



NEWSBRIEF

VOL. 5 NO. 1 January 1988

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

NEWSLETTER ARTICLES NEEDED

At the Annual General Meeting, there was a request for more news of our bicycle trips. The hard working editors refuse to resort to fiction, so how about a page, or even a paragraph from you budding authors. For example, most of us are awaiting more stories of the adventures in China.

PRESIDENT'S CORNER

How time flies. 1988 is well on its way and the spring and summer bicycling tours are just around the corner. This year, we have a good package of tours put together by our Tour Committee. It will be up to each member to decide what tours to take at the given dates. Watch the newsletters for further info. as to costs, deposit dates, etc. Any input or help you can give us will be appreciated and it will help us to make this a memorable year.

The cost of these tours should be in line with previous ones. Approximately \$11.00 per day with sag wagon, food and tenting, should be a good guide for most of them. Further details will be given by the Tour Committee at later dates in the bulletins.

I take this belated opportunity to wish each and everyone a very pleasant year and may all your events be happy ones.

God bless.

WEEKLY TOURS

The Thursday and Sunday rides are continuing as usual. Our Victoria members will be holding theirs on the same days also. This will give us the opportunity to join them, and enjoy their wonderful hospitality and the beautiful scenic attraction of Victoria

Our Thursday rides start at the Ladner Community Centre at 11:00 a.m.

Sunday rides start at 10:00 a.m. at 41st and Cambie via Marine Way Queensborough Bridge (Checkpoint) River Road, to Green Acres Golf Club, on to No. 6 Rd. to Steveston. Then back to 41st and Cambie via No. 1 Rd. and Art Lang Bridge. We are in the process of getting maps for these routes, so members can join us anywhere at given checkpoints even if it's just for a coffee.

Happy biking.

BIKE RENTALS

We still have a few bikes to rent. We also have quite a few good quality sleeping bags (Black Ice) and solid foam pads, 28" x 73" x 1/2", for sale at very reasonable prices. If interested, please contact Bob Douglas, 435-3893, or myself at 939-0392. These are very good buys.

MEMBERSHIPS

Have you renewed your membership?

If not, please do so as soon as possible. Last year, we had approximately 130 members. I'm hoping that this year we could increase that to 200. I feel this is not too big a task if we all put our shoulder behind the wheel. There are a lot of seniors out there that are bicycling alone, when they could be enjoying the challenge and comraderie of a group.

When we consider the physical and health benefits we get, not to mention the enjoyment of watching the scenery roll by, and we know that we are making it happen through our own physical efforts, we shouldn't have any problems convincing others. So let's try harder this year. Let's bring in one member each

RECEIPTS

Our Treasurer reports that he has not yet had a chance to prepare receipts for income tax purposes. The receipts should be included with your next newsletter.

4th ANNUAL PACIFIC TRIP

The 4th Annual Pacific Trip is planned for both June and/or September in response to the strong enthusiasm shown at the Annual General Meeting.

On the 19th of June and 5th of September, 20 people will gather at the home of Art Routley, 4 miles east of Keremeos on Highway 3A. From there, under the leadership of Norman Kjelson, we will bicycle to:

Osoyoos on	June 20th	Sept. 6th
Penticton	June 21st	Sept. 7th
Kelowna	June 22nd	Sept. 8th
Armstrong	June 23rd	Sept. 9th
Sicamous	June 24th	Sept. 10th
Sorrento	June 25th	Sept. 11th
Kamloops	June 26th	Sept. 12th
Merritt	June 27th	Sept. 13th
Coquihalla	June 28th	Sept. 14th
Hope	June 29th	Sept. 15th

Average distance - 35 miles per day.

Cost of the trip is \$100.00

On the 1987 trip, we were able to give a 22% refund on this amount. Hope we can again.

Bring sleeping bag, tent, cutlery, plate, bowl, cup, camera, swim suit, etc.

As the Grand Canyon trip is now starting on the first of Sept. and will overlap the Sept. 5th date, CCCTS Trip Committee has added the June segment to accommodate more members.

Would you prefer to go in June or September?

A QUICK RESPONSE IS NECESSARY. Limit 20 people per trip.

Please contact either:

Norm Kjelson
1125 W. 12th Ave.
Vancouver, B.C. V6H 3Z3
737-2325

Bill Powell
Ph 1-103 Gorge Rd. E.
Victoria, B.C.
V9A 6Z2
388-6392

PROPOSED ARIZONA BICYCLE TOUR

April 19 -- May 1, 1988
Southwest area of Arizona

Cost approximately \$10-\$15/day (US funds) for accommodation, support vehicle and bag lunch.

If interested, write or phone.

Address: CCCTS
1200 Hornby Street
Vancouver, B.C.
V6Z 2E2

Phone: Leo Comeau, 939-0392
Anne Ives, 733-9882

From: John Cameron, Penticton

Dear Members,

Early in November, I wrote the Canada-Cuban Friendship Association regarding the possibilities of a bicycle tour of Cuba.

I gave them a short history of our organization and an outline of our tours.

Their reply was very positive. We arranged to meet in Vancouver. As I reported at the General Meeting, I was assured that we could rent a truck, purchase groceries, and have access to camping facilities. The fare at that time was \$700.00 return, with a stopover in Toronto.

The CCFA representative, Eileen Jefferson, informed me that she contacted a travel agent in Toronto who has cycled all over Cuba. Probably, he will be able to provide us with suitable itinerary.

1988 TRIPS

<u>DATES</u>	<u>TRIP</u>	<u>CONTACT</u>
May 8	Bowen Island	Leo Comeau 939-0392
May 24/25/26	Gabriola Island	Dennis Parsons 383-5546 Ella Laramee 274-9535
June 2	Coquitlam - Pitt Meadows - Haney Whonock.	Leo Comeau 939-0392
June 19-29	Okanagan	Norm Kjelson 492-8850
July 5-8	Chilliwack Valley	Leo Comeau 939-0392 Dennis Parsons 383-5546
July 12-18	Sunshine Coast - Vancouver Island	Al Lifton 536-7826 Doc Watson 477-0476
Aug. 10-15	San Juan Islands	Bob Douglas 435-3893
Sept. 1 - Oct. 9	Grand Canyon Osoyoos, B.C. to Flagstaff, AZ	John Philip 734-1398 Dennis Parsons 383-5546
Sept. 5-15	Okanagan	Bill Powell 388-6392
Oct. 18/19/20	Gabriola Island	Dennis Parsons 383-5546 Ella Laramee 274-9535

CASSIAR CONNECTOR REPORT

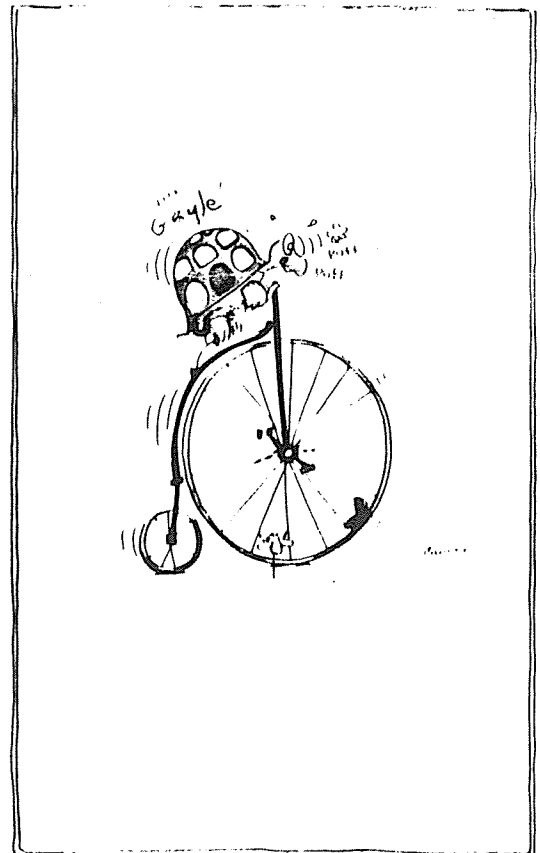
- by Bob Douglas

At Marilyn Pollard's request, a number of cyclists attended the Vancouver City Council's public information meeting on December 8th at the Hastings Community Centre. Members attending were Frank McCall, Ken Grieve, Tom Tuma, Leo Comeau and myself. Joe Arnaud and Marilyn talked Ken and I into adding a few words.

The City Engineering Dept. gave their proposal to alleviate traffic congestion at what is said to be the busiest intersection in Western Canada, Cassiar and Hastings, with 90,000 vehicles per day. The elaborate plan, at approximately \$80 million, places Cassiar in a covered trench with Hastings passing overhead, and cloverleaf access at 1st Ave. and at McGill. The Provincial Government is unwilling to finance the whole plan so there may be as much as \$10 million in compromises involving the cover and the cloverleaf. There was absolutely no mention of accommodation for cyclists, and I suspect that conditions on Cassiar Street will be even worse for them than at present. I wouldn't be surprised if bicycles were banned completely.

Many of the speeches were by local residents concerned about traffic on side streets, and the necessity for left turns on Hastings during rush hours.

Neither the council nor the engineers gave a commitment to address the concerns of the audience.



CHINA TOUR - OCTOBER/NOVEMBER 1987

-- by Robert Helms

We noticed that China was different as soon as we landed in Beijing. The airport was almost deserted and we were the only ones claiming luggage. A couple of miles from the airport we began to catch up with the bicycle traffic, which dominates about half the roadway. Private cars are very scarce, but there is no end of buses, small and medium-sized trucks and garden tractors hauling freight. Large transport trucks and dump trucks are very rare.

Traffic jams do exist; it took us about one hour on the bicycle to pass one that consisted of trucks and buses, lined up on each side of a small bridge where two vehicles had collided. It was along a canal and there were no side roads to turn on to.

Beijing is a very interesting city, but it is rather grey looking. Southern cities seem to be more colourful. But it is a city on the move; there were construction cranes and highrises all over the place. It was interesting to watch. On the ground, everything was done by hand - safety appeared to be important.

With one or two exceptions, the hotels were modern and comfortable, always private bath and colour TV. Next to traffic, I would say that plumbing is the most interesting subject when travelling in China. They appear to be uncomfortable with modern toilets, problems are fixed only after many complaints. Even in good hotels, bathroom fixtures and ceramic tiles look as if they have been installed by handymen. They do not seem to understand that new buildings need maintenance, too.

Still, I see no reason for us to turn our noses up. The Chinese have few garbage problems; everything is recycled, but if anyone is bothered by a no-flush toilet consisting of a row of holes in a concrete floor, just do not go too far away from the hotel.

Round dinner tables and thermos flasks must be a good business there. Tap water is not for drinking anywhere, and without fail, there is a thermos with hot water and tea bags in every hotel, and often cold water as well. When eating, it was always at large round tables with ample room for ten. The tablecloths were always changed after each sitting. This is part of dining with chopsticks. The girls were experts at standing at one side of the table spreading large tablecloths.

Three meals were included. Beer and sweet orange drinks were always provided with lunch and dinner. The food was plentiful and good if you do not mind white rice. Still it does not have the variety we are used to, and I did not mind to get to Hong Kong after four weeks and eat western food again.

Going in a group with guide is the obvious way to travel. Most street names are in Chinese only, while the maps are in English, and the local people did not understand them. If not careful, it is quite easy to get lost.

Well-dressed girls going to work on bicycles is the norm. All of them would look good in a bikini. Most of the men seem to be busy smoking cigarettes when not cycling.

We were expecting to find new 15 speed bicycles, instead we found a selection of well-worn bikes of various description, some of them would only operate at one speed, but nobody panicked I am glad to say. We each selected one from the pile and rode it back to our hotel. After a couple of days, I located a bottle of oil, and my bike was doing quite well from then on.

We had a national guide with us from the first day, a local guide for each place we stayed, and a bicycle guide when we were cycling (who by the way spoke no English). He was well liked and the last day we found out that he had an excellent singing voice. Also, we had a truck with driver and helper plus a bus, they picked up breakdowns and those who had fallen by the wayside, and provided another bicycle if required.

Once in a while they pulled us off the road for the afternoon. We presumed they had orders to do so. The first day the truck was too small to hold all the bikes, and five of them were loaded into the corridor of the bus. Nobody complained too much, the trick seemed to be ... relax and do it the Chinese way and everything will function. If you ask too many questions, it only confuses matters.

In my opinion, the time we spent cycling was necessary to make this China tour complete. Still there was room for improvement. Some mechanism was needed to control the group and let the slow ones catch up. After it was in motion, it appeared as if nothing would stop this collection of aliens in shorts and helmets, but for a fork in the road or an accident. That and a Chinese cold was no doubt the reason that one third of the group rode the bus most of the time. One village for instance had a large bamboo industry producing ladders, furniture, etc., which sold along the road, but if anyone stopped and looked around it would be difficult to catch up again.

The cycling commenced in Nanjing, where we rode across the Yangzi Bridge, 6.7 km long. We encountered much road work and few km of cobblestones, otherwise the road was good. Rearview mirrors on bicycles do not exist in China, but the autos behind never forgot to give us the horn. There was no centerlines on the roads and the traffic seemed to be all over the place. We had good weather while cycling, which took place in the area west of Shanghai and finished in Hangzhou, which together with Wuxi were the most picturesque places we stayed at while cycling.

Highlights of the trip in general were the Great Wall, the Terra Cotta Warriors in Xian, the Sun Yat Sen Memorial in Nanjing, Guilin with the Reed Flute cavern and the unusual mountains. Also the boat rides on canals and lakes, not to mention the evening entertainment.

We travelled by prop. airplanes where the attendant was never without a piece of string to hold things together until we landed.

It was rice harvesting time, of which China has 2-3 crops a year. Most of the work was done with hand tools and a few buffaloes, as the garden tractors were busy hauling red bricks and other freight. The rice was threshed, as soon as it was cut, on a portable machine operated by foot. The grain and straw was dried anywhere on high ground, which always include the shoulder of the highways.

Early in the morning, the Chinese, in groups or in ones or twos, would do their tai chi anywhere along the sidewalk or in parks. Often they would have a portable radio on a parked bicycle, apparently giving instructions.

Birth control is strictly enforced with a maximum of one child per family and without doubt China is in for a generation or two of pampered kids.

Free enterprise is widespread. Vendors peddling their wares were very persistent. They wrote down a figure and wanted us to write an offer until we agreed on a price. Children were literally pushing their merchandise into our hands, and yelling to get rid of them made no impression at all.

Wild birds were rare, but some people owned songbirds which they transported on bicycles in covered cages to gathering places in certain parks, where the cover was removed while the birds were singing.

Some cities had traffic lights with computers and lighted signs that gave us the time that was left before the next red or green light. Other cities had some impressive looking pedestrian crosswalks that were elevated above the traffic at busy intersections.

We were one night in Guanzhou (Canton) before boarding the train for Hong Kong. This city did appear different in many ways. Their English was good; the waiter served Chinese food directly onto our plates and the cars were not allowed to honk their horns. It was outlawed; in the other cities, they did it all the time.

In Kowloon, we stayed at Booth Lodge - a 15 storey hotel owned by the Salvation Army, and for the first time, we had a hotel that refused Canadian money and travellers cheques. There were no bicycles on the streets there, but a MacDonald's hamburgers in every other street, and coincidentally, we noticed some fat people also.

CORRESPONDENCE

From: Wendy Daudrumez (Wilkinson)
Dir., Health & Community Services
The Canadian Red Cross Society

Dear Marten,

Thank you so very much for the lovely dinner on Friday night. More importantly, a huge thank you to all for the company. I loved meeting the new folks and hearing about the China trip. And, of course, seeing all my dear friends from the "old" group was great. I miss all of you. I admire and respect and love you. I'm so proud about what you all accomplish. It's a goal for me in my life now.

Best regards to all.

