantastic revelation to me. Commuting on the bike to work. (Yes, I still work and I love it!) Evenings and weekends on the bike again, enjoying the outdoors and..... shedding many, many pounds of ugly fat.

That was during the past summer and Fall.

Yet I keep on cycling, even in the middle of winter. Of course, not on the road but on a stationary bike. A pedal-session of at least 20 kilometers every night. (20K at 25K/hr in bikers-jargon).

I can almost see you frown. About that stationary bike I mean. But, please, read on. I know, statistics have shown that especially exercise-bicycles are gathering dust more than any other piece of equipment.

The reason for that is obvious, I think, for exercising on a stationary bike can indeed be an unmitigated bore.

Or is it really?

I don't think so, for it all depends on how serious your approach to steady exercising really is and how fit you want to be. Above all, it depends on the bicycle you do your training on. If feel, this bike should be your regular road-racer or touring-cycle.

So let me give you something to think about.

I used to have one of those exercise contraptions sold everywhere, straight "from the shelf" so to speak. Contraptions with a single flywheel. This wheel could be adjusted with a screw-brake to simulate riding your bike uphill. Big deal. I became so frustrated and bored with the darn thing, I simply gave it away.

Then I noticed at the Ottawa Bikeway Shop a cute rig on which you could mount your road-bike in a matter of seconds. The brand-name is Magturbo Manoura. I tried it. I liked it. I bought it. As simple as that. The adjustable magnetic resister driven by the

backwheel of the the bike simulates the road and wind conditions amazingly accurate. Now I ride my 18-speed touring bike at home. Constantly and pleasantly.

However, the relative noisy hum of the gadget, especially at a speed of 23 to 25 an hour, became a worry-some concern to me. As I live in an apartment-building where noise restrictions are being applied, I had to do something about that.

Here's what I did.

I bought a three-quarter inch board of plywood, two by three feet in dimension. Under each of the four corners of that board I placed a 1-square foot pad of three-inch thick foam rubber. This became the base for my Magturbo Minoura bike-stand. For security reasons, however, I also put a chair on each side of the bike. After all, I'm over seventy and have no intention of breaking my neck.

Guess what!

After I carefully stepped from a chair onto the saddle, I immediately got the greatest surprise of my life. It was fantastic and almost unbelievable. Although I only wanted diminishing of the noise, I had accidently run into a winner for exercising.

Believe it or not: the rigidity of the stationary bike had totally disappeared. The flexibility of the foam-rubber pads instituted an absolute natural "sway" to the bike. In other words: riding the bicycle on this foam base gives me exactly the same feeling as being actually on the road.

Of course, I could hardly wait to improve even on this. I therefore hooked up a TV set with VCR right in front of the bike.

What a pleasure!

You should try it sometimes. Look, for instance, at a VHS tape of a bicycle trip through Yellowstone Park. You are peddling right along with the guys (and gals). You simply don't have time to get bored. Just keep up a steady and uninterrupted "cadens" for a couple of hours. Believe me, with this setup exercising is indeed fun. Using your road-bike with perfect road-feel at the same time. You simply can not beat it

Of course, I help also the have an electronic Cat-eye hook-up with pulse-monitor to check your performance. The progress (or lack of it) should be recorded, of course.

As you likewise should step on the scale every day and record your weight. This can indeed be very satisfying.

At least, so far it has been for me.

Well, as I said in the beginning of this little chat: It's something to think about.

Good biking for everyone.

Friendly greetings from your new member

Jacob Moerman
220 Viewmount Drive Apt. 311
Nepean, Ontario, Canada
K2E 7M5



NEWSBRIEF

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

VOL. 4 NO. 3 March 1987

CHINA TOUR 1987

There has been considerable interest in the tour to China this Fall. The Society is willing to act as a liaison between its members interested in the trip and Spot Travel who will be making the arrangements. We have published the itinerary to give everyone an idea of the tour.

Departure Date: October 22nd, 1987

Return Date: November 22nd, 1987

Number of Days: 32 days

Cost: \$3700 all inclusive, Canadian dollars

Where and when to apply:

All replies and questions directed to
Charles W. Dick
Box 211
Galiano Island, B.C.
V0N 1P0

Chuck advises that members should decide by April 30th.

Cycling will be 60 km or less per day. There are Japanese-made bicycles to rent if you desire. They are 10 speeds - 19, 21 and 23 inch. Accommodation is in hotels in the cities and in approved "guest homes" in the country.

GRAND CHINA BICYCLING TOUR 1987

DAY

- 1 Vancouver-Tokyo - Japan Air Lines
- 2 Tokyo to Beijing - Japan Air Lines
- 3 Beijing - Forbidden City
- 4 Beijing - Summer Palace
- 5 Beijing - Great Wall and Ming Tomb
- 6 Beijing to Xian - domestic flight
- 7 Xian - visit to Terra Cotta Qin Tomb and Greater Wild Goose Pagoda
- 8 Xian - visit to Bampo Museum and Hua Quing Pool - bus
- 9 Xian to Nanjing - domestic flight
- 10 Nanjing - visit to Dr. Sun Yat Sen's Mausoleum - cycling
- 11 Nanjing to Yangzhou - cycling
- 12 Yangzhou to Zhenjiang - cycling to Lesser West Lake and other spots on the way to Zhenjiang
- 13 Zhenjiang to Changzhou - visit to Jinshan Temple as we cycle
- 14 Changzhou to Yixing - visit to factories and/or local families as we cycle to Yixing

- 15 Yixing to Wuxi - visit to the famous caves or to a purple-day factory as we cycle to Wuxi
- 16 Wuxi - visit to the Turtle Head Park, a silk reeling factory and a clay doll factory
- 17 Wuxi to Suzhou - cycling through beautiful countryside
- 18 Suzhou - visit either the classical gardens or a sandalwood fan factory - cycle sightsee on own
- 19 Suzhou to Shanghai - cycling the countryside and sightseeing in the city - possible river boat trip along Yangtze and Grand Canal
- 20 Shanghai - visit to the Jade Buddha Temple and Arts and Crafts Exhibition Centre by cycle or bus
- 21 Shanghai to Guangzhou - overnight train
- 22 arrival in Guangzhou - ancient city founded in 214 BC - known as the City of Floods (20 million or more all year round) - numerous sightseeing attractions for cyclists
- 23 Guangzhou to Fushan - visit to Shek Wan Ceramic Factory as we cycle
- 24 Fushan to Zhaoqing - Seven Stars Rock visit while cycling
- 25 Zhaoqing to Wuzhou - cycle - countryside and city sightseeing
- 26 Wuzhou to Mengshan - cycle - beautiful countryside - flat to rolling river valleys and city sightseeing
- 27 Mengshan to Yangshuo - cycle the river valley and arrive at the port of Yangshuo
- 28 Yangshuo to Guilin - river boat cruise to Guilin on the west bank of the Lijiang River - has a history over 2000 years. Guilin is a beautiful city with its picturesque rivers and karst scenery described as "the best scenery under heaven"
- 29 Sightseeing and late departure and overnight to Guangzhou
- 30 Guangzhou to Hong Kong by express train
- 31 Hong Kong - sightseeing in the city - possible option to extend your Hong Kong stay or depart elsewhere
- 32 Hong Kong to Vancouver - Japan Air Lines



CORRESPONDENCE

Midge Carlson would like to hear from anyone interested in making a trip to Australia around mid-September or October of this year. Cycling would not be a top priority - preference would be given to exploring the country, renewing acquaintances, etc. Call Midge at 374-2049 or write #3-1570 Freshfield Rd., Kamloops, B.C., V2E 1R6.

* * * * *

We have heard from Anne Ives who is with the Arizona Group. They are at day four of their trip and treating wind and sun burn but are having fun. A full report will follow when they get home.

* * * * *

All Society members will be pleased to hear that Diana Christensen and Al Lifton have decided to go tandem. They were married on Friday, March 6th, 1987 at the Nico-Wynd Golf Club with Reverend R.J. Love officiating. All who know Diana and Al are very happy for them both and send them their blessings and best wishes.

Ed. Note: Those on our last Cross Canada Tour will remember Al as our very congenial support vehicle driver. We hope now others will be encouraged to volunteer their services in looking after our truck after learning what good things can happen to our drivers.

* * * * *

Eva Folk has a timely message for all of us who have trouble staying on our bicycle.

Dear Cycling Friends:

I would like to pass on a remedy for minor ailments that arise during a bicycling trip - castor oil. You rub the injured part gently with castor oil and wait for the healing to take place, firm in the knowledge that it will indeed mend.

Doc Watson, who is a famous long distance cyclist from Victoria, sprained his ankle one day while he was on the Cross Canada trip in the summer of '86. He soaked his foot and ankle in an icy mountain creek, rubbed it with castor oil and went to sleep in his tent, expecting that by next morning it would be healed. And it was!

Roy Towler, who has ridden bicycle thousands of miles, has absolute faith in the healing power of castor oil and is never without a bottle in his pack. Roy suffered a knee injury on the Cross Canada trip. By keeping his knee well rubbed, he was able to complete his days ride and the injury healed in a few days.

I myself had an experience on the Cross Canada trip. I developed a very painful right knee and was no longer able to pedal. A doctor I went to in Pembroke, Ontario diagnosed it as tendonitis of the knee and told me that the only cure was to quit cycling at once and leave the trip. This was a shocking dilemma but after I was able

to think rationally again, I borrowed the castor oil and began applications. After riding in the truck for two days and constant applications of the oil, my knee felt better and I was able to ride again and I completed the trip to Halifax.

So here's to Castor Oil, an old and tried remedy. Don't be without it!

Eva Folk

* * * * *

Chuck and Lynn Dick have returned from a cycling tour of the Baja Peninsula. They have recounted their trip for us below. They also want people to know they are willing to answer questions about the trip or show slides at any time.

BAJA REMEMBERED

The trip is over but we will have memories of this unique, exciting, and to say the least, challenging trip to last a lifetime. Lynn and I left Vancouver and arrived in San Diego via Palm Springs and Galton Sea ready for our starting date on January 4th, 1987. We stored our car at the K.O.A. campground for a \$1.00 a day. Our mountain bikes were ready and loaded with all the unnecessary items that novices acquire. These unnecessary items, by the way, met their fate at the side of the road or were soon relegated to the sag wagon where they belonged. The mountain bikes were both a help and a hinderance to us. They were heavy but on the wider, fatter, heavier tires we made it all the way without a flat which is a feat none of the others on narrower tires could boast.

The day of departure was on us. We met our tour leader, received our maps and detailed route descriptions, and had our many questions answered. The members ranged in age from young to older "young". It was the makings of a fine tour judging from early relationships and this was later proven true.

Our money was exchanged just this side of the border. We did well on the exchange - receiving about 970 pesos to the dollar (U.S.). Canadian money is not well received but American money is readily accepted. We spent about an hour going through Customs at Tijuana (which was about one hour too long). We had to wait until the sag wagon got through. Tijuana is all that you hear it is and as this is my third visit I can verify it only gets worse. The Mexican government and the United States have opened another crossing eight miles east which bypasses Tijuana completely and it was through this one we returned.

There is a long climb out of Tijuana; not steep, but steady and this tests the leg muscles and gives a taste of Mexican roads - heavy traffic, no shoulders, and the usual six inch drop-off at the edge of the pavement. The good weather we were enjoying in San Diego now deteriorated. It started to rain and continued to get worse. We pictured Baja, California with a warm sun, hot dry days, and gentle tropical breezes - hah! We were facing only thirty-seven miles

to our first beach camp, but at our lunch stop we were a sorry looking sight. We decided to make for the town of Rosarito about twelve miles short of our destination. A beach camp is unthinkable under the circumstances. Before setting out again after lunch we planted our "visibility flag" in the mud at the side of the road in the name of something or other.

At Rosarito nine of us and our bicycles crowded into one small condominium hotel. Showering took a little time but the water remained hot and good. Sleeping was a bit cramped and the bikes took up lots of room but I think it was this night which brought us close together. We had survived these terrible conditions.

Next day, January 5th, dawned beautiful and almost clear but with a cold northern wind. We had to make up the twelve miles from yesterday giving us our first sixty plus miles day. The first twenty miles were close to the shore with their big breakers. There was also less traffic. Following Highway #1 we swung into the mountains again and faced several long hills including two of 2.5 miles. Cold winds on the plateau forced us into fleece jackets, hoods and gloves. The long run downhill into Ensenada brought warmer temperatures. We joined the four lane highway for the 8.5 miles to Ensenada before swinging back onto Highway #1 for the six mile run to El Fero beach motel/campsite. Ensenada is a big industrial, fishing port on an excellent harbour. With storm clouds again threatening we decided to go for our one room arrangement of last night. It was a wise decision as it rained again in the night.

The morning brought a cold, clear sunny day. This day took us through the Santo Tomas wine growing valley, lovely plateau country with ranches and into San Vincente fifty miles away. Our camp was in the town square across from the school and police station. We were considered curios by the town's people - visited by school children and later in the evening by families. The Chief of Police offered us the police station in case of rain. We thought of this lovely little square and the Mexican dogs and chickens, the lack of facilities - no showers and the toilets were in the Service Station a block away. And it did rain but not hard enough to cause us to pack up and move into the Police Station.

January 7th brought the sun again. Fifty-four miles will bring us to Don Pepy's Campground near Colonia Guerrero, a pleasant grassy spot with showers. We arrived at 2:30 leaving us time to dry out the tents in the afternoon sun. The plateaus were dry and barren while the river valleys are lush with grazing cattle and dairy herds. In the evening we had a nice campfire and dined on abalone, rice, and mocha cake. Our leader turned out to be a fine cook as well as being a kind, considerate and thoughtful host. The night brought heavy dew so again we packed away a wet tent.

Continued on next page.....



Day Five was an exceptional day - clear with a warm northwest wind behind us and beautiful scenery. The country was considerably more prosperous looking. Tomatoes were growing on a grand scale along with broccoli and other leaf crops. Fleets of crop dusting planes could be seen on many of the large holdings. The roads are relatively smooth as they have been all along but the big trucks have created hazardous potholes so one has to be wary. After leaving San Quinton we climbed gently to the uplifted coastal plain where we could see the ocean. Bahia San Quinton is very beautiful with lots of potential for camping. The run to El Rosario, our overnight camping spot, presented some challenge. There is a five mile gentle to steep climb, a short flat ride over the plateau, and then a very steep, switchbacked four miles downhill. We tucked in behind a tractor trailer unit and reached speeds up to 35 mph. As tomorrow was the first of a series of seventy-five mile and over days, we got into bed early to prepare us for the morning.

We now were swinging inland into the Sierra San Miguel Mountains, part of the whole Sierra Mountain range of Baja, California. It was not an easy day. The first twenty-two miles were steep hills taking us inland and upward. Heavy head winds were working against us for the first sixty-five miles. The upland was rolling hills with cactus. At 5:00 p.m. we arrived at La Pinta cold, hungry and physically drained. The El Presidente Hotel where we were booked had no heat or hot water. We managed to change rooms and got heat but no water. We survived - just - and after 80.5 miles.

The next day can best be described as a day of high winds. North east with gusts up to 70 miles per hour accompanied us. When we were going southwest we breezed along often hitting speeds of 45 mph. We were both forced off the road by wind and Lynn who was

ahead was actually picked up and deposited in the ditch. Fortunately, only a skinned knee and elbow resulted. But being pushed along miles of flat level land with little or no pedalling is a thrill I may never again experience. I watched Lynn disappear into a "vado" (a dip in the road which replaces the need for bridges over stream beds that remain dry most of the year) and blown up the other side without pedalling. We camped that night on the desert among the sequoia, yucca and other desert plants beneath a million stars.

The next morning "huevos rancheros" (eggs) and French toast helped us start our 83.5 mile day. At Villa Jesus Maria the road is as straight as an arrow for 27 miles to Guerrero Negro and the northeast winds were there to help push us along. At the 28th parallel three miles north of the town is a large stylized eagle statue marking the completion of the Baja Highway in 1973. It also marked our change to Mountain Standard Time and the crossing of the boundary into Baja California Sur. This is a natural break in our tour as now we will swing over to the east coast and do a circle tour of the cape. We will say goodbye to some of our wonderful companions and also pick up some new members. When we finish the tour only three of us will have done the full distance. The rest of this story will be saved for another time.

Chuck Dick

WE WELCOME THESE NEW MEMBERS:

1. Madeline Tallyhoe 971 Cromwell Drive
Ottawa, Ontario
K1V 6K3
731-6440
2. Patricia Hidson 8826-136 Avenue
Edmonton, Alta.
T5E 1V5
476-4880

"MUST" STRETCHES AND MOBILITY EXERCISES TO DO BEFORE & AFTER ANY ACTIVITY

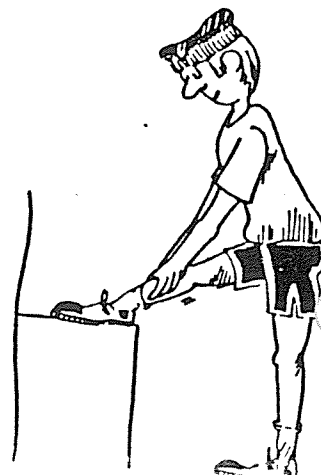
1. HAMSTRINGS AND LOWER BACK

*

begin with bent knees



finish with straight legs



hints - if you cannot straighten your legs at first don't give up - as long as you feel a stretch (not a pain) you're doing yourself some good.



NEWSBRIEF

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

VOL. 4 NO. 4. April 1987

Frank McCall has sent us a notice of a CCCTS cycle ride to Harrison Hot Springs - a Century Ride.

Time: Tuesday and Wednesday, April 21st and 22nd - up one day and back the next. Rain or shine.

Start: Tuesday, 7:00 a.m. Vancouver City Hall.

Stay at a motel at Harrison Hot Springs - location to be decided.
Sag wagon to be decided.
Cost of overnight to be negotiated.
Meals on route responsibility of cyclists.

For further information, call Leo Comeau 939-0392.

Also in the plans is a CCCTS Summer Cycling Picnic at Central Park on Saturday, June 6. You can bring your own food, bicycle, and family for a fun day. Details to come.

Ken Grieve had attended a directors' meeting of the B.C. Automobile Assn. and suggested to those attending that cyclists and motorists have mutual concern for safety on our highways. He received somewhat of a sympathetic hearing with the possibility of a column being made available in the company magazine West World to air cycling news in general. I am sure all cyclists will appreciate Ken's efforts on their behalf.

TOUR NEWS

Bernice Gregory has written that her trip came to a successful conclusion on Friday 13th. They travelled 982 km and saw a variety of landscape, flowers, birds and animals. The accommodation was comfortable and inexpensive. The food was good and the roads smooth a good part of the trip and the majority of motorists were very polite and considerate. They were also blessed with very good weather. The gang left early Saturday morning and two hours after they had gone, Monty, Nick and Dennis arrived by car for a short visit.

- "Doc" Watson and his brother cycled over 1200 miles in the Palm Springs area.

Bob Douglas is finalizing his plans for the Prince Rupert - Jasper - Kootenay trip. An update appears below.

Prince Rupert - Jasper - Kootenay Trip

A vehicle has been reserved and we have a volunteer driver.

A detailed itinerary has been sent to the 20+ persons expressing interest in the trip. A condensed version follows:

June 28 9 a.m. assembly at Horseshoe Bay to catch 9:30 Langdale ferry.
July 4 Rest day, Prince Rupert
10 Rest day, Smithers
16 Rest day, Prince George
21 Rest day, Jasper
25 Arrive Lake Louise
28 Rest Day, Radium Hot Springs
Aug. 4 Rest Day, Christina Lake
11 Lunch and dispersal, Coquitlam

Financing:

Please remit a \$100 deposit, payable to the Society, by April 30 and the balance of \$500 by June 10. The deposit will be refundable only to the extent that end-of-the-trip finances permit. Those intending a partial trip should make the deposit then a final remittance to bring the total to \$14 per day. Ferry fares will be additional.

All participants will be asked to sign an undertaking, similar to that used on the 1986 Cross Canada trip, to the effect that they will not hold the Society or each other responsible for accidents and that they will contribute their fair share should the cost estimate be low.

Bob Douglas

Ernie Addicot, for personal and other reasons, is withdrawing from the planning of the France - Spain Tour. All inquiries are to go to Maurice Leduc ph. 988 2605

MARCH NEWS

- Members Bernice Gregory and Dorothy Sharkey both won gold medals in the Arizona Senior Olympics in bicycle racing.

CORRESPONDENCE

From Nan Earl, Nanaimo, B.C.

The proposed trip to China really has me excited and if such a trip does come off I would certainly want to be a part of it. Anyway, I am going to start on my old practice route that I did to get in shape for Australia. It is time to get the dust off my bike.....

From Bernice Gregory, Caliente, Arizona

You all (the Arizona tour) missed Monty, Nik and Dennis. They stayed at the Blue Mist Motel in Florence and came out to find where I lived. All were surprised and disappointed and tried to catch Hermistons but — no luck. Dennis and Nick helped with supper and dishes. Then Dennis went to Casino Night at the clubhouse while Monty, Nick and I visited.

From Gert Gould, North Vancouver, B.C.

Was riding the waves in Maui in Nov. so didn't make it to the AGM. Enclosing my donation to the cause. Good times and good cycling.

From Audrey Dobree, Comox, B.C.

Hi, Gang — finally the mail caught up to me and I hasten to enclose a cheque for my 1987 dues. Enjoy the newsletter — that China trip sounds interesting. I have been all over China, boy! don't fall in the ditches in the countryside. The competition for bike space in the cities is close. Paint your bike yellow; theirs are all black. Biggest bike parking racks I have ever seen in Beijing. Should be a fun trip. No place to camp though. Somebody will have to plan hotel stays along the way. The food is good and the people are friendly.

France and Spain trip sounds like fun too. Have been all over there by van. Lots of places to stop and things to see.

I am all booked up for this summer with visiting grandchildren or I would be tempted to go along on one of the above trips.

From Travelling Tom Tuma,
(Sydney, Australia)

Just a reminder for 87 Australia Tour. No rain this time. Yes, there is a gambling club. Enormous building boom in cities, esp. Canberra.

(Christchurch, N.Z.)

There was an earthquake near Mt. Manganui (a 1984 tour stop).

Prices have doubled since 1984. A Big Mac is \$2.68.

Be back Easter, T.T.



From Irene Renneberg, Chase, B.C.

You'll find enclosed a cheque for \$20.00 for my 87 dues. I'm fine and hope you're all the same, and I sure enjoy reading the Newsbrief you send me every month. That China Tour sounds good, but I'll have to miss this one.

Will there be another Cross-Canada Tour in 88? Maybe I'll try that one, if everything goes well in 87.

Must close for now and I'm still cycling every day. Bye for now and "may God bless".

* * * * *

The following is an article printed in the BABC Newsletter, April 1987, and is reprinted here as the message is vitally important to all cyclists.

SQUAMISH HIGHWAY

Most people are aware of the serious car crash that took place on the Squamish Highway near Lions Bay on March 8th. A small group of riders were training on the highway when it seems that an overtaking driver was so intent on harrassing them that he lost control of his car. We haven't yet heard the police findings or the official report.

The point that needs to be made now about this situation is that all cyclists must realize that this highway must be treated with great respect and great caution. It is narrow in places, twisty and has a higher than usual percentage of drivers in a hurry to get to their destination. This is not the place for a social ride or easy training session when we may want to ride side by side. Since the March 8th incident I have heard from motorists who report that they have in the past encountered groups of cyclists, two abreast, on that highway.

Please make sure that at least BABC members are not guilty of this in future; it is very dangerous to both you and other road users. By being responsible we will make sure that there are no attempts to restrict cyclists' use of the highway.

Single line riding only with normal pace line changing and please, no novice style changing involving swinging out near the centre line.

Roger Sumner, VP - Racing

* * * * *

Mel Kerr has submitted the following account of the group's experience in Arizona.

THE ARIZONA BICYCLE TRIP

On February 25th, Anne Ives, Frank McCall, Leo Comeau, Ken Brothers, and myself boarded Ken's super Dodge van and headed for Florence, Arizona. We arrived three days later. Kay and Jack Hermiston met us at Bernice Gregory's and Dorothy Sharkey's trailer homes.

March 2nd, at 7:30 a.m. we started a 83.5 mile cycle to Globe, a mining town. We had lunch on the way at the Williams Arboretum where we learned the names of the many desert plants. Next came the big hill of the trip through a 4600 ft pass with lots of interesting countryside. Then there was a super downhill almost to Globe.

Our cycling routine was the usual: up at 5:00 to 5:30, breakfast and on the road by 7:00 to 7:30. Ken and Kay always had a coffee break at convenient places whereas Ken would treat us "like a father" amongst the cactus and rattlesnakes.

From Globe we cycled 128 km to Safford, 98.5 km to Cochise, 115 km to Bisby, 39.5 km to Sierra Vista, and 100.4 km to Nogales, our southernmost stop. Most of this country is rolling desert terrain where we saw a few deer, some wild boar, lots of birds, lots of birds, and many desert flowers helped into bloom by the recent rains. We were blessed by sunny skies every day with light winds most of the time, except when we left Safford and had to climb a gentle grade into a fair breeze. Frank and I made those 12 miles in just under two hours - less than good.

Special mention must be made of our stay in Cochise. It is a ghost railway community where you arrange your stay at the Cochise Hotel by appointment only. This building was erected in 1882 and is kept the same as when it was built. China water pitchers and chamber pots in all the rooms. Our hostess was Lily Harrington, 84 years old, with a strict manner and a dry humour but was a very good cook. Our supper and breakfast were served on a pioneer table. And what great meals!

Bisby was another memorable stop. It is an old mining town established in the 1880's. The town's elevation is over 5300 feet so we had a quite a climb getting there. There we had a rest day and a chance to visit Tombstone 38 km to the north. Tombstone is a Barkerville-type town which made its name in history during 1881 and 1882. Boot Hill Cemetery is filled with people just dying to get in during its heyday -- 200 graves testify to a very busy undertaker.

Sierra Vista is a brand new military town increasing in size by real estate promoters.

Nogales is a border town. We caught Dorothy trying to bring some "fast stuff" out of Mexico but persuaded her to just bring the hootch.

Next morning bright and bug-eyed we scooted up the highway to Tucson. Leo ignored the "Bicycle Prohibited" sign and had a discussion with "un estado policia". Jack, our bad boy, also did not abide by the warning.