* * * * *

From: Ken Hanna, Ottawa

Dear Bob,

Happy to enclose my membership renewal for '88 and looking forward to the next newsletter in the hopes that it will outline some interesting upcoming tours. Enjoyed Mavis Worthington and Eva Folk's contribution on your B.C. tour. I have high hopes that you will run that one again at some future date.

My own tour of the U.K. covered over 4,200 miles and I would be hard pressed to say which country I enjoyed the most. Each had its beautiful scenery, high hills, considerate traffic and pleasant people. One really can't ask for more.

* * * * *

From: Margaret Wells, Australia
(letter from Greece)

Thought my Canadian friends might like to know that I am participating in our Bicentennial ENGLAND-SYDNEY bicycle ride. Four weeks in England, Wales and Ireland. Then to Holland, Germany, Austria and Italy. We're now in Athens (30-10-87) having four rest days before flying to India, Malaysia to Singapore and home for Christmas. After seven days in Melbourne, we regroup for Sydney via Canberra.

Am fighting fit. No aching legs, surprisingly.

Love to all my Canadian cycling colleagues.

* * * * *

From: Ken Brothers, Australia

We arrived in Sydney, Dec. 15 after a rough ride out of Frisco ... We took a long walk through downtown Sydney. Went to bed at 6 p.m. and slept till 6 a.m. next morning. On the 17th, we left by electric train to Broad Meadows near Newcastle for a visit with Jim and Jean Forde, who had met us on a former trip at Raymond Terrace. They became good friends with Monty and Midge. They received us as a part of the family. They are Irish Australian for 32 years and have never lost their Irish accent. We were taken on various adventures sightseeing ending at Redhead Beach. December 18 we began with a swim in the Pacific Ocean at Redhead Beach ... The girls in bikinis are a delight to watch. The Australian men and women are beautiful people and from cradle on, they enjoy the outdoors.

Best to all and keep smiling.

Re: B.C. - Jasper trip.
We want to thank you all for the gifts. We were all surprised and thankful. Please wish everyone the most blessed and joyous Christmas from us all. We wish to extend our hospitality to anyone who comes this way. As long as we work here, our home remains open to everyone. Best wishes for all, The PLUGBOERS



NEWSBRIEF

VOL. 5 NO. 2 February, 1988 1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

OFFICERS FOR 1988

On December 16th, 1987, at the first meeting of the new Directors, the following Officers were elected for 1988:

President: Leo Comeau
Vice-President: Dennis Parsons
Treasurer: Bob Douglas
Recording Secretary: Diana Lifton

MEMBERSHIP SECRETARY

Would you like to be our Membership Secretary? The job involves going to our office at 2182 West 12th Avenue for two or three hours once a week to keep our membership list up to date, record member's address changes and send out application forms to prospective members.

If you are interested, please phone Leo Comeau (939-0392) or John Philip (734-1398).

GENERAL MEETING

The Society will hold a General Meeting in White Rock on Saturday, April 9th, to discuss upcoming tours, a proposed amendment to our Constitution and other items of interest to members. The time and place of the meeting will be announced in the next Newsbrief.

1986/87 FINANCIAL STATEMENTS

The financial statements, as presented at the last Annual General Meeting, have now been audited. A condensed version, cents omitted, follows:

Balance Sheet as at October 31, 1987

Cash and term deposit	\$15,110
Equipment at cost	18,531
Accrued interest	581
Other	266
Total assets	<u>\$34,488</u>
Prepayments, dues & dinner	1,180
Other	172
Equity	<u>33,136</u>
Total Liabilities & Equity	<u>\$34,488</u>

Operating Statement for the year ended October 31, 1987

Membership dues	\$2,500
Sale of parts at cost	1,342
Bank interest	887
Other	587
Total revenue	<u>\$5,316</u>
Rents	\$1,946
Loss on sale of used equipment	1,664
Donations	1,625
Bike parts for resale or maintenance	1,545
Typing, printing and copying	727
Other	459
Total expenses	<u>\$7,966</u>
Deficiency	<u>\$2,650</u>

The Newsbrief is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists.

PRESIDENT'S CORNER - by Leo Comeau

Postcard from Ken Brothers

Dear Leo: Tell all the gang we are going along to Perth in the next two days. The country is sensational and it sure took lots of hard work to make it prosper. Bert's scheme (to cycle from Perth to Adelaide) could be done, even the Nullarbor Plains have enough stops. We met several riders doing the circuit. Monty sends his regards. Hope all is well with you. Keep smiling.

Report on 1988 Arizona Tour

The tour which I thought would bring the least interest is the one that is almost the front-runner. This has compelled me to look into costs, and dig up the file on last year's tour.

Last year's Arizona tour was organized by Bernice Gregory, who did a heck of a good job. The tour took us through some of the most interesting parts of southern Arizona, such as the Pinal Mountains to Globe; the Thompson Arboretum; and Cochise, where we stayed at the Cochise Hotel, built in 1882, at the junction of the Southern Pacific and the old Arizona Eastern Railways. Here we were transported back into turn of the century Arizona, where authentic furnishings of the 1800s combined with the comfort and hospitality of the 1900s. A quaint little gift shop offered gifts typical of the early 1900s. We were served an excellent dinner and breakfast by a gracious native woman, Mrs. Lillie Harrington, who willingly gave us the history of her life, and of the country she loved so much.

Then we went on to Bisbee, once the site of the largest open pit copper mine in the world. We

visited Tombstone, where Boot Hill brought back memories of the wild west, Sierra Vista, a beautiful little city with a Mexican flavour, and the border crossing at Nogales. I could go on, but time and space do not permit me to do so.

This year, Bernice is organizing another tour in Arizona, from April 19th to May 1st, but following a totally different route. Knowing Bernice, if you take this tour, you won't be disappointed. So let's get our names and money in early. March 15th should be a reasonable deadline. The cost of the tour, including train fare from Vancouver should not exceed \$660.

Breakfasts, dinners and personal expenses during the tour are not included, but \$80 is included for meals on the train, and it has been assumed that 3 or 4 will share a room in motels. More details will be given in the next Newsbrief.

Cost:	
Transportation to Phoenix and return, incl. bike 12 days - motels and lunches	\$360.00
	<u>300.00</u>
Total	\$660.00

To date, the names of those taking the tour are:

Andre & Frieda Kaufmann
Ian Cassie
Georgette Courchesne
Emily Ames
John Peck
Bruce Hudson
Bernice Gregory

Those undecided are:

Leo Comeau
Bob Douglas
Anne Ives

For more information, please contact:

Leo Comeau (939-0392) or
Anne Ives (733-9882)

FUTURE TOURS

1. Cuba - February 1989.

See letter from John Cameron under "Correspondence" regarding this tour.

2. South Africa

This tour, which is scheduled for March 1989, will include travel by the "Blue Train" from Johannesburg to Cape Town, cycling for 11 days on the garden tour, and visiting Victoria Falls, Kruger National Park and other interesting places. Further details will be published at a later date.

3. New Zealand

This is a possible tour for November and December 1989.

GRAND CANYON TOUR - 1988

This tour starts from Osoyoos, B.C., on Thursday, September 1st and finishes at Flagstaff, Arizona on Sunday, October 9th.

From Osoyoos we cycle south through central Washington to Pasco. Then we cross the Columbia River into Oregon, and head across the north-east corner of the state into Idaho. After travelling east through southern Idaho, we turn south again and go down the entire length of Utah before crossing into northern Arizona. We spend two full days there at the south rim of the Grand Canyon, and then round out the tour at Flagstaff, which is about 100 miles south of the canyon.

Interesting places on this route are Grand Coulee Dam and Dry Falls in Washington, the Snake River Canyon in Idaho, Salt Lake City and Bryce Canyon in Utah, and finally the Grand Canyon in Arizona.

The total distance covered will be about 1500 miles with an average of about 45 miles per cycling day. The detailed itinerary will be published in a later Newsbrief.

This will be a camping trip, and we will have a support vehicle with us to carry our gear. Jack Beckow has volunteered to be our driver. The cost for campsites, food and the vehicle will be about \$550.00 Canadian, per person. This does not include the plane or train fare for the return trip to Vancouver.

We can return home from Flagstaff by plane, via Seattle, or by train. The Amtrak train from Chicago passes through Flagstaff on its way to Los Angeles with a connection there to Seattle. A bus connects Seattle to Vancouver. Costs and other details of our return trip will be discussed in a later Newsbrief.

To date the following members have expressed an interest in going on this trip:

Dick O'Reilly	Ernie Addicott
John Philip	Dorothy Philip
Dennis Scolah	Freda Scolah
Paul Svendsen	Jack Beckow
Shirley Izzard	Ken Brothers
Monty Maundrell	Ken Hanna
Bob Douglas	Leo Comeau
Niel Kerr	Bette Kerr
Ray Wilkinson	Kathy Wilkinson
Richard Gore	Marion Porter
Eva Folk	Jack Hermiston
Kay Hermiston	Robert Curr
Peter Winter	Rose Tanchak
Marten McCready	Mavis Worthington
Al Lifton	Diana Lifton
John Peck	

We will have a meeting to discuss the tour in late May or early June.
John Philip
(734-1398)

BIKING IN WASHINGTON STATE

- by John Philip

The purpose of this 1987 trip was to explore the first section of the proposed route for our bike trip to the Grand Canyon in 1988.

We planned to cycle from Osoyoos, B.C. to Boise, Idaho. This would take about 12 days, and we would return to Vancouver by bus. We decided to make it a luxury trip by overnighing in motels, and eating at restaurants in the evenings. We would prepare our own breakfasts and lunches.

We drove to Osoyoos, and left from there on September 11th, accompanied by Ken Brothers' van which was driven by Monty Maundrell. During our first five cycling days we stayed at Omak, Grand Coulee, Soap Lake, Othello and Pasco, in southern Washington. As originally planned, Ken and Monty left us at Pasco to return to Vancouver with the van, leaving the rest of us to continue on to Boise. We had a rest day in Pasco and the next

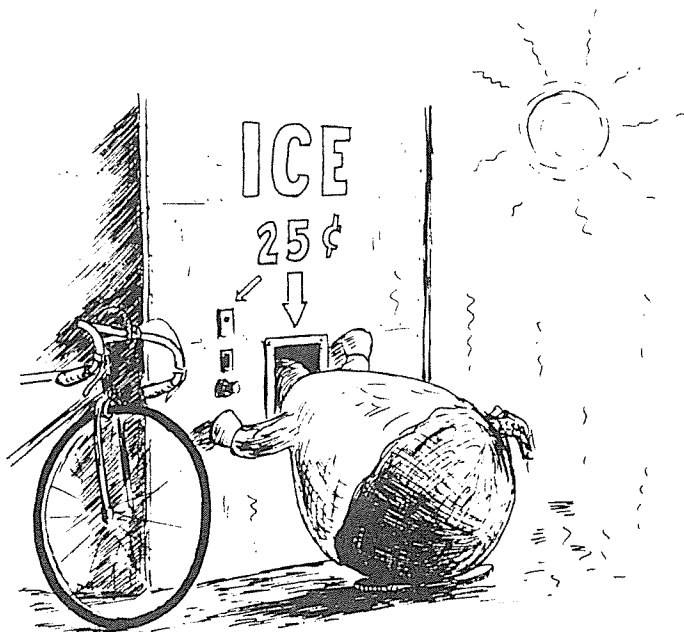
day, just before we left for Pendleton in Oregon, we learned that the Pendleton Roundup would be taking place over the next three days, and all motel accommodation within a 50 mile radius of the city would be booked up.

After much discussion of several alternatives, we decided to cycle back to Vancouver along a route which would take us through Yakima, Ellensburg, Snoqualmie Pass, Seattle and Bellingham.

It took us another seven days to get to Bellingham, and in order to avoid cycling through Seattle, we turned at North Bend and headed through Carnation, Monroe and Marysville. From Marysville, we cycled north on the I-5, except for a section near Mt. Vernon which was closed to cyclists. At Bellingham, we were met by Ken Brothers who drove us back to Vancouver in his van. We had covered just over 600 miles in 12 cycling days, and proved out the first five days of the Grand Canyon trip.

It was a very enjoyable tour with such memorable places along the way as Grand Coulee Dam, Dry Falls, a winery near Yakima, and Snoqualmie Pass. The weather was sunny and hot every day with a high temperature of 93 degrees F somewhere in Central Washington. The roads were generally excellent with good shoulders, except for a stretch just east of Seattle.

All of us who participated send our sincere thanks to Ken Brothers and Monty Maundrell for their most generous help with the trip.



CORRESPONDENCE

On Bob Douglas' Jasper/B.C. tour last summer, we ran into a young cyclist from Italy at the campsite in Hope. Not knowing our language too well, he was having difficulty understanding the directions for choosing a campsite and paying the camp fees. Some of our group, seeing a fellow cyclist in distress, went to his aid and finally brought him into our campsite, where he set up his tent. He had supper with us that night and breakfast the next morning. The language difficulty was solved by Tom Tuma, who surprisingly could communicate with him. Tom took him in hand and made him feel at home. He has sent us a postcard which is printed below.

Passo Di Lavote
Dolomiti, Italy
6 December 1987

Hello,
Do you remember of me? I'm Louis and I met you in the campsite of Hope last August. Now I'm returned in Italy and I'm skiing on the Alps.

If somebody of your group will come in Italy I'll be very happy to see him again.

Now I want to thank about your kindness and wish you a happy Christmas.

Ciao,
Louis

From: John Cameron
Dear Members,

My contact with the Canada-Cuban Friendship Society, Eileen Jefferson, returned from Cuba on Feb. 4. I phoned her the next day. She reported that the Cubans were very positive regarding our proposed tour. She discussed the idea with an official. He agreed

to get a letter off to us. Unfortunately, instead of giving the letter to Eileen to bring back to us, his secretary mailed it. So we will receive it sometime in March; much too late to plan a tour for now. We could do it in October - if conditions were good and enough members were interested. However, I don't want to interfere with tours already planned. We could tour Cuba next February. That would give us lots of time to do the necessary planning.

Midge called me yesterday about the Cuba tour - good thing too, got me thinking. The Canada-Cuba Society sent me a brochure with a deal in it that might be okay for some members. They could take their bikes and ride after school and days off. Give Eileen a call and see what she thinks about the following:

Spanish Classes in Cuba- Departing April 30, 1988

Location - Machurrucutu, a small farm community 20 minutes from Havana.

Accommodation - Double occupancy rooms, three meals a day. Hotel has a swimming pool. For transportation, side trips, etc. a bus will be at the disposal of the class for \$1.00 per person per day. Trips will be arranged with ICAP in Cuba.

Cost

Registration:	
Beginners	\$100.00 U.S.
Intermediate	\$150.00 U.S.
Advanced	\$180.00 U.S.

Hotel:
Per person, with 3 meals,
\$15.00 U.S. per day
x 28 days = \$420.00
U.S.

Hotel and registration payable in Cuba.

Air fare:
Est. cost \$800.00 Cdn.
Tax, insurance
and tourist card \$100.00 Cdn.
Length of Stay - 28 day minimum

To get this low group rate we need a class of at least 20 people. If you are interested, call Eileen (522-3389), Pilar (922-9344) or write to the Canadian-Cuban Friendship Assn., P.O. Box 69482, Stn. K, Vancouver, B.C. V5K 4W6

NEW MEMBERS

We welcome these new members to the Society:

Olga Clark
5402 Crescent Drive
Delta, B.C. V4K 2C9
946-4854

John Hathaway
1817 East 4th Avenue
Vancouver, B.C. V5N 1J9
253-7077

Ken Wood
1656 Connaught Drive
Port Coquitlam, B.C. V3C 4G8
941-7362

RANDONNEUR SOCIAL EVENING

On Tuesday, March 29th, Cheryl Marek of Seattle will be giving a slide show on RAAM (Race Across America) 87. She will speak about endurance cycling and her plans for RAAM 88. Last year Cheryl placed 2nd in the women's division and was named "Rookie of the Year". See you all at the ANZA Club, 3 West 8th Avenue in Vancouver, at 7:30 p.m. Phone Vernie Brown (271-4347) for further information.