Anyway, we all survived the 107 km ride to the Ramada Inn at Tucson. A real thunder shower almost delayed our departure the next morning to Florence. This 115 km leg completed the circle. The next morning we were off to Apache Junction 72 km by way of farm roads. We then tackled the hills into

Saquaro Lake campsite. Saquaro Lake is man-made and a real beauty spot in the desert. It is popular with boaters. The water was far too cold for swimming, however.

The next day we returned to Florence. The wind-up supper at the Ho Ho Kam Country Club was an excellent and fitting ending to a really good bicycling adventure. Our sincere thanks are extended to our organizer, Bernice Gregory, our keeper of the funds, Leo Comeau, our coffee stops hosts, Kay and Ken, and a special thanks to Ken who supplied a very functional and comfortable van.

We also remember our happy hour spent with Dave and Betty Bennett at Apache Junction.

Was it worth it? To be continued next year.....

Mel Kerr

* * * * *

ARIZONA TOUR

organized by Bernice Gregory

To start the trip Frank, Mel, Anne and I met at Ken Brothers' place and got all our gear packed in Ken's van which was used as a sag wagon on the tour. After sleeping at Ken's place we were off at 6 o'clock in the morning and reached Medford around 7 p.m. Next morning we started early again heading through Klamath Pass on to Reno, Hawthorne, Vegas, then on to Florence arriving at Caliente R.V. Park on Feb. 28 at 4:30 p.m. Bernice and Dorothy Sharkey were there to greet us. That evening we were Bernice's guests at a dinner dance at the Clubhouse where we met a host of Bernice's friends.

On Sunday, March 1 we attended services at the Episcopalian Church. After Church, Bernice had arranged with a photographer friend an excellent slide show of flowers, and animal and bird life of Arizona.

On March 2 we started early cycling our way to Globe, our first stop. That was to be one of the toughest days of any tour I've been on. The second day didn't give us much chance to recuperate as we had head winds and more climbing. On the third day the trip to Cochise wasn't as hard but was still demanding. At Cochise we enjoyed the hospitality of Lilly Harrison, owner of a very old and quaint hotel. Lilly, a native of Arizona, is eighty years of age. She is a fine cook, we decided, after a good dinner and breakfast. We really enjoyed her friendliness. Ken didn't miss the opportunity to propose to her. She told him she had been married 4 times and that was enough.

From there, cycling to Bisbee we had head winds and a long slow climb. Bisbee is a copper mining city which, at one time, had the largest copper mine in the world and a population of twenty thousand people. In Bisbee we enjoyed two days, again in an old hotel with reminders of the past. On the rest day we visited Tombstone and Boot Hill and had a picnic in the Park. Then we

returned to Bisbee to enjoy a Happy Hour in the hotel lounge listening and singing along with two troubadours who were passing through Bisbee.

March 7 we arrived in Sierra Vista after a short ride. This gave us an opportunity to visit the city while those who wanted to attend church services did so. Next morning we cycled on to Nogales, 107 km but easy riding. Nogales is on the border of USA and Mexico. While there some of us took the opportunity to do a bit of shopping in Mexico.

From Nogales we were almost pushed in to Tucson by the wind at our backs. This was where I failed to see the sign on the Freeway which prohibited cycling, so I got a warning ticket (good souvenir).

We spent two days at Apache Junction. We visited Dave and Betty Bennet, had a Happy Hour with them, then they joined us for dinner in town. It turned out to be an evening of much fun.

Our trip ended in Florence at the Golf Club Restaurant. We enjoyed a good meal with a glass of wine to toast our Tour organizer, Bernice Gregory.

I must take this opportunity to thank Bernice for all her work in preparing our tour. Her hospitality will be one of our fond memories. Thank you, Bernice!

Our Sag wagon was supplied by Ken Brothers who not only looked after the placing of the baggage, but also made sure that groceries were bought and that there was enough pop on hand for refreshing drinks or mixer. Thank you, Ken. Maybe we can do the same again sometime.

Frank, Anne, Ken and I arrived home on March 18. Mel and Dorothy arrived earlier. (Mel drives faster than we do! ho! ho!) Jack and Key Hermiston are taking their time coming back. Bernice is due back in Vancouver in April.

Shall we do this trip again? Let us know, please.

Leo Comeau

FOR SALE:

The Society has some 700x32 tires surplus to current needs. If you are interested, please call Bob Douglas at 435-3893.

* * * * *

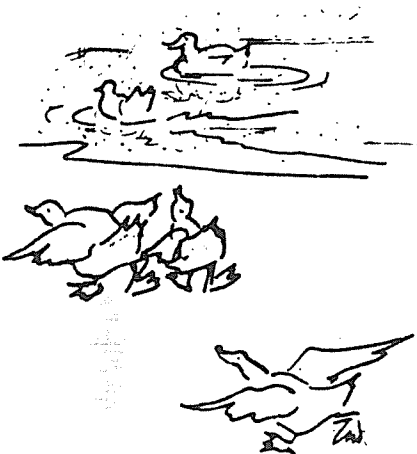
WE WELCOME THESE NEW MEMBERS:

Olive Thorne,
1007-12303 Jasper Ave.,
Edmonton, Alta.,
T5N 3K7 438-1848

Norma Cera,
280 Hiawatha Dr.,
North Vancouver, B.C.
V7P 1E1 980-9691

Doreen Tetroe,
280 Hiawatha Dr.,
North Vancouver, B.C.
V7P 1E1 980-9691

Ann Fitz-James,
Box 281,
Clinton, B.C.
V0K 1K0 459-2508



May neither drouth
Nor rain nor blizzard
Disturb the joy-juice
In your gizzard!
And may you camp
Where wind won't hit you,
Where snakes won't bite
And bears won't git you!





NEWSBRIEF

VOL. 4 NO. 5 May 1987

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

ITINERARY OF CYCLE TRIP TO GABRIOLA ISLAND MAY 19-20-21

Day 1 - May 19 Leave Tsawwassen 8 a.m.
Arrive Schwartz Bay 10 a.m.

Schwartz Bay to Brentwood Bay - 10 miles
- Cross on Mill Bay Ferry - 20 minutes
- From ferry to Nanaimo, cycle 45 miles
- Take ferry to Gabriola - 20 minutes
- Cycle 5 miles to cottage

Day 2 - May 20 Return to Nanaimo

Cycle to Parksville - 22 miles
- Visit Parksville, Qualicum Beach or Little
Qualicum Falls
- Return to Camp (cottage)

Day 3 - May 21 Retrace route home

ITEMS to note:

1. We will be staying at Surf Motel 2 nights.
2. Bring a lunch for the first day. We will arrange to make lunches at camp the second day.
3. Bring sleeping bag, mattress and tent. Other arrangements can be made in case of inclement weather.
4. Sag wagon supplied by Ken Brothers and Monty Maundrell.
5. Cost - \$30 to be paid in advance no later than May 15/87. Any monies left over will be refunded.
6. All those wishing to go on this tour should have their names in as soon as possible. Those not paid up by May 15 take the risk of not being able to go. Limit: 25 cyclists.
7. Transportation expense is not included in the prepayment (ferries, etc.).
8. For further information or registration, please contact Leo Comeau ph. 939-0392. On the Island contact Dennis Parsons, Victoria ph. 383-5546.

* * * * *

Bob Douglas has reported on the Harrison Lake trip.

THE HARRISON HOLIDAY

The meeting place was supposed to be Vancouver City Hall at 7 a.m., but because the ten of us came from differing directions and the day started with a drizzle we were not properly organized until the Coquitlam Park and Ride. There Ken Brothers gave us his friendly greeting, gathered up the panniers and got us oriented.

The weather and spirits improved after a leisurely coffee break in Haney, the next stop being lunch at McDonald's in Mission. Then there was more munching at a roadside stop near Deroche where we almost left Mel asleep on a mossy patch, and on to Harrison Mills for more eats. It's amazing how much a cyclist's stomach can hold! Finally, up the hill to that valley viewpoint, down into Agassiz, and on to spacious motel accommodation arranged by Leo.

The ride, a soak in the pool, a stroll around the village, shopping for breakfast ingredients and we were ready for dinner. Pennywise, could not have bettered our thorough reconnoiter of restaurants, but the effort paid off in the largest and most reasonably priced fish and chips in town. Most hit the sack pretty early, although the TV hockey fans were delayed by a bit of overtime.

We were again on the road at a cool 7 a.m., but helped by a tail wind. After crossing the Rosedale bridge we had a delightful ride past farms, streams, ponds, ducks, cows and kids headed for school, into Chilliwack and a coffee shop, where we met Don Neill, another one of those crackerjack Ottawa cyclists and a friend of Frank McCall. By now the sun was warming up and Don led us over more back roads, across a Baillie bridge, had us "smoking" along the level at 26 mph and if that wasn't enough, talked us into a ride up Sumas Mountain and down a gravelled hill to avoid the metropolis of Abbotsford.

At Mission's McDonald's Ken renewed his friendship with the waitresses and we recuperated enough to try keeping Don in sight until he left us at the Albion Ferry. The pace then slowed as the wind turned against us, we lost Don's encouragement and the miles were starting to tell. We got in 75 to 80 on the way up and well over that on the return. Mel, riding from North Van, must have done 180 miles in all. So, thanks to Leo's arrangements, Ken's assistance and Don Neill's detours, we had a memorable ride.

* * * * *

SPECIAL INVITATION

Ken Brothers will be celebrating his 75th birthday on Sunday, June 14th and has invited all the Sunday riders to drop in for Open House to help mark this happy occasion.

In April we reported that Ken Grieve attended a directors' meeting of the B.C. Automobile Assn. It seems we were not entirely correct. Ken has sent us a letter giving the correct version below:

Although there were BCAA directors present, what I attended was the annual general meeting of the BCAA, open to all members of the Automobile Association, including CCCTS members.

True, we spoke to the people who actually run the Auto Association, the AGM consisting of a total of 50 members present, the usual number, it seems.

Mr. J.H. Ratel, V.P. Marketing & Public Relations, agreed to set up a meeting "to discuss how we might undertake co-operative bicycle education programs through WestWorld (the bimonthly public organ of the BCAA)". I have suggested that cyclists be permitted to set up a "Motorist-Cyclist Committee" within the bosom of the BCAA, as a possibility.

You may have other ideas. You are invited to attend with me any meeting set up with representatives of the BCAA. Also, consider attending the next AGM of the BCAA, if a member, and tell them what you want as a cyclist-member! Maybe you won't get it, but at least you tried.

* * * * *

We have received an account of the Saltspring trip from Mel Kerr.

THE SALTSRING TRIP

The weather forecast for Tuesday and Wednesday, April 14th & 15th, was not too promising (whatever that means) but it did not daunt 21 hardy souls. And we escaped except for a few drops of rain as we were awaiting our return ferry.

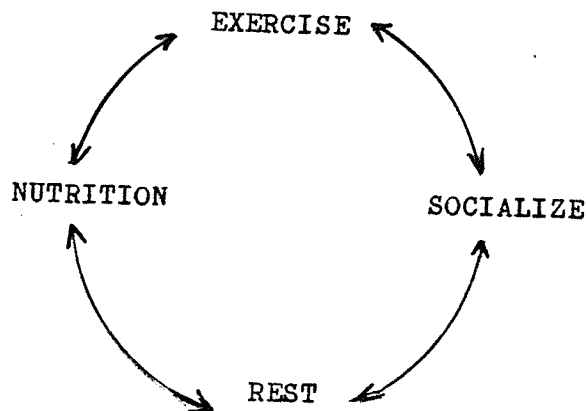
We cycled from Long Harbour through Ganges to Fulford Harbour and back to the Harbour View Hotel in Ganges on the 14th. Next day we went north via Robertson Road around the north end of the island and Vesuvius Bay to Ganges and Long Harbour. We travelled 80 kilometres on the trip. The route traversed some very steep hills and rough road surfaces but when it was all over we could take pride that we had persevered and accomplished our objective.

The honour roll is as follows: Ian Cassie, Leo Comeau, Georgette Courchesne, Bob Douglas, Eva Folk, Bernice Gregory, Ken Grieve, Anne Ives, Mel Kerr, Richard Lebek, Maurice Leduc, Diana and Al Lifton, Eric Manuel, Frank McCall, Dennis Parsons, John and Dorothy Philip, Bill Powell, Nick Roos and Rose Tanchak.

Our sincere thanks are extended to Leo Comeau who made a special trip the previous week to arrange our accommodation and evening meal. And Ken Brothers generously supplied his super van to transport our supplies. The efforts of these two members again have made another trip a successful one. Our thanks to Leo and Ken.

* * * * *

ESSENTIALS FOR WELL-BEING



A Society camping tour provides all the above and more; even the restful sleep after those 9:00 p.m. goodnight wishes.

* * * * *

TOUR NEWS

Bob Douglas' Prince Rupert-Jasper tour is in its final stages. A \$100.00 deposit was requested for the end of April and a number have responded. If you are still interested, let Bob know as soon as possible.

The China trip for this fall has a required number to make it a go. Chuck Dick informs us bicycles can be transported from here or rented there at no extra charge. Again, if you want to be included in this tour, let Chuck Dick know as soon as possible. You can call him on Galiano Island 539-5727.

* * * * *

We were saddened to hear last month that Chip Chippendale died on April 23rd. Those on the Australian tour will remember Chip as our very friendly cycling companion. He will be missed.

* * * * *

WHAT GEARS SHOULD I HAVE?

Scientists tell us the earth is still developing and many cyclists suspect the hills in their area are growing steeper.

Perhaps the solution is lower gears but be aware of one problem: too great a difference between the highest and lowest gear can cause gear shifting problems and require derailleurs with a greater capacity.

The following table of suggested lowest "gear-inches" once appeared in Bicycling magazine.

	Strong Young Riders	Wise Old Riders
Racing - Level	70	60
Racing - Hilly	50	45
Recreational		
- Level	45	40
- Medium Hills	38	32
- Steep Hills	32	27
Loaded Touring		
- Medium Hills	32	24
- Mountains	27	20

For those not familiar with "gear-inches" the formula is:

$$\frac{\text{Number of teeth in front chainwheel}}{\text{Number of teeth in rear cog}} \times 27 \text{ inches (diameter of usual adult bike wheel)}$$

Examples:

Chainwheel teeth	Cog teeth	Gear-inches
52	13	108
42	21	54
34	34	27
28	32	23.6

GEARING TIPS

If you are a new member and starting to ride a multi-speed bike for the first time, you may wish to practice riding first and then re-read the above to understand fully what different gear ratios mean. The following rules of thumb will help you get started.

First of all the different gears give a different mechanical advantage to adapt to changing terrain and give ease of pedalling. The largest chainwheel in front and the smallest cog wheel at the rear will give you a high gear ratio and is used for speed. The smallest chainwheel in front and the largest rear cog gear will give a low gear ratio and is used for power on the hills. Moving the chain to the left goes from high gear to low gear. Moving the chain to the right moves into high gear. The important consideration is to keep the chain as straight as possible. The illustrations below will make this clearer.

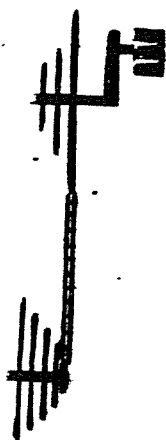


fig. A

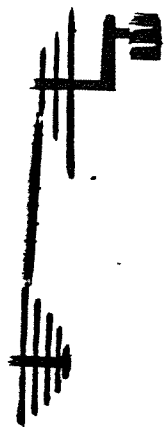


fig. B

In figure A the chain is on the largest gear in front (chainwheel) and on the smallest gear (cog) in the rear. This is high gear for speed.

In figure B the chain is on the largest in the rear and the smallest on the front. This is low gear for power.

In both the above illustrations the chain is as straight as possible. Moving from these positions puts a slight angle on the chain and to keep it within acceptable limits the following gear shift sequence is recommended:

1. If the chain is on the largest chainwheel (outside front) then only the first three smallest cog gears should be used.
2. If the chain is on the middle chainwheel, then all five rear cog gears may be used.
3. If the chain is on the smallest chainwheel, then only the last two large cog gears may be used. (In some cases if the front chainwheel is very small, only the largest cog at the rear may be used to prevent the chain from becoming too slack. Then care must be taken to shift first from the chainwheel before changing the cog gear.)

It is very important to avoid at all times the situation seen in figures C & D below.

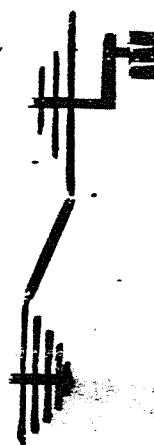


fig. C

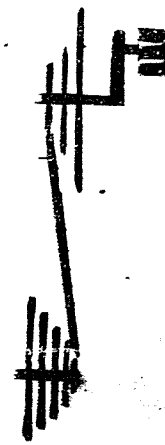


fig. D

You will note the angle of the chain. In both cases this puts considerable strain and wear on the chain, gears, and derailleurs. New riders who are getting used to the gears can avoid this error by placing the chain on the middle chainwheel and shifting only the rear cogs as all can be used in this configuration. When familiar with the shifting sequence, the two very useful front wheelchains can then be used but only with the combinations mentioned above.

* * * * *

Chuck Dick has sent us the conclusion to his Baja tour.

The March edition of the newsletter told the details of the first half of our trip to Guerrero Negro. We then went on to La Paz and did a circuit of the Cape.

After Guerrero Negro we cycled 93 miles to the most beautiful little Oasis of San Ignacis. The winds again were on the nose but the road was flat except for the last 12 miles. Over the last steep hill we were greeted by a green jewel of date palms. All the water is supplied by an underground stream and is superb. This was our rest day and we enjoyed a tour of the beautiful old mission. We dropped into a delightful restaurant for "liquados platano" - a banana flavoured milkshake (no ice cream). I would gladly return to this town for a longer stay.

The next day gave us our first glimpse of the Sea of Cortez. We cycled to Santa Rosalia over rolling desert. We skirted "Los Tres Virgines", a knot of three mountains rising to 6500 feet. A five mile descent brought us into the town of Santa Rosalia, a former French copper mining center. Active copper smelting ended in 1953 and all that is left are the decaying ruins that mar an otherwise idyllic setting. The town church was designed by Mr. Eiffel of Eiffel Tower fame. It was constructed in Paris for the 1898 exposition and later sent around the Horn to Santa Rosalia.

For the next few days we stayed close to the coast. Playa Santispac, 60 miles down the road, was our home for two days. Dozens of motorhomes, some from B.C., occupied the beach area. That night our tents received a good test as high winds threatened to blow us away.

The next twenty miles along Bahia de Concepcion was a highlight and many future campsites were noted. A long steep climb brought us to the plateau and by noon we had covered only 39 miles. After lunch and with a tail wind we covered the next 36 miles to Loreto in just two hours. We had a short day in preparation for the very difficult crossing of the Sierra (appropriately called) "Giganta".

Lynn and I were away by 8:00 a.m. and immediately started a 6 mile hill climb of over 8%. Following this switchback upon switchback road we came out upon a beautiful plateau surrounded by mountain peaks very much like our own Rocky Mountains. A river cut into the surface far below like a miniature Grand Canyon. We climbed again for another ten miles but at a much more gentle rate and then faced the forty miles of the barren windswept Magdalena Plain. At one point a sandstorm almost forced a halt to our progress. Even going down hill we managed only 8-9 miles per hour because of the force of the wind. However, at Villa Insurgentes, the road turned south and with the wind now at our back we covered the next 15 miles in 45 minutes.

The thirty miles south of Ciudad Constitution are arrow straight through beautiful farmlands. That night we camped

at a beautiful desert cactus site; no facilities but under the stars. We were in an area of the snakes and tarantulas but saw neither.

The next day, Day 19, was our absolute worst. It was a day I will never forget. Sixty miles of head winds, hills, narrow road, unsympathetic drivers, and then rush hour into La Paz. Our hotel was old, the water in the shower was cold then stopped altogether. But with a rest day the next day things looked a little better. In fact we had done 960 miles and had 300 more to go.

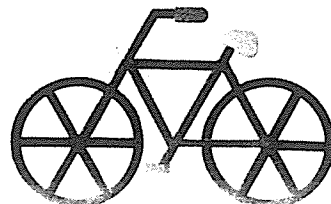
Our first day on the Cape Loop took us to a beach camp we shared with fishermen who moored their large open boats there. Around the campfire at night we tasted their El Presidente brandy. We shared our Corona Cerveza (beer) with them. We also had our first glimpse of the Baja scorpions but our fishermen companions told us "not to worry". Only our cook was bitten.

Our trip to Cabo San Lucas was along a beautiful beach with whales. We also had our first view of "Lands End". Our R.V. park had all the facilities - including hot, hot water. Cabo is a tourist town - one of the stops for the cruise ships and also a place for the American sportsmen to come for the fighting marlin. The prices tend to be quite high as a result.

Our next day was short and we were soon at our \$1.00 per night tent site on the beach at San Jose del Cabo. Hot weather, blue sky, blue water, palapas - worth every mile along the waterfront road. The hotel Nuevo del Sol gives a very pleasant room overlooking the beach and pool for \$12.00 per night.

We got away at 6:50 the next morning just as the sun was poking its head over the horizon. Today was an excellent day with only 50 miles to cover and beautiful inland scenery. Mountains are on both sides and two very interesting arroyos of major size to cross. We camped at La Capilla beach for our last night and our main meal was quite special because we had to eat all that was left in the sag wagon.

Our final day was 70 miles back to La Paz. We arrived in early afternoon and saw our group disperse. We caught our Mexicana flight to Tijuana. I was able to see much of the road we traversed and my mind slipped back to the good times, the laughs, the support we gave each other, and the camaraderie we enjoyed. I realized we had entered another world and by bicycle it brought us so much closer to the people. We hope to return again.





NEWSBRIEF

VOL. 4 NO. 6 JUNE 1987

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

THE GABRIOLA TRIP

Dennis Parsons has sent in the following account of the group's three day ride to Gabriola Island:

The Mainlanders and the Victorians made a rendezvous at Brentwood Bay and took the ferry across to Mill Bay where we met Bob Stevens. Then it was off to Duncan for a stop at MacDonalds. A side road past Crofton took us to Chemainus to view the Murals.

We were all together to catch the ferry at Nanaimo to Gabriola with only eight more K's to go. On that short trip we ran into Frank McCall, Bob Douglas, and Vic De Paul who had come the other direction and had been looking for us.

At the Lodge, Bill Powell rode up with a companion he had met on the way. Then Helge Skallerud came with a few bottles of his homemade wine. The ladies used their feminine wiles and got the two comfortable cabins and the men were left with the old cottage.

Richard chose to go to bed early that night right in the living room where we had our party until 2 A.M. It might not have started without Helge bringing that wine.

Dawn broke, whips cracked and the eggs wouldn't boil because the stove was not hot enough. Sandwiches were made and we were off to Parksville where George and Margaret Whitford hosted us with a barbeque dinner. Then we rushed off to the cottage where Bernice cooked supper for us on the wood stove. It was an excellent meal topped off with apple pie left for us by Bill's companion.

It was early to bed this night. Then the dawn routine again. These people would rise at midnight if the sun did likewise. We caught the early ferry to Vancouver Island and after an excursion into Chemainus again, it was down the Island to catch the ferry to the mainland. It was farewells til next time. Everyone helped where needed but thanks to Leo and Rose for phoning and to El Monte and Ken for their vehicle support. In our three day tour we covered over 300 k. with great weather except for a bit of a headwind on our second day.

Dennis Parsons

PRINCE RUPERT - JASPER - VANCOUVER TRIP

The Jasper trip is ready to go on June 28th with the following avid cyclists confirmed:

Lawrence Anderson	Marten McCready
Ken Brothers	Dennis Parsons
Carol Cameron	Nick Roos
John Cameron	David Smith
Ian Cassie	Tom Tuma
Bob Douglas	Peter Winter
Eva Folk	Mavis Worthington
Mel Ker	Richard Lebek
Al Lifton	Diana Lifton

A truck has been arranged for. Jan Anderson is our volunteer driver. The Port Hardy - Prince Rupert ferry reservations have been made. A good supply of groceries will be ordered and perfect weather is expected. We can still accommodate a few more. Those who can not make the whole trip should seriously consider part of the tour; for example, take VIA rail to Jasper and join us for the ride to Lake Louise and possibly beyond. You will have an unforgettable ride through Jasper and Banff Parks on the Icefields Parkway. It is a wide, well paved road with little traffic and probably the best cycling shoulders in the country. The route is dotted with mountain flowers, scenic lakes, snow-capped mountains, glaciers and browsing animals. You will no doubt want to continue and see more and be sorely tempted to stay with the group through Kootenay National Park to Radium Hot Springs.

For those going the full distance, the balance of the money \$600.00 is due by June 10th. (\$500.00 for those who have sent in \$100.00 deposit). For those going part way the cost is \$14.00 per day. This amount is due on the 10th also. Please make cheques payable to The Cross Canada Cycle Tour Society and mail to Bob Douglas, 8325 Joffre Street, Burnaby, B.C. V5J 3L4.

CYCLISTS' RIGHTS

Many of us who cycle regularly are quite concerned with cyclists' rights and, therefore, may be interested in the following story that comes to us from Montreal. It is about the efforts of a Bob Silverman who is dedicated to making it easier for cyclists to ride in Montreal.

Bob Silverman lived for many years in France and when he came to live in Montreal was appalled at the lack of facilities for cyclists. He gathered together a handful of city cyclists and formed the Citizens on Bicycles - an association to campaign for better conditions.

Their first act was to present to the then Mayor Drapeau a pink bicycle and suggested that he and the city councillors ride it around the city on their official duties. The suggestion was not taken up, however, and the bicycle found its way into the hands of one of the councillor's children.

They then organized a race through the city involving two bikes, two cars, a bus, and the Metro subway train to demonstrate the bike's efficiency. The bicycles won and captured the interest of some of the public at least. They then sponsored a Peoples' Bicycle Parade and attracted over 1000 entries.

The publicity paid off and in 1975, two bike paths were built in Longueuil and along the Lachine Canal. The provincial government also built a bike path in Verdun and on Gouin Blvd.

There was still no north-south bike path across the city so very late one night in 1980, Bob Silverman and a companion painted a bike path on Drolet Street. Bob and his cohort went to jail for three days for that caper. Nevertheless, in 1983, the city and provincial government built an 11.5 kilometer path stretching from the Back River to the St. Lawrence.