CYCLING TIPS

The following quotation, attributed to Fred DeLong, was included in the booklet on cycling tips which was given to the members of the Cross Canada Cycle Tour Society, who participated in the Australia - New Zealand Tour in 1984:

"Be prepared for occasional hardships - and rejoice if they do not appear. But, even if they do, you will chuckle over them in years to come. Bicycle touring is pioneering and adventure. Think of it this way. Plan, prepare, and take part. You have only one lifetime - not enough to tap the reservoir."

1984 DOWN UNDER TOUR

Thanks to Bette and Mel Kerr for compiling an album packed with photographs and newspaper clippings recording the Society's 1984 tour in Australia and New Zealand. This album is kept at our office: 2182 West 12th Avenue in Vancouver.

FROM THE EDITOR

Starting with the January 1988 edition, I have taken over from Marten McCready as the Editor of the Newsbrief.

Many thanks to Marten for his dedicated effort and hard work over the last three years in bringing our Newsbrief to its present high standard.

I hope you will continue to submit interesting articles about our bicycle trips and tours. Also, please send me any other cycling news, articles, and correspondence which you think may interest our members. Suggestions you may have to improve our Newsbrief will be welcome.

John Philip



NEWSBRIEF

VOL. 5. NO. 3 MARCH 1988 The Cross Canada Cycle Tour Society
1200 Hornby St., Vancouver, B.C. V6Z 2E2 Ph. 733-4169

GENERAL MEETING

The general meeting will be held on Saturday, April 9th, in the Recreation Centre at the golf course at Nico Wynd Estates on Crescent Road in White Rock. The meeting will start at 11:30 a.m.

From the intersection of the Vancouver-Blaine Freeway 99 and the King George Highway 99A, proceed south on 99A a short distance to Crescent Road (traffic light). Turn right, and go about a quarter of a mile to Nico Wynd. It's on the right behind the gray board fence.

At the meeting we will discuss items of interest to members, and we will also discuss and vote on the following Special Resolution which is a proposed amendment to the by-laws.

Proposed Change to the By-Laws

The Board of Directors, at its February meeting, proposed the following amendment to the by-laws which will be presented to the members at the general meeting in April for approval. This resolution requires a 75% favourable vote to pass.

Special Resolution

Whereas, It is considered advantageous that the office of President be rotated on a regular basis so that the duties and responsibilities of the Chief Executive not become burdensome for one member solely; and

Whereas, Other members with new and fresh ideas should be encouraged to take on this responsibility; therefore,

Resolved, That Part V, Section 26, Subsection (6), of our by-laws that now reads:

"Officers shall serve one office term, upon election."
be amended as follows:

Officers shall serve one office term, upon election, and at the expiry of their term in office may serve for an additional term upon re-election by the directors at the first Director's Meeting following the Annual General Meeting, but the President, upon being re-elected for a second term, may not serve for longer than two consecutive terms.

The Newsbrief is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists. For information phone:

Leo Comeau, 939-0392, or
John Philip, 734-1398.



HAWIIAN REPORT - by Roy Cook

Dorothy and I visited Hawaii in January and February. I took my faithful 10 speed, so this report may be of interest to you.

We stayed in Waikiki, a Honolulu suburb on the island of Oahu. It continues to be expensive. The Japanese are buying up everything in sight, including hotels, golf courses and other businesses on all the islands. It doesn't seem as if prices will drop, although the media carried stories that the number of visitors is dropping. Perhaps six percent are Canadians, lots of tourists from Japan, and the rest mainly from the U.S. mainland. I met one chap from Holland, and there is a rare sprinkling of Brits.

Biking can be fun if one doesn't mind very heavy traffic. Honolulu has a population of nearly 900,000 plus perhaps 60,000 service people in the area. It's estimated that in Waikiki, where most of the tourists congregate and live, the number at any one time ranged from 300,000 up in either summer or winter. Many rent cars which adds to traffic density.

City streets are usually three lanes in each direction. I stayed on the curb side, and if I wanted to turn I walked across on the pedestrian walk. The drivers weren't pushy and gave me lots of leeway where possible, but I didn't take too many chances if it could be helped.

I did some 40 and 50 mile rides alone up both coasts. Other times circling the island once in each direction. These are 100 mile safaris with some hills involved, and were done in one day, taking 11 to 12 hours with time to view the scenery, relax at a quiet beach, talk with a few locals and eat. Occasionally there are winds to buck, and it does get 80 degrees F plus with humidity.

Rural roads are often one lane in each direction. They may have three to four feet of shoulder and sometimes zilch. While one can go 20 miles and drive through rural areas and villages, there is always heavy traffic from locals, tourists and many charter and local buses.

The beaches are great everywhere, and there are miles of them. The sun is great, and there is spectacular scenery and huge surfing waves. For 60 cents one can circle the island on a regular bus, which takes four hours. A monthly bus pass costs only \$15.00, which is good anywhere including the city. It is free if you are over 65. If you don't want any strain leave the bike at home, or visit one of the other islands with much less population, and bike at ease and contentment; but you may find all of the other islands much too quiet.

Old pro Doc Watson suggested the bike be packed in a bike carton obtained free from any bike shop. Having done it many times, he did all the work and I was grateful. Otherwise I think the bike would have been damaged.

Would I take the bike again if there is a return trip? No.

NEW MEMBERS

We welcome these new members to the society:

William & Cecile Hammond
919-10620 150th Street
Surrey, B.C. V3R 7S1
588-7096

Albert Manser
1167 Pipeline Road
Coquitlam, B.C. V3B 4R9
464-4981

Marjorie Murphy
1350 Walnut Street
Vancouver, B.C. V6J 3R3
733-2216

OKANAGAN TOURS - by Bill Powell

There has been a great response to the 10 day 1988 Pacific trips, starting officially in Keremeos and ending in Hope.

As announced earlier, one trip will go on June 20th and one will go on September 6th. The route will be Osoyoos, Penticton, Kelowna, Armstrong, Sicamous, Sorrento, Kamloops, Merritt, Coquihalla, and Hope.

We will start from the home of Art Routley, 6 miles east of Keremeos, on highway 3A, meeting there the evening before those dates at 8:00 p.m.

The expected cost will be one hundred dollars (\$100.00) please remit to:

Bill Powell
801-103 Gorge Rd. E
Victoria, B.C. V9A 6Z2
388-6392

For those going on the first trip, please remit by April 15th; for those on the second trip, please remit by June 15th.

All bikers should bring tent, sleeping bag, cup, bowl, plate, knife, spoon, and fork.

GRAND CANYON TOUR - 1988

The following members have expressed an interest in this tour in addition to those mentioned in the February Newsbrief.

Charles Addison	Ian Cassie
Charles Dick	Gwen Dick
Harry Leslie	John Cameron
Corol Cameron	

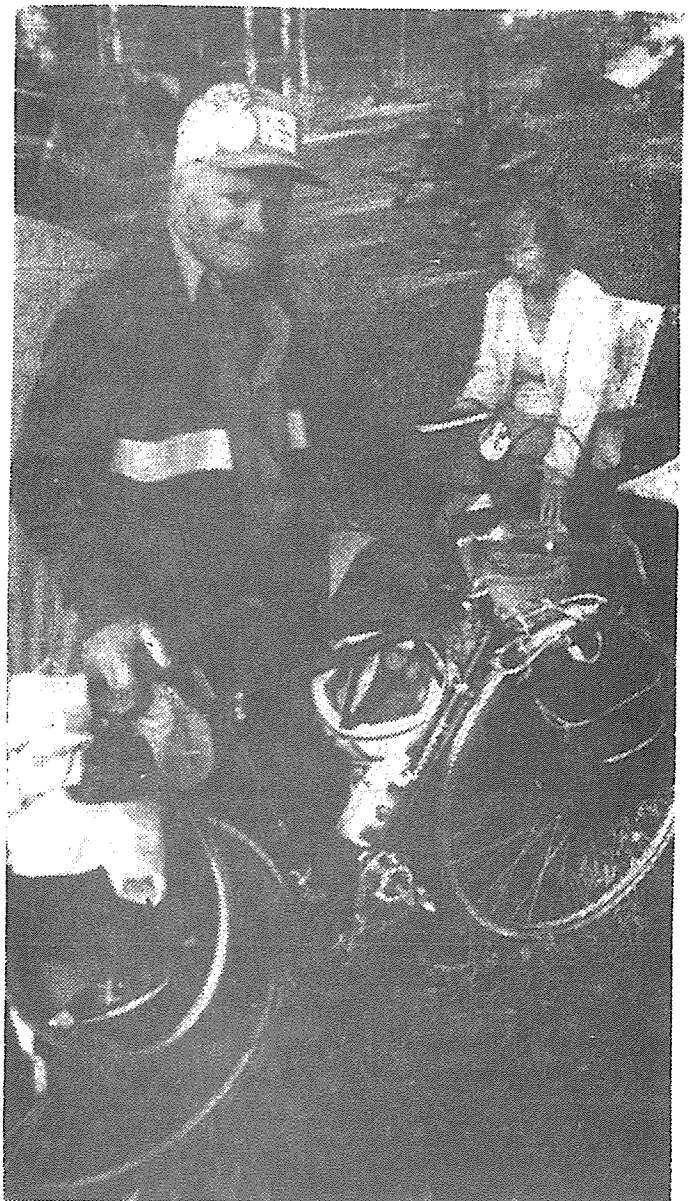
HERE AND THERE - Bill Powell

When I was in Calgary for the Winter Olympics, (which I enjoyed tremendously), I called our members there, to show our interest in them and encourage their continued support and membership in our Society.

HENRY WILKINSON, 1918 - 1988

Members of the CCCTS send condolences to Joyce Wilkinson on the death of her husband, Henry.

Henry, who spent his earlier years as a hard rock miner, made the first Cross Canada trip in 1983 with his wife, Joyce. Henry also toured Australia and New Zealand with the Society in 1984. At that time he rode with the notorious "Trail Mafia", Gino Pagnan and Renato Colbachini.



HENRY AND JOYCE WILKINSON
...from Kimberley, B.C.

1988 TOURS & TRIPS

<u>DATES</u>	<u>TRIP</u>	<u>CONTACT</u>
May 8	Bowen Island	Leo Comeau 939-0392
May 24/25/26	Gabriola Island	Dennis Parsons 383-5546 Ella Laramee 274-9535
June 2	Coquitlam - Pitt Meadows - Haney Whonock	Leo Comeau 939-0392
June 19-29	Okanagan	Norm Kjelson 492-8850
July 5-8	Chilliwack Valley	Leo Comeau 939-0392 Dennis Parsons 383-5546
July 12-18	Sunshine Coast - Vancouver Island	Al Lifton 536-7826 Doc Watson 477-0476
Aug. 10-15	San Juan Islands	Bob Douglas 435-3893
Sept. 1 - Oct. 9	Grand Canyon Osoyoos, B.C. to Flagstaff, AZ	John Philip 734-1398 Dennis Parsons 383-5546
Sept. 5-15	Okanagan	Bill Powell 388-6392
Oct. 18/19/20	Gabriola Island	Dennis Parsons 383-5546 Ella Laramee 274-9535

CORRESPONDENCE

From: Eva Folk

Dear Members:

I am sending along my change of
address and phone number:

#13-6537 138 Street
Surrey, B.C. V3W 0C3
591-9345

I am settled into my exquisite new townhouse and think I will enjoy it very much. But this is a new area for me and sometimes I get lonely, so I hope you cyclers will drop in and visit me. I will even have a pot of soup and fresh-baked bread, if I have a bit of warning.

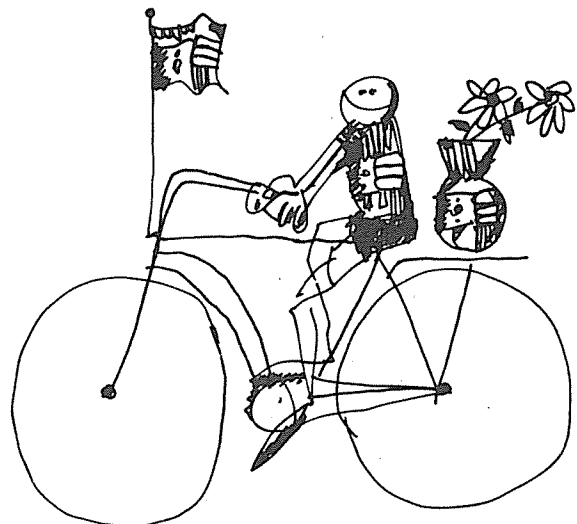
Good cycling to all.

From: Chuck Dick

Dear Leo:

It is with regret that I tender my resignation from the Board of Directors of the Cross Canada Cycle Tour Society. I will be unable to attend day meetings because of my current capacity as Principal of Dorset College.

Congratulations and my very best wishes to the directors during the next year of operation. I look forward to the newsletters and to perhaps even participating in the odd ride. Our trip in the Yucatan Peninsula, by the way, was excellent but it is not one to be done on one's own. Will talk to you soon.





NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 4

APRIL 1988

MAILING ADDRESS: 1367 W. Broadway, Vancouver, B.C. V6H 4A9 PHONE:
OFFICE ADDRESS: 2182 W. 12th Avenue, Vancouver, B.C. V6K 2N4 733-4169

BOWEN ISLAND TOUR

Sunday, May 8th, 1988

Co-ordinator:

Leo Comeau

939-0392

8:00AM: Start from International Hotel, 1999 Marine Drive, North Vancouver, 3 blocks east of Lions Gate Bridge. Take Marine Drive to Taylor Way, go north on Taylor Way, then west on Upper Levels Highway. Enjoy the beautiful scenery of Vancouver and the harbour.

9:30AM: Arrive at Horseshoe Bay.

9:50AM: Leave on Bowen Island ferry.

10:10AM: Arrive on Bowen Island. There are three tours on the island: two lasting two hours, and another lasting one hour. We'll have lots of time for lunch and for browsing around.

2:55PM: Return on the ferry from Bowen Island.

3:25PM: Arrive back at Horseshoe Bay, then cycle back to the International Hotel.

Circle the date on your calendar. Bring your lunch and water bottles. Total cycling distance: 75 kms.

GABRIOLA ISLAND TOUR

May 24, 25, 26, 1988

Co-ordinators:

Dennis Parsons

(Victoria) 383-5546

Ella Laramee

(Vancouver) 274-9535

Itinerary: Ferry from Tsawwassen to Swartz Bay on Vancouver Island, Brentwood Bay, Mill Bay, Duncan, Chemainus, Nanaimo, Gabriola Island and return.

Cost: \$36.00. Accommodation and 2 evening meals included.

Accommodation: At Surf Lodge. The first twenty members to sign up will be accommodated in the cottage and cabins. Later participants should bring tents.

MEMBERSHIP SECRETARY

Rose Tanchak has very kindly volunteered to be our membership secretary.

The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists. For information contact any of the following:

President

Leo Comeau 939-0392

Vice-President

Dennis Parsons 383-5546

Treasurer

Bob Douglas 435-3893

Recording Secretary

Diana Lifton 536-7826

Membership Secretary

Rose Tanchak 939-3665

Newsbrief Editor

John Philip 734-1398

OKANAGAN TOUR

June 19 to 29, 1988

Co-ordinators:

Bill Powell

(Victoria) 388-6392

Norm Kjelson

(Penticton) 492-8850

The itinerary for the June trip only has been revised to the following: Keremeos (Art Routley's house); Osoyoos; Penticton; Westbank or Kelowna; Falkland; Kamloops; Lac Le Jeune; Rest Day; Merritt; Princeton; Keremeos. The average distance travelled will be about 35 miles per day.