Then to show it was unfair to ban bikes from the Metro subway system because they were too big while allowing other equally as large objects to be carried on board, the group regularly caught the Metro toting ironing boards, ladders, and even, at one time, a large, stuffed hippopotamus. In 1982, the authorities finally relented and permitted the carrying of bikes on the last car of each subway on weekends. A year later, bike racks were installed on South Shore Transit Commission buses.

It seems city council will listen if once you get its attention.

LOCAL NEWS

On Sunday, May 31st, a somewhat different twist was added to our usual Sunday ride. After assembling at our regular meeting place - Oakridge parking lot - we cycled to Marine Drive, picking up others waiting for us, and headed east. We crossed the Queensborough Bridge and The Alex Fraser Bridge and rode along River Road to Ladner. This is not the unusual part, but today we met some of our members who arrived from a different direction and joined the Ladner Pioneer Days parade. There were about eighteen of us and we increased the length of their parade a bit. It gave us all a chance to practice our slow riding as well as take part in their celebration.

FIRST ANNUAL PICNIC

On Saturday, June 6th, the first annual picnic was held at Central Park in Burnaby. It went as planned. The weather was perfect. The location was excellent. We had hoped for more people out so we could get to meet many of our new members. A phoning committee had been busy for two weeks and hopefully all people had been notified. Those who did arrive enjoyed the day. Some cycled in from as far away as Richmond and White Rock. Others drove with their wives and family. It was a fine sociable time and I am sure it will become a welcome club tradition.

CHARITABLE ASPECTS OF OUR CLUB

As a non-profit organization with charitable status, your Society has an obligation to perform work beneficial to the community. You are all familiar with this part of the work - the promotion of a healthful lifestyle and safety in bicycle riding habits and in bicycle maintenance. Those who did not attend the last Annual General Meeting may not be aware that we have supported work not directly related to bicycling.

At that meeting, for example, the membership voted to donate \$1000.00 to Rick Hansen's Man in Motion fund for Spinal Cord Research. The members also approved a \$500.00 donation to the Canadian Red Cross. In addition, those on last summer's cross Canada tour gave a further \$150.00 to the Red Cross. Our office rent is also an example in that it is paid to another charitable organization, the Elders' Network. After our last audit the auditor, Mr. D.A. Smythe, C.A., requested that the honorarium we normally give him be turned over to the Vancouver Food Bank. We also made a small donation to the Cancer Foundation in memory of the late Chip Chippendale.

In Summary, you have many reasons, other than your cycling accomplishments, to be proud of your Society.

BIKE TOUR AUSTRALIA - 1988

John Cameron from Penticton is very interested in getting a group together from our members to visit Australia for a bike tour in 1988. It is their centennial and their bicycle association, Bicycle Australia, is quite active marking the occasion with various cycle tours around the country. John has considered the possibility of fitting into one of these established trips and has written to this organization with this thought in mind. Terry Collins, one of the principals of Bicycle Australia, has replied and an excerpt appears below:

"Yes you are quite welcome to join in "Bicycle Australia in 88" for the whole or part. Either as your own group, or mixing in with Bicycle Australia organized groups. There are two basic options; self-sufficient or vehicle supported. Self sufficient will be in small groups and carry all their own stuff under the guidance of a group leader. Vehicle supported will have a vehicle to carry all personal and group luggage and a group leader who will buy food, etc. Both will be basically camping, with the option of individuals, or the group upgrading the accommodation to on-site caravans, cabins, or what ever has become available or desired. Generally, progress will be five days riding followed by a rest day, which will usually be at a major town.

Two rates of travel have been planned. The fast group will average 93 kms/58 miles per day, and the moderate group will average 71 kms/45 miles per day.

The whole route down the east coast and across the south coast from east to west will be offered as stages. More details on costs, times, etc. will be released in July, when bookings open. As well as the organised groups, we can assist self-organised groups to plan their own itineraries".

We should add that our tour to Australia in 1984 surprised many of the locals, especially the bike riders, because they do not consider the highways fit for cyclists. We did all of our touring on pretty well the main roads. The newsletter outlining their tours seem for the most part to be talking of rides on back trails. Even going from city to city is done on little used round-about back lanes. The description of the rides seem to be of routes off the beaten path. They talk of, "1000 km of dirt, gravel, bull dust and sand through some of the wildest and most beautiful country of Australia" "... we use the back roads to head south across rolling countryside", "30 km might seem a short day, but not if you are doing the Cape York Trail where sand, hills, and river crossings might make it seem like climbing Mt. Everest in a blizzard".

The equipment they recommend: "Bicycle: fat tyres are just about mandatory, the fatter the better. Should have a comfortable, wellsprung saddle, and extra foam for the hand grips."

Although these tours seem to be the mountain bike type variety, there may be considerable appeal for some of our members. John may have found a more conventional trip. Or perhaps John may decide on a tour not included in the above. If interested, contact John Cameron, 1296 Edgewood Drive, Penticton, B.C. V2A 4B2.

BICYCLE HELMETS

Nearly all members of the CCCTS regularly wear helmets while cycling; at least they do while on a club tour which is a commendable sensible attitude towards their own safety. However, wearing a helmet is one thing, wearing a right helmet in good condition is another. Although most helmets look similar, their construction could differ considerably. To be effective, the helmet must cushion your head against a fall or collision and to do so it must have a stiff outer shell to spread the shock over as wide an area as possible and an inner liner to absorb the impact. The hard shell is usually made of polycarbonate resin and fibreglass, a strong, light material, which not only disperses the shock but also helps prevent abrasion as you scrape along the pavement. The ventilation holes, necessary to keep your head cool, should not be so large as to allow entry of dangerous foreign objects such as bike pedals, brake levers, car door handles, shrapnel, etc. The real defense, however, is the liner commonly made of expanded polystyrene - styrofoam - light, easily molded, yet firm enough to crush slowly to absorb the impact energy. It can be likened to many egg cartons being squashed. Therefore, it is most important to realize that helmets are made to be used once. When crushed under impact, the foam does not bounce back. You may not be able to see the damage, but it has done the job for you and you have been amply rewarded for your investment. So after an accident or spill, you should return the helmet to the factory for testing and possibly a refitting with a new liner or else discard it. When buying a helmet, your best guide to getting a good one is to note the sticker inside. Some manufacturers submit their helmets voluntarily to independent testing. There are two standards that exist for helmet safety - The American National Standards Institute (ANSI) and the Snell Memorial Foundation standards. The Snell is slightly more rigorous. Both standards perform shock absorption tests as well as chin strap tests. An approved helmet will display a sticker. The Bell helmets used by the club meet both of these standards.

If you have been fortunate and have not put your helmet to the ordeal of an impact, even normal use will eventually take its toll of the best of helmets. Ultraviolet light from the sun will weaken the plastic shell and over time reduce its impact resistance. There is little we can do to avoid this; we can't always ride in the shade. However, we can take some reasonable care besides not leaving the helmet out in the sun. We can avoid putting it on a table where it could fall. Each drop breaks a few more of the foam cells which gives it its strength. Some chemicals found in bleach, paints, soaps, and cleaners could cause tiny cracks in the shell which could reduce its impact resistance. All manufacturers caution against applying stickers or paint to their helmets for this reason. So even without an accident, time alone may make your helmet suspect and you should consider replacing it about every five years - or sooner if any damage is detected.



Bill Powell of Victoria has submitted the following proposed trip:

THIRD ANNUAL PACIFIC TRIP

This year's trip is to the northern end of Vancouver Island. The roads are good and we expect traffic to be sparse through beautiful scenery. Bring:

Tent, Sleeping Bag, Cutlery,
cup, bowl, plate, camera,
swimsuit, towel, etc.

This 8-day trip starts from the Bob Stevens', Huband Road, Courtenay, B.C.
August 13th at 9:30 a.m.

ITINERARY

Aug. 12th Meet in the evening at the home of Bob Stevens

Aug. 13th
Day 1: Courtenay to Campbell River
30 miles

Aug. 14th
Day 2: Campbell River to Gold River
53 miles

Aug. 15th
Day 3: Take a 50 mile charter cruise up the West Coast (along the route of Captain Cook, Vancouver and Bligh) to Zeballos and stay at Nimpkish Lake (included in the cost.)
30 miles

Aug. 16th
Day 4: Nimpkish Lake to Woss Lake
30 miles

Aug. 17th
Day 5: Woss Lake to Kelsey Bay
39 miles

Aug. 18th
Day 6: Kelsey Bay to Campbell River
41 miles

Aug. 19th
Day 7: Explore Quadra Island off Campbell River. Approximately 20 miles

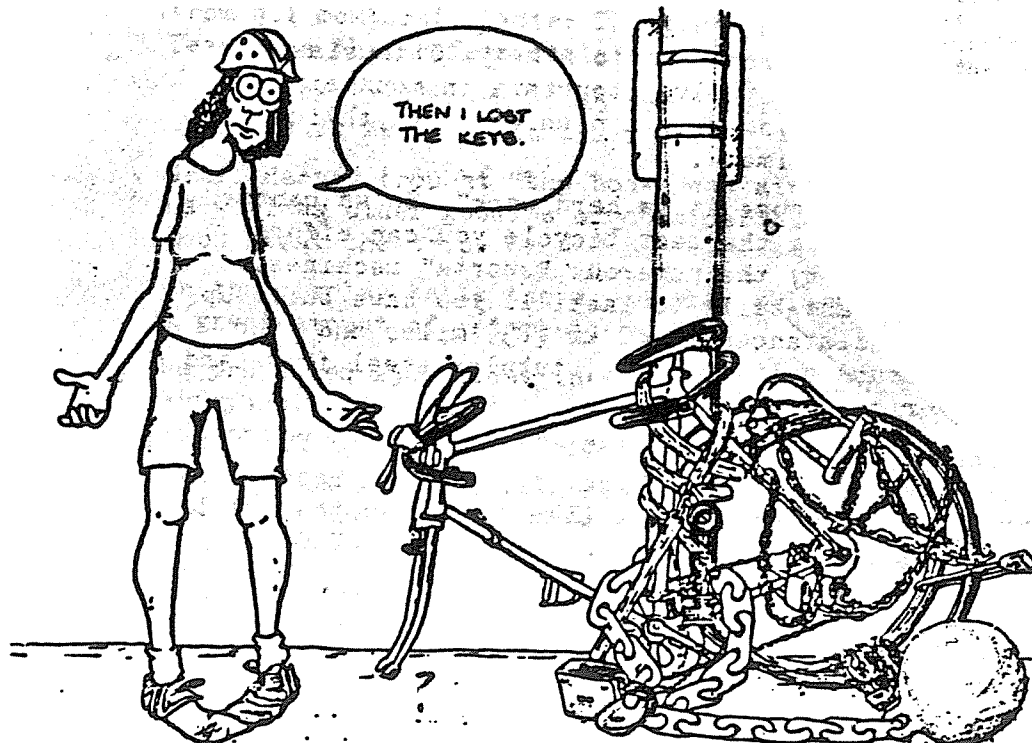
Aug. 20th
Day 8: Campbell River to Courtenay
30 miles

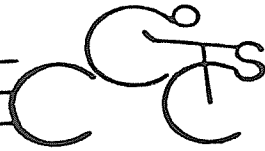
John Hargrove of Parksville (248-5177) will have a van to be used as a support vehicle and will meet anyone at the ferry in Nanaimo who will be leaving a car at Horseshoe Bay on the Mainland.

July 15th is the deadline for payment of \$100 to cover trip. Cheques should be sent to Bill Powell

PH 1 - 103 Gorge Rd. East
Victoria, B.C.
V9A 6Z2 (388-6392)

This trip is limited to fifteen people.





NEWSBRIEF

VOL. 4 NO. 7 September 1987

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

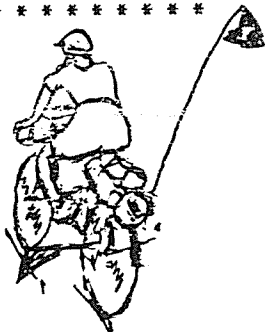
Since most of us, including the office staff, have been away cycling most of the summer, this is the first newsletter since the June issue. We hope to bring you up-to-date with this one and trust you all have had a good summer.

ADVANCE NOTICE

THE ANNUAL GENERAL MEETING AND THE ANNUAL PARTY

The Annual General Meeting will be held Saturday, November 28th, 1987, at Edmonds Community Center, Burnaby at 10:00 a.m. We will discuss our plans for the coming year and hold elections for directors. We have vacancies on the Board and are looking for interested members who would like to be part of the organizing committees. If you would like to serve on the Board, please let us know. We would welcome new ideas and new talent.

On Friday evening, November 27th, we will hold our annual social get-together supper for all members. It will give us a chance to meet old friends and meet new ones. Keep the date open. More information to follow in next bulletins.



BECOMING VISIBLE

In an attempt to become visible to motorists on the road, cyclists have resorted to a number of aids to indicate their presence. Flags are one way. The group that went to Australia was strongly advised by the local police to use the pennant and pole on their carrier to alert drivers. Although the long pole made it extremely awkward for cyclists to get on and off the bikes, to say nothing of the hazard to those nearby when the bike was tilted, the group was willing to cooperate. However, the effect on the road was much different from what was hoped for. The widely swaying flag was easily seen but from a distance it was not

associated with a cyclist. It appeared as some strange object against the distant sky or hillside. It looked somewhat like a hang-glider or some sheets flapping far off. In fact, it created a hypnotic effect in trying to discern this strange phenomena until the cyclists suddenly loomed into view. The distraction caused by the flags actually created a dangerous situation which nearly all members rectified by discarding their flag on a pole immediately this obstruction to safety was realized.

Now we have learned the small flag which juts out about two feet at right angles to the rear carrier can also present problems. It is on a spring which allows some bouncing and swaying back and forth. However, this flapping is not without risk as Peter Winter found to his regret on the recent Prince George - Jasper trip. Peter was descending a rather steep hill at a brisk pace when his bouncing flag got caught in his rear wheel spokes under the fender stays. The fender stays were buckled pulling the end of his fender into the tire. The fender, pulled by the tire, was curled up under his carrier jamming the wheel completely. The tire skidded on the pavement and wore the tire through to the tube and blowing it. Peter was then out of control and ended the next few feet on the pavement picking up considerable road rash as a result. He was able to pick himself and his bike up and make it to the truck but I think he may have different thoughts now about his flag. We should all consider the advisability of using such contraptions.

It still seems from our experience that motorists should easily and quickly recognize us as cyclists without distracting them from other traffic or road conditions. In this regard the safety vest is a wise investment as is the bright cycle clothing which does not confuse the shape of a cyclist and we should avoid the optical illusions created by fluttering bunting eight feet above the cyclist's head.

THE B.C. TRIP

Mavis Worthington and Eva Folk have submitted the following account of the recent Vancouver - Prince Rupert - Prince George - Jasper - Radium - Hope - Vancouver trip.

THE B.C. TRIP

On June 28th, twenty-five of us gathered at Horseshoe Bay for the start of the B.C. tour. Some came by car, some rode their bikes from Vancouver, and the Victoria bunch came by ferry from Nanaimo to join us for the 9 a.m. ferry ride to Langdale. After landing at Langdale, we cycled to Al and Diana Lifton's place and camped on their lawn for our first night. Al and Diana as well as Jack and Kay Hermiston put on a wonderful supper for us. Al caught a salmon which he barbecued. The next day Al and Diana joined us for the tour. We had a rather a long day ahead of us as we cycled to Powell River and then caught the ferry to Courtenay and then another five miles to Bob Steven's. Again we were able to camp on the lawn in their backyard and were treated to a sumptuous supper by Bob and his wife. We were beginning to feel very spoiled.

Bright and early the next morning we were off up island towards Port Hardy and the ferry for Prince Rupert. We experienced typical West Coast weather - fog and mist (so thick it was almost rain). Fortunately, when we boarded the ferry at 7:30 a.m. the weather was clear and remained clear the entire trip. We were able to enjoy the fabulous view of the Inside Passage. Coming into Bella Bella we saw the Indian war canoe which left Vancouver days earlier with twenty-two paddlers. They received a thunderous welcome in the harbour lined with small boats and people on the shore. We arrived at Prince Rupert at dusk and rode through town to our stay at the skating rink at Seal Cove.

Now that we were farther north, the weather was cooler and cycling was pleasant especially along the flat Skeena River valley. Our first bit of bad weather hit us coming into Hazelton. It rained and rained. Putting up a tent in such conditions would be grim so arrangements were made at the Hazelton Hotel for some kind of shelter. They very graciously cleared out all the tables from their dining room and let us camp on the floor. There was a big fireplace and it was extremely cosy. The hotel staff were rather overwhelmed by the number for supper but were able to find a salmon for us. Carol Cameron used their kitchen to make pies for us.

At Prince George we stayed at the home of Jack and Paz Milburn, a brother and sister-in-law of Betty Kerr. They had a large lawn for us to pitch our tents and had a barbecued steak dinner for us on our arrival. Their home is high on a hill with a glorious view of the city of Prince George.

After Prince George the sightings of wildlife - deer, bear, moose, elk, coyotes - increased. Also the scenery was becoming more and more spectacular. As we got nearer and nearer the mountains the nights were becoming chillier and the early mornings were icy cold even under blue skies. By noon though the weather warmed so sweaters and long pants could be chucked.

After Jasper large trucks are banned from the parkway and the roads have a wide

shoulder. This was a very enjoyable section to cycle. We met many cyclists going in both directions on this part of our tour. The hills were, of course, long but they were graded so they could be topped eventually. Besides, the ride down the other side almost made it seem worthwhile. On the ride into Lake Louise our good weather seemed ready for a change. Ominous clouds started to appear about mid-morning and we started to wonder if we had not neglected our rain gear with all the perfect weather we have had up to now. It was obvious we were in for it and for the last 15 Ks of this trip we raced to out run the big storm that was building. Black clouds were forming bigger and bigger and claps of thunder were echoing from the mountains all around. Lightning flashed and we felt pretty exposed and small on our bicycles. We made it to beautiful Lake Louise campground and some of us managed to get our tents up before the deluge came. We ran to the kitchen shelter where two iron stoves were throwing out a lovely warmth. We then sadly said goodbye to some of our friends who were reluctantly leaving the tour - Al and Diana, Peter, Monty, Ken and Mavis. However, we all brightened up considerably to celebrate Roy Cook's birthday with a fine chicken and rice dinner prepared by our chef, Dennis.

Early the next morning we left Lake Louise in a very heavy fog and so cold our fingers were frozen around the handlebars. These cold morning starts were common nearly every day. But by coffee time we had stripped off the long pants and jackets. When we arrived at Radium Hot Springs after a long exhilarating downhill ride, we found our campsite was high up on the side of the mountain, up a steep road with three switchbacks. Nobody was anxious to ride back down to the village (except Bob) so we mostly walked the 284 step path. The hot springs were lovely and we relaxed between the two pools for hours.

It was necessary to leave Radium early because now we had heat to contend with. Besides this was one of our longest distances - 106 Ks. It turned out to be 111 Ks and the heat was appalling by ten o'clock. When we reached Wasa the temperature was 110 degrees F. We were wilting and fell exhausted under the shade trees and drank our Super-Socco. We revived after a swim and cooled off on the shady grass near the lake. This was the day Bill Powell arrived in his van to ride part way with us.

We left Wasa Lake next morning and had a pleasant ride to Fort Steele (it was closed - we passed through too early in the day) and went on to Cranbrook and congregated at McDonalds for coffee (free) and Danish or Hot Cakes (not free). Then it was on to Moyie Lake campground and the welcome shade trees because the heat was still with us. It wasn't long before there were dark clouds and thunder and a heavy downpour. We didn't care. We all had our tents up and the rain cooled us.

The ride the next day to Creston was very interesting as this area was settled early

because of the mining towns springing up and then dying. We stayed in Creston at Sherwood Forest Campground where a little none of a man, Mr. Littlejohn himself, walked around chatting with everyone.

Saturday, July 31st, was time change day and we got back the hour we lost in Alberta. We rode along Kootenay Lake enjoying the exquisite scenery up and down hills until we arrived at the ferry to take us to the other side of the lake. That evening in the beautiful orderly campground of Kootenay Lake Provincial Park we attended the lecture at the information center. The Biologist gave a hilarious account of our old enemy - The Mosquito - using children in the audience as mosquito models.

The next morning we went through Nelson and the magnificent scenery of lake and mountain continued with rich lush vegetation and farm gardens. Near Castlegar we stopped at the Doukhobour museum. This was most interesting as these people have had a spectacular history. From Castlegar we had quite a climb. Fortunately, our camp was part way up the hill and the other half of the climb could be saved for the next morning. Past Nancy Green Park we finally reached Bonanza Pass in late morning. What a climb! But we had the reward of coasting all the way downhill to Christina Lake - about 15 miles. We camped beside the lake on beautiful grass. In the evening we went to John and Lorayne Lum's (John and Corol Cameron's daughter and son-in-law) for supper. In their backyard beside a creek we had fried chicken, new potatoes, corn-on-the-cob and lemon pie. How we enjoyed it! The next day Renato Colbachini from Trail came to see us, bringing wine and a big basket of cookies. We had a fine time remembering past good times and other trips over the homemade wine.

The following days were mostly one big hill after another. Anarchist Mountain just before Osoyoos was about the ultimate, but the road from Princeton matched it with the added peril of narrow road with no shoulder, steep downhills, heavy traffic, and heat. All made it safely. When we reached our camp at Similkameen River some just plunged into the icy cold river and stayed there. After this stop things could only get better and they did. The road through Manning Park was excellent and was mostly downhill to Hope. We felt almost at home in Hope. The next night at Lake Errock we felt the trip was about over. Monty and Ken came out to visit us and told us a group will come out to welcome us home at Coquitlam. We were up early for our last day. We were on familiar territory and the miles flew by rapidly. At Haney we met Al and Diana who came out to greet us. We all assembled at the Swiss Chalet at North Road in Coquitlam and there many of our friends from the club as well as a large group of South Surrey Cyclists were there to welcome us and have lunch with us. At a lovely ending to our six week tour, it was a time that will long be remembered.

THE B.C. TOUR

Twenty-five club members took part in the Vancouver - Around B.C. - Back to Vancouver trip. After 45 days nearly all felt they had taken on a tour of considerable effort. It was really 45 days of mountain cycling. On the "degree-of-difficulty" scale the tour would rate quite high. However, since pleasure and satisfaction are often a result of effort expended, the tour was highly satisfying and enjoyable as a result. The mountains were long and steep but climbable and the rewards after reaching each summit immense. The personal satisfaction of having been part of such a challenging expedition cannot be denied. Besides, the scenery was superb, the weather clear and, in the mornings at least, cool. And what better way to see such country than from a bicycle! One need only cycle in the quiet morning and pass a browsing bear only twenty feet away and exchange glances or startle a deer in the ditch and have it race beside you for a pace to know the closeness and special way we are seeing the natural beauty of the land we are touring. There are dozens and dozens of such remembrances for everyone which made the tour very successful. It is now part of our experience and when new members in the future want a trip of challenge and enjoyment, it will no doubt be repeated.

THE VANCOUVER ISLAND TOUR

By Bernice Gergory

Twenty-two seniors enjoyed, for the most part, the Vancouver Island trip beginning in Courtenay on August 13. We met in Courtenay August 12 at the home of Bob Stevens and wife Joan where we enjoyed Bob's beer, fresh baked salmon, and homegrown roast turkey plus all the trimmings. A truly super sendoff. The rains forced some to sleep indoors but held off the morning of the 13th long enough for us to take down tents and pack the support vehicles. A group picture was taken with some clad in bright rain gear. It was off in the rain to Campbell River and the first stop half way at Black Creek for coffee. The sky was already clear and stayed that way for most of the trip. Lorna Whyte joined us at Campbell River camp and made our numbers complete.

August 14th: On the road to Gold River found a fair share of hills but a good shoulder. We enjoyed coffee in town before riding on to camp. There were no showers but we had a river to freshen up in. August 15 was a short ride to Muchalat Inlet where we boarded the vessel that took us to Zeballos. We talked with a group of ten canoeists from Washington State who travelled with us part way and would return by canoe. Twelve other passengers were continuing on to Kyuquot where they would stay at a B&B overnight and return with the boat the following day. We arrived at Zeballos near 2 p.m. and started on the long ride and walk some twenty miles plus on a gravel logging road. It was Saturday so we didn't have to worry about logging trucks but the road was not meant for seniors with our type of bicycles. It was even difficult for those with mountain bikes. Only three completed the trip by bicycle, the support van taking three loads of riders. The campground was at Nimpkish Lake, another lovely spot. We had a nice campfire after dinner and my what



a nice way to travel! But please, please spare me the gravel. August 16 was another stretch of gravel before we came to the paved highway and were once again thrilled to see the coffee stop. A pat on the back to Harry Biggers and John Hargrove. What a joy to be on pavement and it was not long to the town of Wass and more coffee, pie, cake and muffins at a very friendly cafe. Another three miles of gravel and so loose we walked nearly the whole way to a nice cool lake.

August 17 some of us were driven into town so we started on pavement and it was a very nice ride ending in about a two mile downhill ad a nice campsite with showers!!!

August 18: Another nice ride to Campbell River then the ferry to Quadra Island and a short ride to Lorna Whyte's house where she made us feel right at home. We set up camp and had a jolly campfire most of the time we were there.

August 19 we toured the Island and enjoyed a day off the bike. We were happy to have met Lorna and some of her family and hope Lorna will come on another trip soon.

August 20 we rode back to Courtenay saying goodbye to Lorna at coffeebreak and also visiting with Richard Czyzyk. It's always great to bike with "The Group" and it was great meeting the new members and some potential members and renewing acquaintances of "Down-under Days". A well done trip, Bill Powell.

GRAND CANYON TRIP

John Philip is planning a trip to the Grand Canyon leaving from Osoyoos, B.C. He feels the best time to leave would be early in September but because of time running out for this year, is planning the tour for next year. He plans to leave Osoyoos and cycle through Washington, Oregon, Idaho, and Utah and will visit Salt Lake City and Bryce Canyon along the way.

The trip will take 33 days and will cover a distance of 1300 miles. There will be a support vehicle and the cost will be about \$460 (Canadian). We will look forward to hearing more of this tour in the coming months.

We welcome these new members to the club:

Chris Kabel	944 Milner Ave. Victoria, B.C. V8X 3N4
Bruce Hudson	Box 62, Beachcomber Nanoose Bay, B.C. V0R 2R0
Martine Donahue	1600 Beach Ave. Vancouver, B.C. V6G 1Y8
Elsie Dean	5285 Empire Drive Burnaby, B.C. V5B 1N1 294-5834
Mel & Gerry Le Reverend	75 Broadview Ave. Pointe Claire, Que. H9R 3Z3 697-3264
Joyce Martin	535 Franklyn Nanaimo, B.C. V9R 2X9
Marian Porter	16065 - 26th Avenue Surrey, B.C. V4B 5E7 536-1816

THE BENEFITS OF CYCLING

As an aerobic exercise, cycling should be as popular as jogging. It certainly gives the same results.