The following members have expressed interest in this tour:

Neil Anderson, Emily Ames, Roy Booth, Dorothy Booth, Elizabeth Bush, Leo Comeau, Georgette Courchesne, Eva Folk, Margaret Fyfe, Bernice Gregory, Norm Kjelson, Al Lifton, Diana Lifton, Jacob Moerman, John Peck, John Philip, Dorothy Sharkey, Denis Scolah, Freda Scolah, Rose Tanchak.

For other details see previous Newsbrief. Call or write Norm Kjelson, 1120 Penticton Ave. Penticton, B.C. V2A 2N2

THE CYCLIST'S PRAYER

Lord, Thou who hast never ridden a bicycle, help those who need it. Only thou knowest the dangers we are subjected to and the difficulties we go through. Grant our prayers. Help us on the upward slopes. There is no need to push us downwards. Support us when the brakes do not work. Support us too, when the trouser leg gets caught in the chain. Deliver us from traffic policemen when we are on the wrong side of the street, and the few times when we are on the right side.

Remove from our path the stones or we shall pass over them. Remove also the nails, the glass shards and other cutting and piercing objects. Sustain us when we go through a deep hole full of water that seemed a shallow hole. Rescue us in the muddy streets particularly when it's raining. Deflect from us the mud when we are wearing clean clothes. Deliver us from bicycle thieves. Deliver us from dogstheses that like to run after us to bite the wheels. And, above all, help us to buy a car.

Reprinted from Reader's Digest-May 1978 (N.Z.) Submitted by Jack and Kay Hermiston.

NEW MEMBERS

We welcome these new members:

Frances Bissegger
16111 - 10th Avenue
Surrey, B.C. V4A 1A7
536-3202

Elizabeth Bush
1280 Arbutus Street
Vancouver, B.C. V6J 3W6
733-2533

Colin Edge
Site 21, Comp. 6, R.R.3,
Penticton, B.C. V2A 7K8
493-1500

Alice and Joe Lavender
105 Lakeshore Trailer Village
268 Lakeshore Road
Boulder City, Nev. 89005

Henry Schwang
875 Wildwood Lane
West Vancouver, B.C. V7S 2H7
926-2341

MAILING ADDRESS

After May 1, 1988 our new mailing address will be:

Cross Canada Cycle Tour Society
1367 West Broadway
Vancouver, B.C. V6H 4A9

BICYCLING ASSOCIATION OF B.C.

We should all give serious consideration to taking out a membership in the Bicycling Association of B.C. A \$20. single membership entitles you to the following services:

- Yearly Handbook
- Newsletter
- Membership in the Canadian Cycling Association
- Third-party liability insurance: You're covered if someone sues you for damages over a cycling related incident.
- Extra medical/dental coverage: For some claims that the B.C. Medical Plan does not cover. Ask for particulars.
- Library Privileges: You may borrow some books, maps and films from the B.A.B.C. office. There is a \$20. refundable deposit for borrowers.
- Discounts
- Bicycle registration

The most important of these benefits is the insurance coverage, and the extra medical/dental coverage. This extra medical coverage is essential if you are cycling in the States or overseas.

SEMI-ANNUAL GENERAL MEETING

We had a very successful meeting at the Recreation Centre at Nico-Wynd Estates in White Rock on Saturday, April 9th. The meeting was attended by 47 members and 3 guests. We will be giving the meeting highlights in the next Newsbrief. Many thanks to our hosts Al and Diana Lifton for providing such a delightful and comfortable setting for our meeting.

CYCLING AND THE LAW - Bob Douglas

A few of our members attended a St. Patrick's Day discussion sponsored by the Public Legal Education Society. Guest speakers included the Vancouver bicycle co-ordinator, a city policewoman, a lawyer and some cycling advocates.

In general it seemed that the laws were quite clear, that there was some discretion in administering the laws, administration being influenced by public complaints, that each case was or should be judged on the existing circumstances and that the City's automatic traffic signals responded poorly to bicycles. There was also mention of the City's system of handling complaints against motorists whereby vehicle owners will be warned if the licence number, vehicle description, time and place is properly reported to the police.

A summary of the main cycling laws was distributed as follows:

Motor Vehicle Act Violations

- \$75. fines; riding on sidewalks, wrong side of road, no headlight at night, no tail-light or reflector at night, without due care and attention.
- \$50. fines; two abreast, no hands on handlebars, attached to vehicle, carrying passenger, failure to use bike pathway, riding when prohibited by sign, not on seat (presumably means perched on other than seat).

Vancouver City By-Laws

- Arrest; failure to give correct name and address.
- \$25. fine; riding on sidewalk.
- \$15. fines; no bell, headphones on both ears.

Vancouver Parks By-Law

- \$25. fine; riding on footpath.

GRAND CANYON TOUR - 1988

In 1988 we wrote for maps and bicycling advice to the Dept. of Transportation in Washington, Oregon, Idaho, Utah and Arizona.

We thought you might be interested in the response we got from Deloy K. Peterson of the Utah Transportation Planning Division. The following excerpts have been taken from two letters which he sent in reply:

In planning for your trip through Utah there are several things you need to consider. Outside of our urbanized area between Ogden and Provo, Utah is sparsely populated. It's a long way between towns and available services and you'll need to carry everything you will want between stops. Don't forget that much of Utah is desert, with summer daytime temperatures often above 100 degrees. In these areas be sure you carry plenty of water for the long distances involved.

Utah is also crossed from north to south with mountain ranges, and some of our highways have long, steep grades. Be prepared for long climbs - and be sure your brakes are in good shape for the down-hill runs on the other side.

Most of Utah is at or above 5,000 feet above sea level. Our air is "thinner" than at lower altitudes and bikers from other areas generally find that they tire much more easily than they think they should because of the lower oxygen content. When (not if) this happens to you, don't try and fight it by keeping up your normal pace. It won't help. Stop and rest, then pace yourself at a slower rate until you get used to the altitude. You'll feel better and besides, Utah is too nice to rush through, anyway.

(To Be Continued in May)

SAFETY TIP by Bob Douglas

April showers bring slippery railway tracks; cross them at a right angle.

MARCH NEWSBRIEF

The March Newsbrief was delivered by us in envelopes with attached mailing labels to Sport B.C. 1200 Hornby Street, Vancouver on March 25th. We get free mailing privileges there thanks to our association with the Bicycling Association of B.C. However the Newsbrief was not delivered to the Post Office by Sport B.C. until about April 5th. This explains the late delivery of your last Newsbrief. We are still trying to find out why all those envelopes spent 10 days in the mailing room at Sport B.C.

NEWS FROM NEW ZEALAND

Cath and John Dunbar send their best wishes to all of our members they met at the Christmas party in Auckland in 1984. John might be coming to Canada in June or July to cycle in the Rockies.

B.C. SENIORS GAMES

The attached letter was written by Dennis Parsons, our Vice-President and Chairman of the Tour Committee. It is self-explanatory. If you agree with its contents, please sign and mail it to Mr. Len Ryan, President of the B.C. Seniors Games Society.



NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 5

MAY 1988

MAILING ADDRESS: 1367 W. Broadway, Vancouver, B.C. V6H 4A9

OFFICE ADDRESS: 2182 W. 12th Avenue, Vancouver, B.C. V6K 2N4 Phone: 733-4169

The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists.

President	
Leo Comeau	939-0392
Vice-President	
Dennis Parsons	383-5546
Treasurer	
Bob Douglas	435-3893
Recording Secretary	
Diana Lifton	536-7826
Membership Secretary	
Rose Tanchak	939-3665
Newsbrief Editor	
John Philip	734-1398

approximately 50 miles except for day 7 which will be about 75 miles. Cost per day is expected to be about \$12.00 and a deposit of \$100.00 is requested by June 1, 1988. Please submit to Bob Douglas, 8325 Joffre Street, Burnaby, B.C. V5J 3L4, and make cheques payable to Cross Canada Cycle Tour Society.

The following persons have expressed interest in the trip:

Marten McCready, Al & Diana Lifton, Rose Tanchak, Doc Watson, Leo Comeau, Frank McCall, Dennis Parsons, Denis & Freda Scorah, John & Dorothy Philip.

Anyone else interested please contact one of the co-ordinators as soon as possible.

SUNSHINE COAST & VANCOUVER ISLAND TOUR

July 12 to July 19, 1988

Co-ordinators:

Al Lifton	(Vancouver) 563-7826
Doc Watson	(Victoria) 477-0476

The itinerary is not fully completed but should be close to the following:

- Day 1 - July 12 - Horseshoe Bay to Halfmoon Bay
- Day 2 - July 13 - To Powell River
- Day 3 - July 14 - To Parksville
- Day 4 - July 15 - To Sproat Lake
- Day 5 - July 16 - To Parksville
- Day 6 - July 17 - Rest day at Parksville
- Day 7 - July 18 - To Cowichan Lake
- Day 8 - July 19 - Home

This is a tenting trip with a support vehicle. The average distance per day is

PRESIDENT'S CORNER by Leo Comeau

We had an excellent tour in Arizona with 16 members participating. We travelled about 800 km. in 10 days of cycling. The weather was good, and the itinerary was well organized. Many thanks to Bernice Gregory who looked after every detail. And thanks once more to all those who assisted with this tour.

You have a chance to participate in another Arizona tour in the fall. The Tucson chapter of the Greater Arizona Bicycling Assn. is sponsoring a tour from the Grand Canyon to Mexico. If you are interested contact Brad Ames, P.O. Box 40814, Tucson, Arizona, 85733.

My apologies for cancelling the Bowen Island trip which was scheduled for Sunday, May 8th. This was also Mother's

Day, and I had family commitments. I wasn't able to find anyone to take over in time, so I decided to cancel the trip and try it some other time.

Thanks to Mid Carlson for her note on the Grassland event. It came too late, and we didn't have time to inform the members.

LADNER PARADE

Come and join the Ladner May Day Parade on Sunday, May 29th. We'll meet at the Community Centre parking lot at 10:00 a.m. Then we'll go to Al Hollinger's place to decorate the tricycle. Check in time for the parade is 11:30 a.m. and the parade kicks off at 1:00 p.m. Come early for further instructions. Hope to see you all there. - Leo.

SAFETY TIP by Bob Douglas

Beware of lengthy vehicles such as buses and semi-trailers about to make a wide right-hand turn. A situation which can lead to a squeeze and a nasty crunch between the vehicle and the curb.

VANCOUVER WEEKLY TRIPS

Another reminder that the Thursday and Sunday rides are continuing as usual in Vancouver. We are now adding a Tuesday ride.

Tuesday rides, which start at 9:00 a.m. from Dunbar Community Centre at 31st and Dunbar, are mainly for new members, and for those getting back into cycling. However all are welcome. Distance about 10 miles.

Thursday rides start at 11:00 a.m. from Ladner Community Centre.

Sunday rides start at 10:00 a.m. from the parking lot at the south-east corner of Oakridge Shopping Centre (45th & Cambie).

GRAND CANYON TOUR

A meeting of those members intending to participate in this tour will be held at 2:00 p.m. on Wednesday, June 8th at the Kinsmen Rehab. Centre, 2256 West 12th Avenue, Vancouver. The tour itinerary

will be mailed to those who have expressed interest.

A deposit of \$100.00 towards the cost of this tour will be required by June 30th. Please make cheque payable to Cross Canada Cycle Tour Society, and send to Bob Douglas, 8325 Joffre Street, Burnaby, B.C. V5J 3L4.

Additional members who have expressed interest in the trip are Maria Kost-Smit, Paul Dumont and Jan & Lawrence Anderson. Jan has volunteered to be our driver.

S.W. ARIZONA TOUR by Emily Ames April 17 - May 1, 1988

After buying a standard ladies' bike and toodling around town on it for a couple of years I got the notion that it would be fun to join the seniors' cycling group from Vancouver, B.C. and see the world. I joined the C.C.C.T.S. and with each passing newsbrief I became more and more enthused. First, I got a new 12 speed bike with new bars and saddle. Then I bought a windtrainer for my old bike, and I began to prepare myself. Or so I thought!

On April 17th I joined fifteen other members from the society in Pheonix to start a two week tour in Arizona. A vocabulary of new words like cadence, bungie cords, gorp, the bonk, tail wind and granny gear was my introduction to a new and exciting life. I didn't have the granny gear, but desperately needed it when trying to ride 5 km. on an 8% grade at Kitt Peak.

Bernice Gregory, who lives in Florence, Arizona during the winter months, investigated, planned and arranged all the details for this trip. It provided an excellent variety of biking conditions: hilly, winding, steep up, steep down and miles of flat. Mother Nature helped the variety by providing head winds, tail winds, sun and rain. The scenery was varied and interesting. Several side trips were arranged for us. These were to Sonoyta in Mexico, a walk to see desert plants, to Organ Pipe Cactus National Monument, to Bryce-

Thompson Arboretum which alone was worth the trip and a steamboat ride on Canyon Lake on Tortilla Flat.

Motel accommodation was arranged for us except for four nights when we camped. Here I got a chance to set up my first tent and to sleep in a sleeping bag. During the first night I kept rolling from my air mattress which was too full. While camping one of four groups took turns cooking each day. We had great meals. During evening sing-songs Ann played the guitar.

Tents, sleeping bags and clothing were carried in the rented van. Members took turns driving this vehicle. Ken Brothers, who treated us like a father during the trip, brought his van which was used to carry the food and cooking equipment. Ken got help with the driving, and he was able to do a lot of biking. There was a coffee break once or twice each day. On the morning break there was fruit, lots of different sandwich fixings, cookies, tea, coffee and cold drinks.

Many members worked hard to provide a most enjoyable trip. Thank you to everyone who buddied me because I rode last, and who helped me in many ways. You provided me with a never to be forgotten trip. I'm hoping to go again on another bike tour..

LETTER RE BIKING IN UTAH
(Continued from April)

Another thing about our higher elevations, even the hottest summer days are followed by cool, often downright cold nights. It's not unusual to have daytime temperatures in the 90's followed by nighttime temperatures in the 40's.

Traffic on our highways shouldn't pose problems to experienced touring riders. However, If you are going to be in the urbanized area between Ogden and Provo, the peak traffic periods are between about 7:00 and 8:30 a.m. and 4:30 to 6:00 p.m. You'll probably want to avoid these times to miss having to try and find your way in a strange area and compete with

the traffic.

In response to your request for specifics on routing your trip, I contacted a friend who has made the trip numerous times and I am relaying his comments and another State map showing his preferred route.

He tells me that October is ideal. The predominant South to North summer winds will have subsided by then and the temperature is usually moderate.

Second: his routing on the accompanying map will avoid interstate travel where possible and minimize severe grade changes (fewer hills). You will encounter steep grades between Nephi and Pigeon Hollow Junction, but the alternatives are worse.

He also told me that you should plan for a steady climb between Richfield and Panguitch. You'll gain 2000 feet in about 80 miles.

On the bright side! It's all rolling but generally downhill from Panguitch to Kanab and if you can, take the time to see Bryce Canyon just south and 12 miles east of Panguitch. The grades are easy and it's beautiful.

Good luck, be careful, and have a great trip.

ANNUAL 100 KM "POPULAIRE"
by Ken Grieve

Nine of the 260 riders who turned out on a bright Vancouver spring morning, Sunday, April 10th, for the 100 km. "Populaire", which was a preliminary warmup for the 200 km. event, were members of the CCCTS: Ken Brothers, Mel Kerr, John Hathaway, Bob Douglas, Leo Comeau, Frank McCall, Vic De Paul, Neil Dobson and Ken Grieve. All eight members who completed the Randonee did so in 6 hours out of the 7 allowed, and Super Randonneur John Hathaway, who is 63 years of age, did it in under 4 hours! The oldest rider to finish was 74.