According to the latest evidence racing cyclists have the most efficient hearts of all sportsmen. Yet cyclists do not suffer from the incredible range of stress and strain injuries that afflict most other athletes. The main reason is that the saddle and handlebars of a bicycle support body weight, so there is no jarring of joints on hard surfaces. Also the fact that a bicycle is essentially a machine that enforces a steady rythmical work rate which reduces the chances of a pulled muscle.

There is ample indirect medical evidence to show that cycling is very good for the heart and arteries, and for lowering blood pressure and preventing strokes, according to Dr. Malcolm Carruthers. Cycling is the right type of whole body dynamic exercise which is safe for the heart.





NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 4 NO. 8 October 1987

1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

ANNUAL PARTY

Our annual party will be held on Friday evening, November 27th at Edmonds Community Center, 7282 Kingsway, Burnaby (Edmonds and Kingsway). It is the same place we had last year. Social hour will be at 5:00 p.m. and a no-host bar will be set up. Supper will be at 6:00. The cost is \$15.00 per person and since the supper is being catered by Szasz's on Granville, we need to know the exact number coming by November 23rd. Please send your cheque payable to CCCTS to 1200 Hornby Street, Vancouver, B.C. V6Z 2E2 in plenty of time. Sorry, nobody can be accommodated by paying at the door. This party is open to all members, spouses, friends, and relatives. Bring any photos you may have that you would like to share with us. Hope you all can make it.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held on Saturday, November 28th, at Edmonds Community Center (see above for address). We will be discussing our plans for next year and so your ideas will be very welcome. We will also be electing the Board of Directors to serve for the coming year. If you feel there is someone you would like to nominate for office, please be sure you get his or her willingness to run before making the nomination. The meeting will be called to order at 10:00 a.m. and we hope for as big a turn-out as possible.

FOR YOUR SAFETY

Now that wet dark days will soon be upon us, the hazards of winter cycling looms its ominous head. In this regard, the following tips are given for your consideration.

- Bob Douglas reminds us that leaves thick upon the streets can be very slippery. Ride over them with care.
- Frank McCall, although a little early with this advice, tells us that black ice can be a real come-down. Zero temperature and a little moisture is all you need for a nasty spill.
- Another older but wiser rider cautions against cycling over wet wooden bridges like the one going to Reifel Bird Sanctuary in Richmond. If in doubt about traction, walk and be safe.
- Pat Lilley tells us that even water on the white marking lines dividing the streets can make them extremely treacherous.

If you can add to this list, please drop us a note and we will print your safety tip in our Safety Tip of the Month Column.

FROM OUR TREASURER

Our Treasurer, Bob, reminds us that our fiscal year ends November 1st and dues are due then. They can be paid at the Annual General Meeting or sent to the Society's address - 1200 Hornby Street, Vancouver, B.C. V6Z 2E2. The good news is that the fees are the same - \$20.00 single or \$30.00 family.

CORRESPONDENCE

From Jan Anderson: (Jan was our truck driver on the B.C. - Jasper trip)

Dear Friends:

I would like to express my feelings I had on the trip through B.C. It was a bit of a lonely undertaking, but I was lucky to have a partner at times. Nothing is more rewarding after waiting on an almost deserted road at 7:00 a.m. and that first helmet of a cyclist shows over the hill with all the others that follow and you know you will have at last a full hour of friends around you. You may have been happy to see the truck, but I was equally happy to see all of you arrive and be reassured that everyone was O.K.

Many thanks to all of you.

Keep cycling,

Jan

John Cameron, who had been looking into the feasibility of organizing a tour to Australia for their Centennial, now concludes that a trip in 1988 with the heavy influx of tourists will make flight reservations difficult and campsites probably overcrowded, so that a cycle tour for next year would not be practical. He has, therefore, tabled this project for this time.

From Roy Cook: (Roy was on the Cross-Canada tour last summer and on the recent B.C.- Jasper trip this summer. He has written the following letter to the Times Colonist in Victoria with copies to the Dept. of Tourism, Highways and Transportation.)

Sir:

On August 11th, the Cross Canada Cycle Tour Society, of which I am a member, completed a 45 day trip covering 2,000 miles on bicycles, most of it in B.C.

We biked to Port Hardy, crossing to Prince Rupert via the ferry and then on to Prince George, Jasper, Banff, Radium Hot Springs, returning to Vancouver, passing through Osoyoos, Princeton and Manning Park.

The roads, as far as bikers were concerned, could be rated from fair to excellent. Sometimes there were no paved shoulders or about six inches wide which serves little purpose.

For a person on a bicycle a 12 to 16 inch shoulder is okay; 24 inch wide shoulders remove some of the dangers from motor traffic while three feet plus is excellent. The finest roads were in the National Parks. The worst by far of the entire trip was the section leading from Princeton to Manning Park. It also had the heaviest traffic. On a road with no shoulder it takes nerve to attempt it and makes a lousy image for tourism. We met dozens of Europeans and Americans travelling by bicycle. Often gravel, dirt, and broken glass covered the paved shoulder and hid the white line, making it useless.

On sharp turns where a cement abutment served as a safety feature, gravel had often accumulated apparently for months. This is dangerous for both vehicles and bikers as any shoulder provided under such conditions can result in spills and flat tires. This collection of gravel was also very noticeable on the bridges we crossed. I don't know if the Department of Highways employees push brooms anymore, or use shovels or wheelbarrows, but it was obvious this 18 or 20 mile section of highway has terrible housekeeping habits.

The Cross Canada Cycle Tour Society is a non-profit society and is based in Vancouver, but has members over a wide area. Last year members biked from B.C. to Halifax and the previous year about 90 members toured Australia and New Zealand.

I would suggest that members' comments should be of interest to the Dept. of Highways and also Tourism. It's a well travelled Voice of Experience.



Eva Folk was on the cross Canada tour last summer and although that tour has been well documented, we have found an article written by Eva printed in a local paper expressing a viewpoint on perhaps a lesser known activity of some of the group. Even though Sundays are often a cycling day on tour, those who wish to attend church may do so easily by merely stopping along the way as Eva has so delightfully described in the following account.

JOURNEY IMPRESSIONS

In the summer of 1986 I was on a Cross Canada Bicycle trip with a group of senior citizens. Now, one year later we recall that memorable trip and thank God for it.

We started in Vancouver along Highway No. 1 to Halifax, the trip taking us almost three months. Along the way, those of us who were church attenders, tried to find a service every weekend. The first Saturday away from home, we were camped on the lakeside at Sorrento and after asking around we found that Mass would be celebrated by a Catholic priest in a lovely little old Anglican church nestled among tall trees and an ancient graveyard. We parked our bicycles against the trees and a young priest welcomed us. There was consternation when the key to the organ could not be found but we sang without any accompaniment and did very well. The gentle congregation prayed for a safe trip for us.

It was like that all the way across this huge country - wherever we stopped for services, prayers were offered for us and we had so many good wishes.

At Banff we had the great luck to attend a First Communion evening service in the large, old stone church. At Swift Current, Saskatchewan, the pastor's name is Folk and we discussed it a bit and we decided he was related to my husband's family. Everyone was making preparations for the parish picnic in the afternoon.

On a Sunday morning at the end of June, as we were approaching Winnipeg, we stopped in at a small Anglican church on the side of the highway and attended their service. Afterwards the congregation gave us the warmest welcome of our entire trip. They had coffee and cake and pressed us to eat, which we were pleased to do since we had been cycling since sunrise.

From Bruce Mines, an oldtime mining town in Northern Ontario, I have memories of a brilliant, warm sun shining through the lovely stained glass windows on a full church.

On Saturday evening, July 26 at Mattawa, we found the new Roman Catholic church across the river from our campground. It was of a very modern design, all triangles, beams and glass. The old church on the same high site had been struck by lightning during a storm and was burnt down. The services in this church alternated between French and English and that evening it was French, which most of us did not understand, but the hymns were lovely.

The day we arrived in St. Canute, Quebec it was cloudy and showery. We rode our bicycles to the church for a 7:00 Mass and leaned them against the rectory wall thinking we would be safe and dry. The service and homily were in French and while we did not understand the words we still participated in the sacrifice of the Mass. There must have been another downpour while we were inside because when we went for our bicycles, we found they had been covered over with plastic sheets and raincoats. The smiling housekeeper was watching for us from the door and we smiled too and said "Merci, Madame, tres merci".

Quebec is Catholic country and there are high steepled, exquisite churches in every town and village, all very well maintained. We usually found a side door open and we would go in, admire the inside, say a brief prayer and light a candle. We left quite a few burning candles behind in memory of our departed brother cyclist.

We left Highway No. 1 in Quebec and travelled on secondary roads. We were charmed by the roadside crucifixes and creches and tiny chapels along the way. Usually, they were well tended, with brilliant flowers and shrubs, with an invitation to travellers to stop a minute and say a brief prayer. Near Quebec City is the Shrine of St. Anne de Beaupre where miracles have taken place. On our rest day, we took a bus tour there but our time was quite limited and we hope someday to go there again.

When we finally reached Halifax towards the end of August, we went to Mass at St. Mary's Basilica and gave grateful thanks that we had completed our journey safely. This huge stone church, sitting on the hillside up from Halifax harbour, is so solid that it will probably outlast Halifax.

So we left Halifax on the Atlantic and, after flying for seven hours, we arrived in Vancouver on the Pacific. We barely remember those seven hours but the trip of 82 days left thousands of memories, some sad, some lonely, but mostly happy as we recall our memorable journey across this great and marvelous land.

Eva Folk

Although Fall weather is upon us, all members are advised that our weekly rides are continuing and will probably do so right through the winter months. We still meet at the Ladner Community Center, Ladner, every Thursday at 11:00 a.m. for a short ride (about 30 miles) around the area with lunch at Point Roberts. Sunday we meet at Oakridge Parking lot at 10:00 a.m. for a longer ride - Steveson, White Rock, Barnston Island, or Haney. All are welcome to join us on these trips for all or part way. All you need to do is turn up with your bike and raincoat (just in case), and a lunch. It is a great way to keep your cycling in good condition as well as letting us enjoy your company.

We welcome these new members to the club:

Pauline Jorgensen
945 Whitchurch St.
North Vancouver, B.C. V7L 2A7 988-8872

David Sawyer
1940 Woodley Drive
Victoria, B.C. V9A 6Z2 592-3362

Joyce Martin
535 Franklyn Street
Nanaimo, B.C. V9R 2X9 754-2829

Jack Wilcockson
954 Burley Drive
West Vancouver, B.C. V7T 2A1
922-8177

Shirley Fisher
101-2148 Franklin Street
Vancouver, B.C. V5L 1R5 255-0081

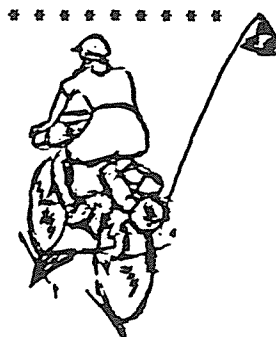
Emil Jensen
99 Mallard Street
Kitimat, B.C. V8C 1N2

Ron Gibson
4660 Nevill Street
Burnaby, B.C. V5J 2H1 435-9605

Ray and Kathleen Wilkinson
2098 175th Street
Surrey, B.C. V3S 5J9 576-6831

Bob Helms
8033 Mackie Court
Delta, B.C. V4C 7R9 596-3494

Neil Dobson
4493 West 6th Avenue
Vancouver, B.C. V6R 3E7 222-1183





NEWSBRIEF

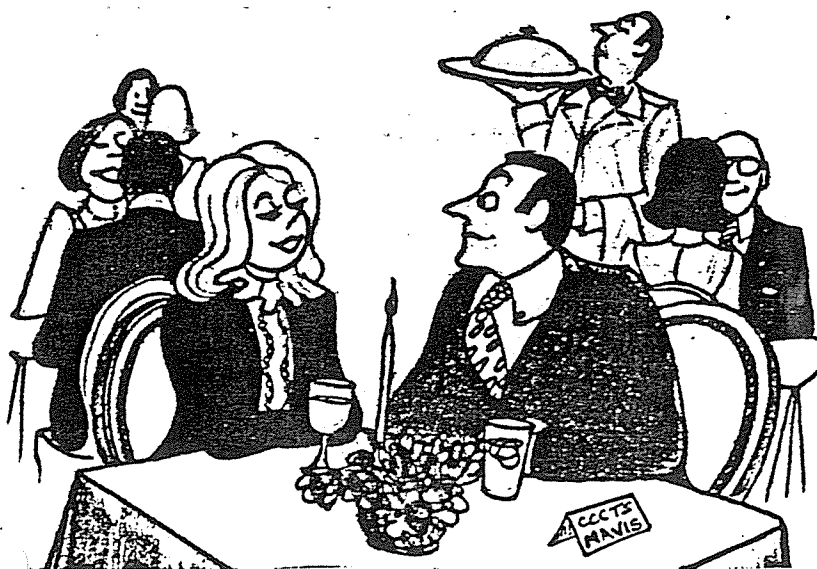
VOL. 4 NO. 9 November 1987

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169



ANNUAL PARTY UPDATE

As you all know from our last bulletin the annual party will be held at the Edmonds Community Center, Edmonds and Kingsway, on November 27th, at 5:00 p.m. Dinner tickets are \$15.00 per person and cheques should be made payable to the CCCTS and sent to 1200 Hornby Street, Vancouver, B.C., V6Z 2E2. Deadline for reservations is November 23rd as the caterer needs the exact number at that time. We have received a number of replies so far and are expecting about eighty to ninety to come. Tickets will be given out at the door to all who have sent in their money. As in past years, this dinner party is open to all members, their family and friends. Hope all can come.