"Randonee" means a long distance tour. The Randonee series goes up in

increments: 200, 300, 400, 600, and finally, 1000 km. Anyone who does the series through to 600 km. becomes a Super Randonneur (or Randonneuse, if female). The Le Mans of Randonneurs, and the ultimate test, is the Paris-Brest-Paris Randonee of 1200 km. which takes place every four years, and must be completed under 90 hours. The next one goes in 1991. John Hathaway has participated in the 1200 km. event in France in 1975, 1979 and 1983, and in the 1000 km. here in B.C. in 1979.

On May 1st, Hathaway and myself (as a first-timer) entered the 200 km. We started at the Burnaby Lake Sport Complex, then went across the Fraser and down to the border, then up to Mission and back on the north side of the Fraser, before returning to Burnaby Lake. This was completed in a fast 8 1/2 hours by John, and a leisurely 13 1/2 hours by me. 14 hours were allowed for the ride, and at 66 I was the oldest randonneur.

Other members might consider entering the Populaire in 1989. In B.C. both the Populaire and the 200 km. were also held this year in Nanaimo, Kamloops and Nakusp, and an official 200 km. also took place at White Rock. I believe similar events were held in Toronto and other places across Canada.

Write Gerry Pareja or Dan McGuire
c/o Bicycling Association of B.C. 1367
West Broadway, Vancouver, B.C. V6H 4A9
for more information. Also available is the pamphlet: "The Randonneur Info' Flash '88", however, postage for mailing is requested.

NEW MEMBERS

We welcome these new members:

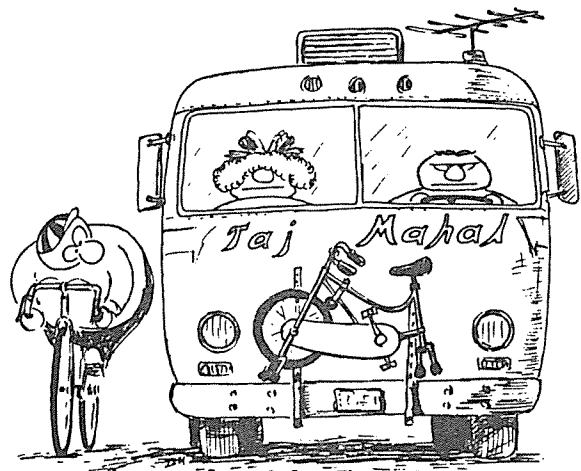
Bev & Micheline McComb
Ste. 109 - 8720 #1 Road
Richmond, B.C. V7C 4L5 271-9580

Roy Makepeace
#1402 - 2370 West 2nd Avenue
Vancouver, B.C. V6K 1J2 733-9657

Ross Orton
15847 - 102A Avenue,
Surrey, B.C. V3R 7P1 585-4495

1988 TOURS & TRIPS

DATES	TRIP	CONTACT
June 2	Coquitlam - Pitt Meadows - Haney Whonock	Leo Comeau 939-0392
June 19-29	Okanagan	Norm Kjelson 492-8850
July 5-8	Chilliwack Valley	Leo Comeau 939-0392 Dennis Parsons 383-5546
July 12-18	Sunshine Coast - Vancouver Island	Al Lifton 536-7826 Doc Watson 477-0476
Aug. 10-15	San Juan Islands	Bob Douglas 435-3893
Sept. 1 - Oct. 9	Grand Canyon Osoyoos, B.C. to Flagstaff, AZ	John Philip 734-1398 Dennis Parsons 383-5546
Sept. 5-15	Okanagan	Bill Powell 388-6392
Oct. 18/19/20	Gabriola Island	Dennis Parsons 383-5546 Ella Laramee 274-9535





NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 6

JUNE 1988

MAILING ADDRESS: 1367 W. Broadway, Vancouver, B.C. V6H 4A9

OFFICE ADDRESS: 2182 W. 12th Avenue, Vancouver, B.C.

Phone: 733-4169

The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists.

President	
Leo Comeau	939-0392
Vice-President	
Dennis Parsons	383-5546
Treasurer	
Bob Douglas	435-3893
Recording Secretary	
Diana Lifton	536-7826
Membership Secretary	
Rose Tanchak	939-3665
Newsbrief Editor	
John Philip	734-1398

CHILLIWACK VALLEY TOUR

July 5 to July 8, 1988

Leo Comeau is unable to spare the time to organize this tour. If we cannot find a replacement co-ordinator it will be cancelled. Please phone Leo at 939-0392 if you would be willing to take over.

OKANAGAN TOURS by Bill Powell

As the June issue of the Newsbrief goes to press 17 club members, including one from as far away as Ontario, are heading up the Okanagan Valley on the first segment of this trip. Good cycling to Norm Kjelson and his group.

For all club members going on the second Okanagan trip on September 6, it is now time to send payment of \$100. for the trip to Bob Douglas at 8325 Joffre Ave., Burnaby, B.C. V5J 3L4. Please make your cheque payable to the Cross Canada Cycle Tour Society.

ANNUAL PICNIC - Thursday, July 21st

We are holding our annual picnic on Thursday, July 21st at Foreshore Park, which is situated at the foot of Byrne Road (off Marine Drive) in Burnaby. The picnic will start at 12 noon, and the cost of the picnic "goodies" will be \$3.00 per person. All are welcome including family and friends.

SAN JUAN ISLANDS TOUR

August 8 to August 15, 1988

Co-ordinator: Bob Douglas (435-3893)

Leave S.E. corner of Oakridge (45th and Cambie) at 9:00 a.m. on Monday, August 8 or join at the Canadian Customs, Douglas border crossing at noon.

Overnight stops will be Larrabee State Park, Deception Pass State Park for 2 nights, Orcas Island, San Juan Island for 2 nights and Larrabee, returning to Vancouver on August 15.

Please have all your belongings, other than bike and sleeping bag, in a large horizontal type sports bag for ease of handling and tidiness in the support vehicle.

The expected cost is \$120. CAN., excluding ferry fares. Please make cheques payable to the Cross Canada Cycle Tour Society, and submit to 8325 Joffre Ave., Burnaby, B.C. V5J 3L4 by July 31.

Participants will be expected to pay their own ferry fares and to sign the usual agreement and waiver of Society's responsibility. Bring your own cup, plate, knife, fork and spoon. Make sure your medical coverage is adequate for U.S. travel.

GRAND CANYON TOUR - 1988

The pre-trip meeting on June 8th covered the following items.

The itinerary has been sent to all those who expressed interest in the trip. The revised itinerary, which will be sent out next month, will show highway nos. and other minor revisions.

Mail drops along the route are:
Sept. 14 - c/o KOA, 5431 U.S. 93, Jerome, Idaho 83338.
Sept. 28 - c/o KOA, Box 186, Glendale, Utah 84729.

We are meeting at Inkaneep Campsite in Osoyoos on August 31st. Some options for getting from Vancouver to Osoyoos are:

1. Cycling - Ray and Kathy Wilkinson, 2098 - 176th Street, Surrey, B.C. V3S 5J9 (576-6831) may cycle from Vancouver via the North Cascades Hwy. in Washington, and join the group in Omak. They expect to take 5 days. Please contact them if you are interested.

2. By car - persuade a friend or relative to drive you to Osoyoos in their car or your car.

3. By plane to Penticton on August 31st. You can then bike the 40 miles to Osoyoos.

4. By bus with bike on support vehicle. This option will be available for no more than two or three people.

Options for the return trip from Flagstaff are:

1. By air to Vancouver, Bellingham or Seattle. Fares for a one-way trip are quoted anywhere from \$330. to \$450. CAN. However there are bargains out there, and we will do more research, and have more news on air fares next month.

2. By train from Flagstaff to Seattle, then by bus to Vancouver. The total fare is \$234. CAN. An economy bedroom incl. meals for 2 costs another \$105. CAN. per person. The trip takes 2 days.

The cost of the tour including support vehicle, meals, camping fees and motel accommodation where shown is still \$550. Can. Return fare is not included.

It is recommended that all participants obtain additional hospital/medical insurance for travel in the U.S. For instance, 45 days coverage can be obtained from Vancity Insurance Services Ltd., 3361 West Broadway, Vancouver. for \$44. per person.

As is now customary on our trips we must have all our belongings (except sleeping bag) in a 12"x15"x36" horizontal type sports bag for ease of loading and storing in the support vehicle.

Please make sure that your bicycle is in good condition for the trip. Get a tune-up if necessary. Also check that you have good tires and tubes. Poor tires mean lots of flats. Bring 2 spare tubes and 1 spare tire.

You are reminded that the deadline for payment of your \$100. deposit is June 30th.

We will have another pre-trip meeting in mid-August. The date will be in the next Newsbrief.

SOUTH AFRICA

The cycling trip in South Africa will last for 42 days from April 2 to May 14, 1989. It includes 24 days of cycling and 22 days of camping. The optimum number of participants is 16.

Nothing yet is definite, we don't yet know where the best campsites are. We have no way of being sure of the cost as yet, but believe that it can be done for around \$4,000. (ex Vancouver). The time chosen is the southern autumn, late enough to avoid the South African school holidays, and to have cooler weather on the Natal South Coast.

The altitude of Johannesburg is around 1,700m (over 5,000 feet). South Africa uses metric. A few minimum-maximum temperatures may be of interest:

	<u>April</u>	<u>May</u>
Cape Town	12-23	9-20
Port Elizabeth	14-23	11-21
Durban	17-26	13-24
Johannesburg	11-21	8-19
Victoria Falls	14-29	10-29

If you have some interest in this trip and would like to be kept informed of developments, please send \$10. as an expression of interest, to CCCTS, c/o Bob Douglas, 8325 Joffre Avenue, Burnaby, B.C. V5J 3L4, and phone either John Peck 536-0197 (White Rock) or Dennis Parsons 383-5546 (Victoria). The money will be used to save you a place and to bring you updated bulletins as plans develop.

Dennis or John will be interested in answers to the following questions:

Is six weeks too short, too long or just right?

Should the tourist spots - Kruger Game Reserve, Victoria Falls - be included?

Should we travel by Blue Train or by air to Cape Town?

Are you interested in stopovers in Europe with a few days of cycling there (with possible cost increase)?

Have you any suggestions to make the trip more acceptable for you?

A SPECIAL VOTE OF THANKS

Dennis Parsons, Nick Roos, Dave Sawyer and Doc Watson are extremely grateful for the timely assistance provided by two of our fellow club members: Frank McCall and Ken Grieves.

We were returning from the Arizona Tour, and after getting up at 4 and catching the 6 a.m. flight from Phoenix to Bellingham, we finally got to the corner of 41st and Cambie in Vancouver at 6 p.m. We were hoping to catch the PCL bus to Victoria via the ferry, but when the bus arrived it could not accommodate four big boxes plus our other luggage, and the driver told us that the next, and last bus that day would be unable to accept us because of a large freight load.

It was beginning to rain, and we were feeling cold after experiencing the warmth of Arizona. We felt stranded to say the least. A phone call to Frank McCall and our problems were solved. It was impossible to take 4 people plus baggage in one car so Frank contacted Ken Grieves. Ken had not eaten, but he came to our rescue, and we all ate hastily made sandwiches in his van. We were also grateful that he had a van rather than a "pick-up" as our bike boxes would have been soaked in the pouring rain on our way to the ferry terminal.

After a minor "hassle" regarding our excessive baggage, we were able to catch the last ferry. We arrived home safely shortly before midnight. It had been a long day, but it could have been much longer and more frustrating had it not been for the unstinting efforts of these two fine club members. Again, many, many thanks Frank and Ken. - Doc Watson.

BIKING IS HEALTHY

The bicycle has become so popular it often outsells the auto. Of course, cars are more expensive but two-wheelers are popular for more than money reasons. More people are buying bikes in the hunt for fitness, says one bike fan-atic. In North America, bicycling is the second most popular sporting activity (behind swimming) of the '80s, according to one survey.

Bicycling is healthful. It's good aerobic conditioning for heart and lungs. It builds lower body muscles. And, unless you're bicycling during rush hour, it gets you out in the fresh air. Apparently, bicyclists derive the maximum health benefits if they ride fairly strenuously at least 30 minutes three times a week.

Bicycling also burns calories. A 150-pound person spends 240 calories bicycling 6.6 km/h, and 410 calories at 7.5 km/h. A person of equal weight spends 740 calories jogging 8.3 km/h and 276 calories swimming 22.5 metres per minute for an hour.

Reprinted from the Province newspaper.
Submitted by Ella Laramee.

SAFETY TIP by Bob Douglas

Please ensure that any attachment to your bike (pumps, mudguards, pannier bags, tents, parcels, etc.) are secure. A loose attachment can cause steering problems, or worse, a spill. Tie with elastic cords as they remain tight, whereas string can work loose.

GABRIOLA by Dennis Parsons

I enjoyed the cycling, the scenery and the company, which all came with the Gabriola Island tour. Add two excellent dinners and what more could be asked?

This all came together through the Mainlanders taking the ferry through Active Pass to Swartz Bay and riding south to Brentwood Bay to meet the Victorians who had ridden north. After handshakes and introduction of new members we spent twenty minutes chatting as we crossed Saanich Inlet.

Eight kms from the landing we rode into Mill Bay village to meet the Up Islanders who had driven down to start with us. In a short time we were strung out to re-group later in Duncan at McDonald's, then on to Chemainus: "The little town that did," and to Nanaimo for our final ferry.

After leaving Mill Bay we had the choice of using highway 1 with ample shoulders, or taking side roads into Duncan. We had the same choice from Duncan to Chemainus and a little beyond, but just past Ladysmith we were forced to stay on the highway which had no shoulder for about 5 kms, and was thick with traffic. Some fast riding shortened the scary time, then we rode more side roads into Nanaimo.

We didn't all arrive in time for the same ferry to Gabriola, and the last group finished the 6 kms to the cabin and stumbled in to find Pat, the owner and her daughter ready to serve dinner. It was delicious.

The log cabin that Pat lets us use is large, with room to sleep 13 on sofas, beds and bunk beds. It is suitably dark inside, with a fireplace, a wood and coal stove and blackened pans. A semi-circular table which seats seven people is set against the wall under a window. Seated here you can view the lawn ahead, the channel, the island and lighthouse, and the snow-capped mountains in the far distance. Truly ideal, and not spoiled by the party we had after dinner.

Next day we were free to do as we pleased. Some chose to ride around the island, a good 45 kms. Others crossed over to Newcastle Island which is a Provincial Park. The remainder stayed put. Nick Roos and Gerry arrived, after driving up to visit and stay the night. Frank McCall and Bob Douglas popped over from Vancouver for a brief visit.

Some of us decided on a car ride to see the galleries, the potholes, the brickyards and petroglyphs. A rock punctured the gas tank before we could see them all. Then it was time for another great supper. Ella Laramee didn't go on the trip, but cooked a delightful chicken dish, froze it and sent it over to us. The President's wife, Adrienne, now took charge, cooked the rice, and served a sumptuous meal.

We had a modified party this day because of the journey ahead.

Credit is due those who lit fires in the stove and fireplace, washed dishes, swept floors and wiped counters. I guess that includes all of us. We did a good job, eh?

A crisis developed early on the return trip. Some didn't want to breakfast at McDonald's. Fortunately we found a restaurant that served toast and jam.

Otherwise we did as before - some rode directly on the main road and some took the side roads. It was cool but didn't rain. Credit must be given to the support vehicle driver, Leo Comeau, who did a lot and put up with a lot more than is usually expected of this position.

NOT TOO OLD AT 90

The following article appeared in the Nov. 20, 1987 edition of the Hemet-San Jacinto Life, which is a small local newspaper in California. Oscar Brooks is a friend and biking buddy of Doc Watson.

Don't try to congratulate Oscar Brooks on the 90-mile bicycle trip he made Saturday to mark his 90th birthday.

"It's no big deal," he'll say. "You do the whole thing sitting down, you know."

And don't act impressed by the four gold medals Brooks earned in the 1985 Hemet Oldlymics for the 60-metre dash, 4-mile bike race, triple jump and bicycle hill climb.

"The only reason I win is because of my age," he'll say, shrugging his shoulders. "It's just because I'm competing against old people."

In spite of such disclaimers, Brooks holds his own in the Half Fast Riders bicycling group. The group's 30 members are mostly in their 50s, 60s and 70s.

The age difference doesn't stop Brooks from disparagingly calling some members metal men. "They've got silver in their hair, gold in their teeth and lead in their pants," he said.

Brooks seems to have the right to poke fun at his younger friends because he has somehow escaped the ravages of time. He still has a full head of hair, and he still has 29 of his 32 original teeth.

And the only medical problems of the man whose grandfather was killed in the

Civil War are a "little touch" of arthritis in his lower back and mild hypertension.

Brooks said he never imagined he would live so long. "I figured I'd be lucky to live an average age, which I think for men is 72," he said. "I think every day about why I have been allowed to live so long and to stay so active. I have no idea of the answer."

It can't hurt that his lifestyle is medical-textbook-perfect. Brooks eschews sugar, salt, animal fat and smoking. He swims every day, does yard work for a friend three days a week and logs 80 miles a week on his touring bike.

He is more afraid of being hit by a car on his bike rides than he is of having a heart attack.

Brooks was born Nov. 8, 1897, in Paso Robles. Because he lived in the country in an era before school buses, he had to drop out of school after he finished the eighth grade.

He helped his family farm a 30-acre almond orchard until he was 30 and then he moved to Fallbrook. There he farmed avocados for another 30 years, except for a two-year stint in World War 1 when he helped build a battleship for the navy.

Brooks remained single until he was 55 when he married a retired professional dancer named Sylvia, who had two children.

After he quit farming at age 62, Brooks drove a school bus for five years. He then retired, and the couple spent eight years travelling throughout 10 Western states in a travel trailer.

In 1972, they planned a brief stop in Hemet. After meeting some friends by chance, they decided to stay a week and never left. They were married 33 years, until Sylvia died in her sleep 18 months ago.

Brooks is not alone, however. He has his step-children, four grandchildren and four great-grandchildren. In fact, it was one of his grandsons, then 10, who inspired Brooks to take up biking at the age of 72. "He was zipping around and he wanted me to go with him," Brooks explained.

Brooks, who lives at Golden Village RV Resort, said he has no intention of marrying again. Yet because he is such a rare creature - a single, older man - he

is in demand. With just a hint of a smile, Brooks divulged that women sometimes leave bottles of wine or plates of baked goodies on his doorstep.

Brooks tradition of riding a mile for every year of life began in 1977, with an offhand comment at a senior citizen dance. That comment made the rounds of the RV park by the following morning, and he felt obliged to carry through. He's done it every year since, with the exception of 1981, when he had surgery for colon cancer.

This year the Hemet City Council proclaimed Nov. 14, the day of the ride, Oscar Brooks Day. The proclamation was read aloud at a pre-ride breakfast by a man Brooks said is "getting quite along in years" - 71-year-old Mayor Ken Nishino.

As much as the townspeople delight in Brooks' ride, the athlete gives no assurances he will make it next year. "When you're 90 years old, you take one day at a time," he said.

Although Brooks said he would be "awful surprised" if he makes it to 100, a tally of his abilities make it seem quite likely.

"I can still run, jump, ride a bike, swim, climb hills, dance, ride horseback and stand on my head," he said.

RADIO CELEBRATES THE BICYCLE

Mark Monday, June 27th at 9:00 p.m. on your calendar. That's when CBC IDEAS will broadcast a one hour radio program called BICYCLES: WHEELS OF CHANGE. The program examines the current re-emergence of the bicycle, both on the streets and in the mind. As a phenomenon, bicycling has crossed a threshold - it's no longer relegated to the status of kid's toy or lunatic fringe activity. As a symbol, the bicycle is creeping into our hearts and minds, inviting us to look again at the way we do things, and at the way things are - both locally and globally.

Reprinted from CYCLING: BC NEWSLETTER.



NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 7

JULY 1988

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Membership Secretary	
Rose Tanchak	939-3665
Newsbrief Editor	
John Philip	734-1398

ANNUAL PICNIC

You are reminded that our annual picnic will be held on Thursday, July 21st at Foreshore Park, at the foot of Byrne Road (off Marine Drive) in Burnaby, starting at 12 noon. Cost: \$3.00 per person.

Please phone Leo at 939-0392 or Ella at 274-9535 if you plan to attend, so that we will know how much food to buy.

THANKS FROM ADRIENNE & LEO

We wish to thank all the members who showed so much concern and support for Adrienne when she was ill. The road to recovery is not over, but knowing so many good friends who care makes it a lot easier. Adrienne hopes to be able to meet all of you again soon.

Our sincere thanks to all.

Leo & Adrienne.

THE DEMPSTER HIGHWAY by John Peck.

- The Ultimate Cycling Experience.

Three of us, with Pathways Tours, rode the whole length of the Dempster Highway this June, starting from its beginning 40km east of Dawson to its terminus at Inuvik. The road is all gravel, so we were on mountain bikes. Touring bicycles would be uncomfortable and inappropriate. We were accompanied by a support vehicle, but it has been done before by high school students without support.

Our trip lasted ten cycling days, without a rest day. The average daily run was 72km, but sometimes we did 100km. On a gravel road, 100km is more strenuous than the same distance on a sealed road. It was a tough ride. We were glad to tumble into our sleeping bags at the end of the day. Since we usually camped near a river, there was a hill to climb each morning. Some of the hills were long and rose perhaps 500m. On the so called Eagle Plains it was up and down most of the way.

In 1954 petroleum was suspected at Eagle Plains in the Yukon. Three years later, in the John Diefenbaker days of 1957, and amidst controversy, a "Road to Resources" was conceived. Construction began in 1958 and by 1961, 115km of highway was completed. It then lapsed for ten years, until further excitement of discoveries at Prudhoe Bay in Alaska. All 722km of the Dempster Highway were finally completed to Inuvik in 1979. Corporal W.J.D. Dempster, after whom the highway is named, is the Mountie who made more patrols from Dawson City, on the Klondike River, to Fort McPherson, on the Mackenzie River, than any other. He established records.

Late May or early June is the right

time of the year. There are two ferry crossings: the Peel River at Fort McPherson, and the Mackenzie River at Arctic Red River. One must wait for the ice to melt so that the ferry is in operation. The latest to clear is probably the Peel River. Thus one cannot do it too early. Also one should not be too late, otherwise the mosquitoes are out in force, making life miserable. We found almost no mosquitoes.

The Dempster runs through the Yukon and the North West Territories. In the Yukon it is mountainous. There are two important ranges to cross: first the Ogilvies and then the Richardsons into the NWT. Eagle Plains lies in between. In the Mackenzie valley there is some flat country, but we were surprised to find that it is hilly and interesting on approaching Inuvik. It is best to cycle from south to north to take advantage of prevailing winds in the Yukon.

Traffic is minimal. One vehicle per hour is to be expected. Thus one may cycle wherever the gravel is smoothest, for there is plenty of warning of approaching vehicles. When a large truck approaches it is best to stop off the road and allow the dust swirls to settle. Most drivers were considerate and slowed down when they saw us. News of our arrival was spread by motorists, for we were sufficiently unique travellers.

There are at least three official camping sites on the highway, but these were not enough for us, so we used gravel pits or old seismic sites, of which there were many. The weather in the Yukon was variable, but in the Mackenzie valley it was stable. One night, on Eagle Plains, we had rain followed by a cold mist in the morning, but in the NWT the sky was usually clear. The highway crosses the Arctic Circle, in the Yukon. It is one of only two public highways in the world to do so. The other is in Norway.

Beyond the Arctic Circle we met the midnight sun, for it was mid June. One evening we camped near a river on open ground and wished that the sun could set. There was no breath of air and the sun heated our tents to the extent that most of us avoided sleeping bags until around three a.m. when a slight breeze cooled things down. You need warm clothing in the Yukon where the weather can change

rapidly, but at Inuvik (68 degrees North, Arctic Circle 66.33 degrees North), where the sun shines for 24 hours from May 25 to July 18, there is little need for it. I cycled in shorts and shirt for most of the way and deepened my suntan.

Grizzly bears like the open high country. News of grizzly appearances reached us from passing motorists, so we had plenty of time to let the support vehicle investigate before we ventured to pass. We had a fine view of a grizzly lying on a snowbank about 200m away, but he was not interested in the vehicles and cyclists that stopped to watch. Strong field glasses showed his features clearly. We saw no moose or caribou from the road. There were many hares, loons ptarmigans and eagles.

Most of the highway is built over permafrost, i.e. permanently frozen ground. To dig into it invites disaster when the frost melts and all turns to slush. Thus there is little cut and fill on the Dempster. Instead it is all expensive fill, done from the road itself, without disturbing the insulating layer of vegetation. When the road runs over the top of a hill, it does not dive through a cutting, but is perched on its berm on top of the hill. In the north, this means that there are fine views on each side, especially on Eagle Plains. But the cyclist's view of the hill, when seen from below, is more daunting. At one point on Eagle Plains, all downhills were with a tailwind and all uphill were against the wind, or so it seemed.

We saw the Klondike Follies in Whitehorse, the Robert Service and Jack London cabins at Dawson City, and at Inuvik flew to Tuktoyaktuk and back. We saw caribou from the air and many nesting white tundra swans on the Arctic coast. I'm told that I'm the oldest to cycle the Dempster, But await contradiction. It was a fine trip. I think the club should organize one for June 1989.

NEWS FROM VICTORIA by Bill Powell

The annual trip of the Victoria members took place on June 26th to Cowichan Lake. This turned out to be a bachelor party. We met new friends, and came back the next day with a great tail wind. It was a most enjoyable trip.

FORTY DAYS FOR FORTY YEARS OF CARING

Ian Mauchan and Michael Farley are bicycling from Vancouver to Toronto June 25 to August 5 to raise funds for arthritis research. They hope that their efforts will make people aware of the seriousness of this disease and of the contribution The Arthritis Society has made over the past 40 years.

Through the efforts of the Arthritis Society, nearly four million Canadian victims of this destructive disease have access to:

- Over 250 Canadian rheumatologists (specialists in arthritis);
- Rheumatic Disease Units at every major Canadian hospital;
- The most advanced methods of rehabilitation;
- Effective drugs;
- Corrective surgery;
- An extensive program of public education; and
- Support from patient groups dealing with specific rheumatic diseases.

The Arthritis Society programs are effective but costly.

As young, energetic university students, Ian, in fourth year honours in Politics and History at the University of Western Ontario, and Michael, in third year Commerce at Queen's University, feel a responsibility to help.

With your assistance their 5,000 km. trip from Vancouver to Toronto, which should take them about 40 days, can benefit the cause of arthritis research.

Your pledge (on the attached form) to the Arthritis Society for a part, or all of their trip, will make it possible to intensify research into arthritis and help bring about a cure for this age-old disease.

CORRESPONDENCE

From: Richard Lebek

With a group of ten people we travelled from Shanghai, Nanjing, Hangzhou, Suzhou to Beijing. I find everything better than expected. After a short stay in Beijing we continue to Mongolia and Russia. We travel mostly by train.

Greetings to all of you.

From: Tom Tuma

Greetings from Sweden.

Cycle paths everywhere, same in Denmark, Holland and north part of Germany, France just so so, Spain and Portugal no no. Was on tour for 21 days. Picked up a Renault at Calais for 33 days, stayed at camp sites, hotels are real killers of budget especially Sweden.

From: Maria Kost-Smit

Just to inform you that two of the people we met in Auckland are coming over to cycle B.C. They are John Dunbar and Arthur Sharp - arriving June 14th.

I want to mention to you, that I do appreciate the friends I have made on that first trip four years ago, and a special thank you to Georgette.

I have included a copy of the letter John sent me and I hope some of you could be at the airport to welcome them.

From: John Dunbar

I will always remember the bunch of warm hearted Canadians we hosted just before Christmas a few years ago.

You must have left a deep impression because Canada has been the one place I have wanted to cycle tour through ever since. Well the dream is coming true. On June 14th Arthur Sharp and I fly out from Auckland.

We arrive in Vancouver on June 14th. We gain a day this way round. We leave for Mission on the 16th, and then on to Hope, Manning Park, Hedley and Osoyoos, reaching Greenwood about the 21st.

Then we bike through Castlegar, Nakusp, Revelstoke, Golden, Radium and Lake Louise, and finish with a visit to Yoho, Jasper and Banff. We then fly out from Calgary on July 17th to Manchester, England.

BACK TO THE ROCKIES

The following article appeared in the New Zealand Herald on June 1, 1988. It was submitted by Maria Kost-Smit.

At an age when life often slows down, Mr. Arthur Sharp is helping to repeat a cycling feat he achieved 38 years ago.

The 69-year-old Mt. Albert pensioner is making final preparations to cycle across the Canadian Rocky Mountains along the same track he took in 1950.

Mr. Sharp will leave for Canada on Tuesday, June 14 with Mr. John Dunbar, aged 61, of Mt. Roskill.

The pair will start the more than 2000 km trek from Vancouver and hope to finish the first leg of their trip at Jasper at the end of July. This stretch climbs more than 2700 metres from sea level.

"Before we get to Jasper, we will zig-zag through some of the smaller places, including Banff, the sort of scenic gateway to the Rockies," said Mr. Sharp.

Banff was the starting point on his first trip which took him more than seven weeks to get from there to Vancouver on the west coast. From there he emigrated to New Zealand.

"The roads in those days were rough gravel. It was hard on my bike. At one time, I sat in the middle of the road, miles from the nearest house, with a needle and thread patching a flat tube," he said.

Mr. Sharp who boasts that he has never had a sick day in his life, also recalls several funny incidents while on his first trip.

"I came face to face with two bulls fighting in the middle of a narrow track one afternoon and had to wait for more than three hours for them to be moved," he said.

In another incident a bear tried to grab slices of bacon from his bike pack, and he had to run like mad on that occasion.

The two hope their three and a half month adventure will go smoothly.

"We have been training every Wednesday and Sunday and watching our diet," said Mr. Dunbar, who took up cycling again when he suffered a heart attack four years ago.

Like his companion and team-mate in the Auckland Cycle Touring Association, Mr. Dunbar started cycling as a teenager but gave it up when he emigrated to New Zealand in 1958.

After their Canadian journey, the pair will cycle through England and Scotland and will also spend some time in the Lancashire county that was once their home.

Mr. Sharp said that, although he loves a challenge, this trip which he dubbed "the return to the Rockies," is for his former cycling partner, Mr. Norman Chilcott, who recently died aged 71.

Mr. Chilcott accompanied Mr. Sharp on part of his trek in 1950.

NEW MEMBERS

We welcome these new members:

Linda MacTaggart
1013 Clarke Road
Port Moody, B.C. V3H 1N3 931-6241

Don Neill
45789 Victoria Avenue
Chilliwack, B.C. V2P 2T4

Muriel Rudd
Box 198
Revelstoke, B.C. VOE 2S0

Mario Lovricic
4193 Quadra Street
Victoria, B.C. V8X 1L3 727-2684

THANK YOU NOTES from Bob Douglas

To our lady of the lake - The Thursday ride on June 30th started at Oakridge with a loop in the U.B.C. area, where we had glimpses of the Canadian Olympic cycling trials, and ended at Deer Lake in Burnaby. Member Shirley Fisher operates the boat rental at Deer Lake and graciously let us try the various vessels in her fleet - canoes, kayaks, pedal operated punts and gigantic floating tricycles.

Thanks Shirley.