"Oh, but I DO look seventy.
This is the way seventy is supposed to look."

ANNUAL GENERAL MEETING

The Annual General Meeting will be Saturday, November 28th, at the Edmonds Community Center, Edmonds and Kingsway. We will start promptly at 10:00 a.m., so come early. The coming plans for next year's tours will be discussed, so your reaction is most important. If you have ideas for a tour or an outing or any way the Society can benefit, please bring your ideas along. We also need your help in electing the Board of Directors for next year. As big a turnout as possible is hoped for.

A VERY BIG THANK YOU

Don Ney, one of our eager cyclists from Surrey, has obtained for us from CAP'S BICYCLE STORES, 13629 - 108th Ave., Surrey, a Cateye Solar Cyclocomputer as a donation for our door prize at the Annual Dinner. The Society wishes to thank Wayne Hobbs of CAP'S BICYCLE STORES for his kindness and generosity.

A NOTE FROM OUR TREASURER

Bob has mentioned a number of cheques have been received for renewal of dues. Receipts should be in this newsletter or the next one, depending on how fast he can make them up. Your new membership card should be forthcoming soon. Those who have not yet renewed can do so at the Annual General Meeting or send cheque to 1200 Hornby St., Vancouver, B.C., V6Z 2E2. Dues are still \$20.00 for single and \$30.00 family.

SAFETY TIP OF THE MONTH

We are a little late with this one as three of our members will testify and that is a reminder that railroad tracks are tricky at all times but when a little rain is on them they become downright vicious. At least three of our members on a recent ride had a spill on wet tracks, so approach them with care and walk over if in doubt.

The Motor Vehicle Act, Section 185, states a cycle operated on a highway between 1/2 hour after sunset and 1/2 hour before sunrise shall have a lighted lamp mounted on the front and a red reflector on the rear. Bob Douglas suggests that now that we have those long dark nights upon us, those riding at night should augment this mandatory headlight and rear reflector requirement with a lighted taillight, light-coloured clothing and reflective vests and legbands. A small flashlight would also be a good backup system and make tube patching, mechanical adjustments and opening combination locks easier.

DID YOU KNOW?

According to the Motor Vehicle Act, it clearly states that a person operating a cycle on a highway has the same rights and duties as a driver of a vehicle. Wish all the car drivers were aware of this.

In Surrey, no person shall carry on a bicycle a load of a greater weight than 55.12 lbs nor shall the load extend to a greater width than the handlebars or to such a height as to obstruct vision. Tom Tuma, are you listening?

Also in Surrey, no person shall ride a bicycle without having at least one hand on the handlebars and without having both wheels on the roadway at the same time. So, no wheelies in Surrey.

Those of you who like to sit on the handlebars or rear carrier while cycling are reminded of Section 185 of

the Act which states a person operating a cycle shall not ride other than astride the regular seat of the cycle.

OK, you probably have had enough and are feeling pretty smug that you comply with all the rules and none of this pertains to you. How about this then? "In addition, every cycle operated on a highway shall have the most conspicuous portion of its rear mudguard, for a length of not less than 22.5 cm and the full width of the mudguard, painted white." Gotcha!!

OUR NORTH SHORE CHAPTER - by Mel Kerr

Every Saturday a group of cyclists leave the West Vancouver Senior Activity Centre on 21st Avenue at 10:00 hours.

These rides are designed for those not yet ready for heroic distances. They usually start about 11:00 a.m., after driving to the Pitt River bridge and then cycling the flat farm roads of Pitt Meadows for 20 or 30 km. Single and three gear bicycles are quite suitable. Bring a lunch and some rain gear.

For more information and confirmation of plans, phone Mel Kerr at 985-5038.

CORRESPONDENCE

In our last bulletin, you read Roy Cooke's letter sent to the Department of Tourism and Highways and Transportation describing the conditions of the highways from a cyclist's viewpoint. He has received a reply from the Deputy Minister of Tourism which is printed below.

"Dear Mr. Cooke:

Thank you for your letter regarding your Society's recent trip around British Columbia. This was an ambitious undertaking, particularly for the many seniors in your group, and I am glad that the general road conditions were acceptable.

My Ministry is always interested in learning about areas where improvements can be made to give our visitors and citizens travelling within the Province a better experience. I know that the current standards for new construction are in the direction of broader highway shoulders. The conditions you describe between Princeton and Manning will be of interest to my colleague, the Deputy Minister of Transportation and Highways. I have taken the liberty of forwarding a copy of your letter to him for his information.

Thank you again for writing. Please extend my best wishes to the other members of your group for continued successful touring within British Columbia and further afield.

Yours very truly,

Grayden R. Hayward
Deputy Minister

pc: Mr. Roy Illing
Deputy Minister
Ministry of Transportation
and Highways"

HARRISON LAKE

What is now becoming a traditional bike ride for the Lower Mainland members is the overnight trip to Harrison Lake. It is a healthy distance no matter where you live - 130 km or so from Vancouver (or much longer if one of the group insists on showing us a shortcut).

The Autumn ride was on Thursday and Friday (Oct. 5th and 6th). The group braced the cold foggy morning and gathered on the Lougheed Highway past Coquitlam. Ken Brothers, Richard Lebek and John Maclean came from Ladner-Tsawwassen, Mel Kerr arrived from North Vancouver, Marten McCreedy and Frank McCall came along Broadway and Lougheed Highway, Leo Comeau rode in from Coquitlam, Bob Douglas and Ian Cassie came from Burnaby, and Al and Diana Lifton came from Surrey over the ferry. The sun broke through the

overcast and we enjoyed the rest of the day of cycling under clear blue skies.

At Harrison we stayed in a motel. After a swim in the hot pool, a supper of chile con carne was prepared by Ken, Richard and Leo. Jack Beckow and Shirley Izzard came for supper and Shirley brought a couple of pies for dessert.

Ken, Richard and Leo were up early the next morning and prepared a breakfast of bacon and eggs, toast and coffee for us. We certainly appreciated their efforts.

The ride home began well. The sky was clear and the air cool and nippy. The countryside was ablaze with the Fall colours and the Fraser Valley looked green and lush despite the shortage of rain. But as we neared the coast, the weather steadily deteriorated and we were again back into cold overcast weather. Yet the weather was a minor concern and did not in any way dampen our spirits. Besides, there were enough coffee shops along the route to keep our morale high and cycling with good buddies is always enjoyable.

OUR FRENCH TRIP - by Mel Kerr

On July 31st, Maurice Le Duc, Jack Wilcockson and myself boarded Wardair's DC 10 with our sleeping bags, tents and bikes in plastic bags. We arrived at Gatwick at 07:40 hours local time and caught the train to Victoria Station, London. We shipped our tenting gear to Dover and we took the train with our bikes to Tonbridge. We had supper for 4.10 Pounds and bed and breakfast for 10 Pounds. These prices were about average for our whole trip.

The next day we cycled towards Canterbury to a place called Chilham. Canterbury Cathedral is quite imposing as are many of the cathedrals in England and on the Continent - and I am not a cathedral buff! August 3rd

found us cycling in rainy weather through Canterbury and then by interesting backroads to Dover where we picked up our camping gear.

On August 4th, with our heavily loaded bikes we caught the ferry to Calais and picked up our leased Renault station wagon. As it was raining, we drove to Hubersent. The next day we drove to Bosc le Hard, just north of Roen. As the weather was still very unsettled and the roof rack loaded and somewhat unstable, we dropped our bikes off in a barn and proceeded by car.

We certainly saw a lot of country during the next twenty days, all in sunny weather, of course. We visited Roen; Courcelles sur Mer, where the Canadians landed on June 6th, 1944; Villedieu les Poeles; Janzac; Pineau des Charentes, where we bought a bottle of cognac for 132 francs. After two more days in France, we crossed into Spain at Dancharia.

Our first Spanish hotel at Valtierra was 3600 pesitas (\$36.00) for the three of us. And now it was really hot and oppressive - 40-42 degrees centigrade for the next five days. We entered the Ebro Valley on the east coast of Spain - Peniscola, Benicarlo and El Sater where we turned around because we were overcome with the heat.

For the next ten days we made a beeline for Roen to get our bikes. This was all interesting rural countryside that would be excellent for cycling in spite of a few very hefty hills.

From Roen we took a day off to see Paris - the Arc de Triumph and the Eiffel Tower for a bird's eye view of Paris.

The last three or four days we cycled through France towards Calais. We took turns driving our little Renault. Even with three of us, the car was a decided advantage as we could cycle light. We used our tents

eight nights and doubled up at other stopping places. I found sleeping on the floor best in most places because the beds were so swaybacked.

Lessons learned:

1. Most towns of any size have a park for camping at reasonable prices.
2. A sag wagon even for three is the way to go. Lease it; don't use rented cars.
3. European beds are saggy and uncomfortable.
4. At least one member of the group should be fluent in the language of the country.
5. It is very expensive. Prepare to camp or bring lots of money.
6. August is not a good month to cycle in Europe.

NEW MEMBERS

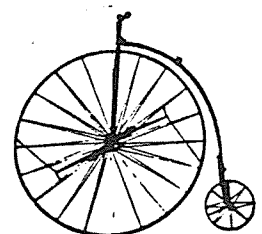
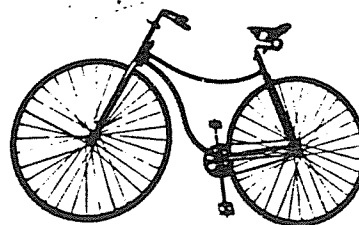
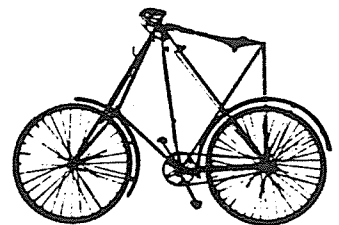
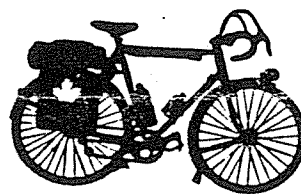
We welcome these new members:

Bertha Dunn 114-8020 Ryan Road
Richmond, B.C.
V7A 2E5

271-3951

Emily Ames Box 1522
Rocky Mtn. House, Alta.
TOM 1T0

(403)845-3971





NEWSBRIEF

VOL. 4 NO. 10 December 1987

The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

RESULTS OF THE ANNUAL GENERAL MEETING

About fifty members attended the Annual General Meeting on November 28th. An important item of business, of interest to all members, was the election of the Board. Those who indicated their willingness to serve another year were listed on the slate to be presented to the meeting. They were:

Marten McCready
Bob Douglas
Anne Ives
Ken Brothers
Richard Lebek
Mel Kerr

The following nominations from the floor were added to this list:

Chuck Dick
Leo Comeau
Dennis Parsons
Al Lifton
John Philip
Doc Watson
Bill Powell
Ella Laramee
Frank McCall

The slate was then offered to the assembled members and the motion passed. The new Board of Directors was established.

At the first Directors' Meeting after the AGM, the Directors will elect the President of the Society. Marten McCready, the current President, expressed his wish to step down, having served two years. Leo Comeau indicated his willingness to assume

the office of President and will stand for election at that meeting. There seemed to be a general agreement that Leo will be installed as President and as a gesture to recognize this fact, he was offered the Chair and presided over the remainder of the meeting.

The many new members on the Board will no doubt add considerably to the input at meetings. The ideas for tours expressed at the AGM will be considered in committee and written up in detail in future bulletins.

***** RETIRING PRESIDENT'S MESSAGE

Being your President for the past two years has been a very enjoyable experience for me. I accepted this position shortly after taking on the job as tour leader for the second Cross Canada tour. In these two roles I appreciated and valued the help and support so many of you gave me, both in the conduct of the tour and in the administration of my office. It has been a pleasure working with you.

Marten McCready

NEWS ABOUT THE ANNUAL DINNER

The club dinner was, from all accounts, a great success. In all, seventy-one members and guests arrived, enjoying a social hour before dinner. Mr. Szasz of Szasz's Restaurant was on hand personally to

see that everything possible was done to make our meal ideal. Westphalian ham and cantaloupe started our dinner, followed by veal goulash stew with dumplings and cheesecake with raspberry sauce for dessert. The dinner was excellent.

After supper, Bob Douglas distributed cycling certificates to all those on

his trip last summer. The draw for the door prize followed. Bob Douglas won first prize - a Cateye solar Cyclocomputer donated by Cap's Bicycle Store in Surrey. Second prize - a cycling jersey, was won by Rose Tanchak. Photos and scrapbooks were passed around and Monty Maundrell set up a T.V. and showed his video camera shots he took last summer. It was a good evening.



FROM ALL OF US TO
ALL OF YOU
BEST WISHES FROM THE STAFF