To those on the recent Okanagan trip - Unused funds from the trip - \$6. from each member - were donated to the Society with remarks to the effect that the Society's pots and pans badly needed upgrading. The Directors hear you, thank you and have attended to your suggestion.

And belatedly to those on Bernice's Arizona trip - As on the Okanagan trip, residual funds were donated to the Society.



NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 8

AUGUST 1988

MAILING ADDRESS: 1367 W. Broadway, Vancouver, B.C. V6H 4A9

OFFICE ADDRESS: 2182 W. 12th Avenue, Vancouver, B.C.

Phone: 733-4169

The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society. The CCCTS, which is a non-profit society, caters mostly to retired people over 55 who want to remain active as recreational cyclists.

President	
Leo Comeau	939-0392
Vice-President	
Dennis Parsons	383-5546
Treasurer	
Bob Douglas	435-3893
Recording Secretary	
Diana Lifton	536-7826
Membership Secretary	
Elizabeth Bush	733-2533
Newsbrief Editor	
John Philip	734-1398

THE PRESIDENT'S CORNER by Leo Comeau

Hi to all the members out there. I hope this Newsbrief finds you in the best of health and spirits. We haven't seen some of you for a long time, and some we see once or twice a week. It is understandable that those living far away can't always come to Vancouver to ride with us or vice versa, but we haven't forgotten you and hope you are keeping up your cycling. There are also a good number who live close by, but haven't been in contact with the club recently. The executive and I wonder if there is something we could do to help out. We are anxious to hear from you - a phone call to any member of the executive would be appreciated.

Annual Meeting: We have set tentative dates of November 25th & 26th for the A.G.M. If you have any resolutions to present, please send them in early, so that they can go before the next executive meeting on October 13th.

Annual Picnic: The club picnic was a great success thanks to Ella Laramee's energetic devotion, and to hard work by Bob Douglas and Ken Brothers. Also many thanks to all who helped to make it a great day.

Fifty-six members and friends attended, and I'm sure everyone enjoyed meeting old friends, some from as far away as Victoria, Abbotsford, Lake Errock and other surrounding places.

We are happy that our receipts covered our expenses with a few dollars over. The surplus was donated to the society. Next year let's try to double the number of members attending. Perhaps you can suggest some other activities or ideas to improve our picnic. Please do not hesitate to send them in. Once again thanks to everyone.

Advertisement and Promotion: The Bicycling Association of B.C. has printed seven informative pamphlets on bicycling. The titles of this basic bicycling series are:

1. Consumer Information for Cyclists.
2. Cycling Efficiently.
3. Cycle Sport.
4. Trouble Shooting.
5. Bicycle Touring.
6. Cycling in Traffic.
7. Family Cycling.

These are packed with very valuable information, and everyone of our members should have the set.

You will note that the Cross Canada Cycle Tour Society is well advertised on the back cover of these pamphlets. We are proud to have contributed to this educational program, and we hope that all members will pick them up at the B.A.B.C. office, 1367 West Broadway in Vancouver, or at the Bicycle Education Centre, Westwood Mall, Unit 53, 3000 Lougheed Highway, Coquitlam, B.C. V3B 1C5.

Tel: 942-0510. Or you can give us a call and we will see that you get them.

We still have copies of the attractive poster advertising our club. If you want some please call me or the office, and we will see that you get them. We find that bicycle shops, 7-Eleven stores and senior recreational centres are good places to post them. But it is wise to ask permission first, otherwise they may be taken down and thrown away.

The club still has tours available for this year. Please consult your Newsbrief for dates and itineraries.

Cross Canada Tour: We would like some input on a proposed Vancouver to Halifax tour next year. This would be after the South African tour. The sooner you communicate your intentions, the sooner we can start organizing; and the better the organization, the better the tour. Your prompt attention to this will be appreciated. Please contact me at 955 Stewart Avenue, Coquitlam, B.C. V3K 2N5 (939-0392), or Dennis Parsons at #10-1344 Esquimalt Road, Victoria, B.C. V9A 3P9 (383-5546).

Until our annual general meeting happy cycling and God bless.

BIKE CUBA by John Cameron

Cubatur, a Cuban sports organization, is planning a bicycle tour of Cuba in January 1989. This tour has been done for several years with bicycle groups from Europe. This information was gathered for me, at my request, by a friend who visited Cuba in May and called at Cubatur's office.

Incidentally, Corol and I visited Cuba in February 1977, and spent two lovely weeks at Varadero Beach.

Cost of tour:

Airfare: \$1050.00 Cdn.

Accommodation incl. three meals per day:

\$28.00 per day double occupancy.

\$38.00 per day single occupancy.

To those members who are interested and want more information, call or write:

Shirley-Anne or Pilar at (604) 922-9344
Traveltime International,

2420 Marine Drive,

West Vancouver, B.C. V7V 1L1

Corol and I hope to see a good few of you join us on this tour.

2nd OKANAGAN TOUR

by Bill Powell 388-6392

The September trip to the Okanagan, Sicamous, Kamloops, and Coquihalla is all ready to go. We meet at the ranch of Art and Nancy Routley on highway 3A, six miles northeast of Keremeos, on the evening of September 5.

The June trip was great from all accounts, and we expect the September trip to be most enjoyable.

We leave Keremeos at 8 am on Sept. 6th.

<u>Sept.</u>	<u>Day</u>	<u>Campsite</u>	<u>Town</u>	<u>Miles</u>
6	1	Haynes Point	Osoyoos	30
7	2	Waterslide	Penticton	30
8	3	Bear Creek Prov. Park	Westbank	33
9	4	To be finalized	North Okanagan	30
10	5	A. Moerman home	Enderby	30
11	6	Sorrento	Sorrento	45
12	7	Kamloops View Camp	Kamloops	36
13	8	Home of Edna Robinson	Merritt	40
14	9	Coquihalla	Coquihalla	50
15	10	Kawkawa Prov. Park	Hope	55

George Whitford and Harry Biggers are providing the support vehicles, and transportation for the drivers back to Keremeos to get their vehicles is being arranged in another vehicle. We are budgetted to come in at \$100.

LUXURY TOUR by Ernie Addicott

An eighteen to twenty day tour is in the tentative stage for early September; accommodation will be in motels, hostels, B&B, etc. - no camping. Meals will be in restaurants, cafes or the like. All personal gear will be carried on bikes - no support vehicles.

The route may be south to the Columbia River; across the river; east in Oregon; north to Spokane and back into B.C.; then west through B.C. to Vancouver.

The approximate cost is US\$25. per day for a total of US\$500.

Anyone interested please contact Ernie

Addicott 922-0335 or Charlie Addison 682-6944.

Editor's Note: This is a last-minute tour, which was only recently mailed to the Newsbrief. It is published for publicity purposes only, and all planning and responsibility for the tour rests with the above contact members.

GABRIOLA ISLAND TOUR

October 18, 19 and 20, 1988

Co-ordinators:

Dennis Parsons (Victoria) 383-5546
Ella Laramee (Vancouver) 274-9535

Itinerary: Ferry from Tsawwassen to Swartz Bay on Vancouver Island, Brentwood Bay, Mill Bay, Duncan, Chemainus, Nanaimo, Gabriola Island and return.

Cost: \$36.00. Accommodation and two evening meals included.

Accommodation: The first twenty members to sign up will be accommodated in the cottage and cabins. Later participants should bring tents.

FOUR SENIORS EXCEL IN RIDE TO THE TOP

by Ken Grieve

Following the June Okanagan Tour, I realised that we don't get many opportunities to meet members from outside the Vancouver area, or to meet other local members who only go on tour. And we don't truly understand the CCCTS until we've toured, done kitchen duty and camped, even if it's just for 10 days. The other vital face of the club, however, is the training and social one-day rides, and participation in events organized by other clubs and groups.

Such was the Vancouver Bicycle Club's annual "Ride to the Top" of Mount Seymour in North Vancouver on Sunday, July 10th. This is an 18 km. run, of which 15 is uphill. Though no more than a 6 per cent grade at any one point, it's the unrelenting climb that gets to you, and may compel you to rest, more than once!

Four members participated with outstanding success - all finished in under two hours. Last year, in contrast, Leo Comeau, the only member to enter besides

myself (and I won't mention my time), did the same climb in two hours, after riding 25 km. from Coquitlam!

The VBC's Barry Monaghan, who is under 25, had the best time of the 15 finishers: 57 mins. 42 secs. CCCTS Treasurer, Bob Douglas of Burnaby, did his club proud by completing the climb in 1 hr. 33 mins., followed by Neil Dobson in 1 hr. 47 mins., Vic DePaul in 1 hr. 51 mins. and Frank McCall in 1 hr. 53 mins.

Since the hill climb is not truly a race, but a recreational event, the names of the finishers were placed in a draw, and both Bob Douglas and Frank McCall drew useful cycling books. One book was a unique Seattle publication on the San Juan Islands and the Gulf Islands, containing detailed fold-out maps, and explicit terrain profiles of each island, which should prove an aid to Bob on his San Juan tour in August. The books were donated by local cycling shops.

John Hathaway looked after registration and timed the finishes, and as the other VBC Executive member present I assisted him, and drove him to the top to time the riders. Much to John's disappointment, his duties prevented him from riding, and from perhaps being the fastest senior.

THE FIRST OKANAGAN TOUR - June 1988

by Eva Folk

On Sunday, June 19th, eighteen CCCTS members arrived at Art Routley's home near Keremeos in cars loaded with bicycles, bags and supplies for a ten day tour of the Okanagan. We set up our tents in the yard under the Ponderosa pines and got reacquainted. We found we had we had two new members with us - Martine Donahue and Jake Moerman. Jake came all the way from Ottawa. Ken Brothers' van carried the kitchen and stores and co-ordinator Norm Kjelson's pick-up truck carried the bags and sleeping gear.

As usual on tour, everyone was up by 5 am, packing tents, stowing bags, having breakfast, cleaning up and getting on the road by 7 o'clock. On this tour an early start was good because the mornings were always overcast, but by noon the sun was blazing hot. The first day we went to Haynes Point Provincial Park at Osoyoos,

and upon arrival almost everybody jumped into the lake to cool off. It had been a rather strenuous first day so we were glad to relax by the lake all afternoon.

The next day we went to Penticton - a joy of a ride along the lake. The orchards were lush and the cherries were ripening, and everywhere there were roses and flowers in the yards and along the roads. Wild flowers were everywhere, and were at their very best during this trip. The fragrance of the wild roses, mock orange and sweet clover as we rode along was intoxicating. Our camp was beside the waterslides on spongy thick green grass, a rare treat, and was equipped with lots of picnic tables. Norm's sisters, Thelma and Pat, brought our supper of grilled hamburgers and salads, while John and Corol Cameron brought our dessert of new strawberries and ice cream. In the evening we went to the senior citizens centre where John Evanson showed us his slides and commented on the 1986 cycle tour across Canada. John said he felt that there were only about 200 seniors in Canada who were physically capable of riding bicycle across Canada.

The ride to Bear Creek Provincial Park, just south of Kelowna, was on the very busy Highway 97. The scenery along the lake was magnificent with many good viewpoints and other excuses to stop. Nobody sighted Ogopogo.

At Falkland we stayed in the municipal campground which had a nice kitchen shelter. We found Falkland to be a very friendly place. As soon as word got around that a group of senior cyclists were in the campground, we had visitors and we were invited to go to the senior citizens centre for tea and biscuits. Miss Falkland, a very pretty and charming girl, came and chatted with us during supper.

Leaving Falkland, we headed towards Kamloops and by mid-day we settled ourselves into the Kamloops View Trailer Court on a sidehill overlooking the South Thompson River and the C.P.R. tracks. We enjoyed a rest day here in the hot sun and swimming pool. In the afternoon Dorothy Sharkey arrived bearing her famous slush refreshment, and ready to spend an overnight with us in her tent. Mid Carlson came along with a hospitable present of wine, and Irene and Norm

Thornton brought our supper of hors d'oeuvres, Irene's famous soup and home-made bread and cakes. What a splendid day.

The ride from Kamloops to Lac Lejeune, and then to Merritt the next day was on the new sky-high Coqihalla, and we went steadily uphill to the top of the world. It was gruelling and hot, and we emptied our water bottles, but we all made it. The drop down to Merritt should have been a great reward, but a strong headwind blew up, and we had to be very careful in descending and sometimes even pedalled. We arrived at our member Edna Robinson's place, a few miles outside Merritt, and we set up our tent village in her yard. Lots of Edna's friends came to see us and they thought our tents looked cute in her yard. Edna had a marvellous ranch stew and dumplings for our supper, and then we went off to the Merritt swimming pool for a dip that had been arranged for us.

The next day's ride from Merritt to Allison Lake near Princeton was voted to be the best of the whole trip. Good road, sparse traffic, magnificent scenery with hills purple with wild lupine and the fragrance of sage and wild roses all around. That evening in camp we built a fire and enjoyed our last night together as next day was going-home day. In the morning it was drizzling and we packed wet tents for the first time. The rain held off until after the short run to Princeton, but from then on we rode in the rain. This ride was a very easy one even although it was 111 kilometres long, because it was slightly downhill all the way, following the Similkameen River and an excellent road.

This was an exceptionally enjoyable tour. The distances were not too great, but there were lots of challenges. The roads were mostly excellent and the weather perfect. The campgrounds were good and all in interesting locations.

A million thanks to Norm Kjelson for the excellent organization of the tour, to Ken Brothers for looking after kitchen and dining and us, and to all our members along the way - thanks for a good tour and a very happy time.

SAFETY BRAKE LEVERS by Bob Douglas

If you feel you need auxilliary (so called safety) brake levers use them, but please be aware of their shortcomings. Their design, and often the material used to make them, is not as rigid as those in normal levers with the result that more of your hand-squeezing force goes into flexing metal rather than braking.

Normal levers have about two inches of travel before bottoming out against the handlebars, but the addition of auxilliary levers reduces travel to about an inch and a half. That reduction means less space for brake adjustment and braking action. Finally auxilliary levers encourage a more upright and less efficient riding position and with hands closer to the stem, probably less control over steering.

ON CYCLING GLOVES by John Peck

It often happens with sports that what is good for racers is thought to be good for tourers. It is a myth encouraged by the manufacturers, of course. Our children demand the latest racing ski boots, at great expense, or the latest tent used on Everest, or the latest clothing used by champions. But is this really necessary for us?

Consider cycling gloves. Perhaps they are good for racers, but do tourers really need them? I use cheap white gardening gloves instead. These have several advantages over cycling gloves. First, if you have a spill, your fingers are protected, not just your knuckles. Second, for winter riding they offer a little more warmth. Third, for giving direction signals to traffic white gloves are distinctive (remember the policeman on point duty?). Fourth, they offer enough shudder protection for your hands, but if your hands are sensitive, you can always pad the handle bar. Fifth, if your nose runs like mine, there is nothing to beat an absorbent glove that can be thrown in the wash when you get home. It is better than endangering your balance by reaching for a handkerchief. Sixth, if the chain comes off, there is no need to soil your fingers. Finally, you can buy about six pairs of gardening

gloves for the price of one pair of cycling gloves.

So who needs cycling gloves?

LADNER MAY DAY PARADE

Apologies for not reporting earlier on the big day in Ladner. The 25 members who participated were impressed by the reception they received from the spectators. Many people in the crowd were aware that our club was the group that cycled across Canada, Australia and New Zealand.

Many thanks to Al Hollinger for his open house after the parade. Our members appreciated his hospitality, and the tour of his new house.

NEWS ITEMS

Elizabeth Bush has now taken over as membership secretary from Rose Tanchak. Many thanks Rose for all your work on the card index.

John Hathaway has now completed the 200, 300, 400 and 600 kilometre rides in the randonneur program. He completed the 600 km. ride in 28 hours, 15 minutes.

Doc Watson proposed a motion at our last director's meeting that the tour coordinator appoint a tour member each day to ride rear guard. The motion was carried. Anne Ives suggested that the rule should also apply on daytrips, especially when new members are present.

CORRESPONDENCE

From: Bette & Mel Kerr
Fort Simpson, N.W.T.

Dear Leo, We were supposed to fly into Rabbitbottle Lake this morning, but it has been raining steady for 5 days. Now we're isolated by washouts in both exit directions. We canoed 3 times on the way up but caught no fish. Gas is 67 cents per litre as expected. Hope the biking is going well - we miss it.

Cheers to the gang. We hope your wife is going along fine - we wish her well.

NEW MEMBERS

We welcome these new members:

Verena Blatter
15506 Columbia Avenue
White Rock, B.C. V4B 1K4 536-7376

Dan Kennedy
14486 - 109th Avenue
Surrey, B.C. V3T 1Y1

Josh Fitch
1021 West 48th Avenue
Vancouver, B.C. V6M 2N4 261-2186

Harry Lang
13474 - 98th Avenue
Surrey, B.C. V3T 1C1 581-2873

Russell Green
1702 Duchess Street
Victoria, B.C. V8R 4W1 592-9036

Tage & Grethe Winckler
#48 - 1725 Southmere Crescent
White Rock, B.C. V4A 6E3 531-4840

Dick & Jean Harper
Box 86
Wabamun, Alberta T0E 2K0

MEMBERSHIP FORM

The following membership form is included for the use of friends and acquaintances who may wish to join the society.

CROSS CANADA CYCLE TOUR SOCIETY MEMBERSHIP FORM

NAME _____

ADDRESS _____

POSTAL CODE _____ PHONE _____

CYCLING INTERESTS _____

_____ \$20. Individual Annual Membership

_____ \$30. Family Annual Membership

HOW DID YOU HEAR ABOUT US? _____

DATE _____

Please send completed form and cheque to:
CROSS CANADA CYCLE TOUR SOCIETY
#101 - 1367 West Broadway
Vancouver, B.C. V6H 4A9



NEWSBRIEF

The Cross Canada Cycle Tour Society

VOL. 5 NO. 9

SEPTEMBER - OCTOBER 1988

MAILING ADDRESS: #101 - 1367 W. Broadway, Vancouver, B.C. V6H 4A9

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Phone: 733-4169

The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society which is a non-profit society for retired people and others who want to remain active as recreational cyclists.

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Bob Douglas	435-3893
Recording Secretary	
Diana Lifton	536-7826
Membership Secretary	
Elizabeth Bush	733-2533
Newsbrief Editor	
John Philip	734-1398

Banquet: Our annual banquet will be held on the evening before the Annual General Meeting. It will also take place at the Edmonds Community Centre for the Retired (same address as above). It will start at 5:00 PM on Friday, November 25th. The program will be as follows:

- 5:00 to 6:00 Happy hour bar service
- 6:00 to 8:00 Dinner
- 8:00 to 12:00 Music and dancing
Films and slides
Presentation of achievement certificates

Tickets for the banquet cost \$16.00, and must be purchased in advance. We have the following excellent menu:

Potato salad - Tossed salad - Macaroni salad - Ham platter - Turkey platter - Salmon platter - Baron of beef - Lasangna - Relish dish - Roast potatoes - Peas and carrots - Dinner rolls - Nanaimo bars - Carrot cake - Tea - Coffee.

Your directors and tour co-ordinators have worked hard all year to continue the success of our society, and the banquet and annual meeting are the culmination of a very good year. I am asking each and every member to show his or her appreciation by attending these two very important functions.

Members should purchase their tickets before November 15th. After that date tickets will also be sold to non-members.

Anyone who wishes to volunteer to get the hall ready for the banquet and annual meeting please call me at 939-0392.

CCCTS Banner: Monty Maundrell kindly offered to letter our name "Cross Canada Cycle Tour Society" on the cover of our new shelter. But the letters wouldn't

THE PRESIDENT'S CORNER by Leo Comeau

Annual General Meeting: Our A.G.M will be held on Saturday, November 26th from 10:00 AM to 1:00 PM at the Edmonds Community Centre for the Retired, 7282 Kingsway, Burnaby, B.C. (Edmonds and Kingsway).

The agenda for the meeting will be available at the door when you register.

At the Annual General Meeting elections for next year's board of directors will take place. A slate will be presented and nominations will be received from the floor to add to this slate. Please be sure that the person you nominate has agreed to run before you put forward his or her name.

The current directors decided at their last meeting to set the number of directors for next year at 15.

The directors will elect officers for 1989 at the first director's meeting following the A.G.M.

adhere to the material and neither would paint. Undaunted, Monty got two pieces of material about three feet by five feet, and made two very fine signs for us. These can be hung on the shelter or on our support vehicles. Many thanks Monty for your generosity, and welcome back after your long trip to Australia.

RENEWAL OF ANNUAL MEMBERSHIPS

You are reminded that annual membership fees of \$20.00 for singles and \$30.00 for families fall due by November 1st. They can be paid at the Annual General Meeting on November 26th, or mailed to Bob Douglas, Treasurer, Cross Canada Cycle Tour Society, #101 - 1367 West Broadway, Vancouver, B.C. V6H 4A9.

Members who joined the society in August, September or October of this year are paid up for 1989.

SOUTH AFRICA TOUR

A meeting for those members planning to go on the South Africa tour in 1989 will be held at 9:00 AM on Saturday, November 26th at the Edmonds Community Centre just before the Annual General Meeting.

1989 TOURS

By the time you receive this Newsbrief we will have enjoyed the last of this year's featured tours and trips.

Now the society needs to plan and set dates for next year's adventures. If any member can help with 1989 tours please contact Dennis Parsons, #10 - 1344 Esquimalt Road, Victoria, B.C. V9A 3P9. Phone 383-5546.

SAGLESS SOLOS by John Peck

Many of us enjoy tours around the country and in foreign lands, all supported by one or more sag wagons. But how many have considered touring without such support? The thought of it is daunting, and the idea is soon banished. But, should it be?

Touring 'sagless' can be fun. It is

not as arduous as one might suspect and there are compensations. One may tour solo, or in small groups. This way the route can be worked out as one goes. There is no need to make for a specific destination, or to visit an agreed coffee stop. With increased load, the bike feels a little top heavy at first, but one soon gets used to it. Pedalling on the level is just as easy as without the load. Only at the hills must one change gear sooner. The secret is the load.

My load when touring without support is about twelve kilograms (25 lbs). This includes a tent, sleeping bag and pad, stove, fuel and pots, clothing and food. It all fits into four panniers, except for the tent which is strapped across the top of the back panniers. My sleeping bag goes into one rear pannier, while the stove, and pots stacked in an empty ice cream pail, go into the other. The pail serves as a water carrier while camping. The food for one day is in one front pannier and spare clothing in another. The many side pockets hold the extra things, such as a flashlight.

The secret is to travel light. A down sleeping bag is still the best, it is light and warm and packs small. One must consider all items carefully and not carry something, for which another can be substituted. For example, spare clothing can serve as pajamas, and the stub of an old toothpaste tube is lighter than a new one. As with backpacking, every little saving in weight helps. The best tent is the Eureka Bike n' Lite, available from the Co-op. It weighs about 2 kilograms (4 lbs), has only one sectioned support pole and needs six pegs. It is erected and dismantled quickly and, although lighter than others, will even sleep two persons. If you use restaurants and motels on the way, then your load can be much lighter.

As an example of where to go, I did an interesting 300km loop recently from White Rock to Deception Pass, to Port Angeles, and back to White Rock, in three days. White Rock to Deception Pass is 110km. Deception Pass to Port Angeles is another 110km with one ferry from Keystone to Port Townsend. Port Angeles via Victoria to White Rock is 80km with two ferries. Of course, one could do it more slowly in five days, with stops at

Larrabee Park 55km, Deception Pass 55km, Sequim Bay 70km, Port Angeles 40km and White Rock 80km. The ferries run frequently, except for the one from Port Angeles to Victoria, which has four sailings in summer and two in winter, so a stop at Port Angeles is necessary. There are no senior rates on this ferry.

This trip was solo, which is lonely but has other compensations. You may let the pedals fall as they wish, without the necessity to push them for fear of losing your friend in front, and without the frustration of waiting for one in the rear who is a little slower. The Washington roads, on the whole, make for good cycling with broad smooth shoulders. Cycling on the freeway from Blaine to Bellingham is not prohibited and is the fastest way to go.

So next year, when thinking of a trip, consider unsupported cycle touring. It can be fun, and is not so difficult.

SUNSHINE COAST AND VANCOUVER ISLAND TOUR by Eva Folk

On the morning of Tuesday, July 12th, when 23 of us gathered at Horseshoe Bay to board the 11:30 ferry for Langdale, it was darkly overcast and threatening rain. By the time we got off the ferry it was raining. The long steep climb from the ferry terminal with the traffic spraying us was daunting, and it was hard to remember that this was fun. We eventually splashed our way to Al Lifton's place at Halfmoon Bay, where we wrung ourselves out, and Diana Lifton had hot tea and coffee ready to warm us up. The world looked good again. The Liftons and their cooking team prepared an excellent supper of ham and new vegetables. Club members Jack and Kay Hermiston, who live close by, brought cake and ice cream for desert. We put our sleeping bags on the floor wherever we could find space and slept indoors.

By 7 o'clock next morning we were on the way to Earls Cove on a hilly winding road to get the 10:30 ferry. We had coffee break on the ferry and a very pleasant ride, the weather being much improved. We were astonished to see all the fish farms in the inlets along the shore. Upon disembarking, we were met by

Wayne Nesbitt, who is the husband of Doc Watson's niece Joan. We were staying at Joan and Wayne Nesbitt's place overnight and he had come to show us the way. We would have found it anyway because every mile or so there was a placard encouraging us on. They were very entertaining and made a tough road easy. We set up our tents on the lush grass in the yard of their beautiful seafront home. Elsie Dean, our first-time tourer, and Nick Roos were soon swimming in the sea. The Nesbitts prepared a magnificent supper for us consisting of chicken, salads, pasta (a cyclists must) and three different kinds of dessert!

Dew-wet tents packed, we rushed to catch another ferry, the 9:15 from Powell River to Comox. It was a relaxing ferry trip and some of us even dozed sitting in the comfortable chairs in the sun. Club member Bob Stevens met us at the ferry, and directed us to his home at Courtenay, where cold drinks were waiting, and Joan Stevens had prepared lunch for us. What a treat instead of our usual sandwiches along the roadside. But we couldn't stay as we had two more ferries to catch before we arrived at our Tribune Bay campsite on Hornby Island. The Island Highway was very busy, but there was an excellent shoulder to ride on. We rode across Denman Island and were charmed by the rural quietness and country cottages. We arrived in camp later than usual and in groups, depending on which ferries we were able to catch. We were pleased to have Al and Jean Engdahl, who live on Hornby, come to visit us, and bring a large bag of home-made cookies. Those of us who had been on the first Okanagan tour had met Al and Jean at Falkland.

For the fourth day in a row we rushed to catch a ferry. This time it was two ferries, the first from Hornby Island and the second from Denman. We then cycled south along extremely busy Island Highway to Rath Trevor Beach Provincial Park just past Parksville. Al had gone ahead in the van to ensure camping space for us, and he was lucky to get the last available space. It was Sandcastle Day at Parksville the next day. Our old friend, Margaret Whitford, from Parksville came to visit, and Maxine Hudson, cyclist Bruce's wife from Nanoose, came to have supper with us. The usual sandcastle

revellers partied on into the night giving us a disturbed sleep.

No matter, we were up early and away through Parksville and Coombs, and on to Cathedral Park forest on the Alberni Highway. Then we climbed up and up till we got over Mount Arrowsmith pass, and finally we had a free ride down to Alberni. A brief stop there, and we went on to Sproat Lake, the home of the water bombers. This was a gruelling ride which truly tried the worth of a cyclist. We had, indeed, earned an afternoon of swimming in the lake and lounging around on the sandy beach. The return trip over the pass next day was just as hard but more familiar. The wild sweetpeas, in various colours, grew in great profusion along the highway, and were a delight to our eyes as we rode along. We arrived at Bruce and Maxine's lovely waterfront home in Nanoose where we were made most welcome. They had fresh salmon for us. Bruce is evidently a good fisherman as well as a cyclist.

In the morning we bid goodbye to Lorna White, Dorothy and John Philip, Dorothy and Roy Booth and Bruce Hudson, as they were not coming with us to Cowichan Lake. The rest of us left in the quiet of early morning, and had soon passed through Nanaimo and Ladysmith. We ran down into the tourist town of Chemainus with its wall paintings, and there we sat at sidewalk tables and ate ice cream. After that we went south and turned west onto the Duncan Bypass on Cowichan Lake road. By noon the heat was intense, and we were climbing hard, and fast emptying our water bottles. Eventually after a short downhill we reached Cowichan Lake village, and with only a brief stop we continued on to Honeymoon Bay Resort where Bill Powell had a campsite for us. Everyone was grateful to arrive in the shade of the large trees, and the swimming types rushed into the lake to cool off. Space was limited, so we set up the new shelter that our president, Leo Comeau, had made and used it for a dormitory. It worked just fine, Leo. It was July 13th and Nick Roos's birthday, so we celebrated with a drink of wine and a cake, and some of the singers of the group sang some special songs for him.

The last day of the tour we had the usual early morning start and a most

enjoyable downhill trip to Duncan where we regrouped at McDonald's. From there we went south to Mill Bay, and got the ferry to Brentwood Bay. The Victoria riders, Dennis Parsons, Nick Roos, Doc Watson, Dave Sawyer and Bill Powell left us here, and we sped away to catch yet another ferry at Swartz Bay for home.

This tour entailed nine ferry trips and some fairly hard cycling in between. We enjoyed the ferry rides where we relaxed and watched the world's most beautiful scenery go by. Many thanks to the tour co-ordinators, Al Lifton and Doc Watson, for a well-planned, interesting and challenging tour. Thanks to our members along the way who provided hospitality and food. And a special thanks to Ken Brothers who drove his van carrying our kitchen and food. Every morning we all looked forward with anticipation and joy to the sight of the flag, the van and Ken along the side of the road with our mid-morning coffee break. Thank you, Ken.

COOHIHALLA-OKANAGAN FALL TOUR

by Eva Folk

On Monday, September 5th, 26 cyclists arrived at the home of Art and Nancy Routley in Keremeos with their cars loaded with bikes, tents and bags. It was reunion time and we were all pleased to see one another as we put up our tents in the spacious property under the Pond-erosa pines. In the morning after breakfast we bid goodbye to the Routleys and our cars and rode off towards Osoyoos. The fields of tomatoes and peppers were ripening, the corn was perfect and the orchards of peaches, pears and plums were all around. Halfway to our campsite we were delighted to meet one of our support vehicles, the motorhome of Harry and Ruth Biggers. Harry had coffee and cookies ready for us. The long climb up to Richter Pass was hot and tough, but we had a good coast down to Haynes Point in Osoyoos. Our other support vehicle, George and Margaret Whitford's camper van, carried the tents and bags and it was already there awaiting us. So it was not long before we had our tent city erected, and most of us then went for a swim in the lake. We were nonplussed to find that by eight o'clock it was dark,

and it would be a long night in the tents.

During the night a tremendous wind arose and in the morning the lake on both sides of the peninsula was churning with whitecaps. Leaving the campground, we could barely stay upright on the mile long concourse, and we had a fierce headwind all the way to Penticton. We went swimming again in the afternoon and tanned on the sun-drenched yellow sand of Skaha Lake beach. Norm Kjelson came along to visit and brought grilled hamburgers for supper, as well as homemade cake and ice cream donated to us by John and Carol Cameron. Some of us went for a hot tub in this very nice campground by the waterslide to end a splendid day.

We left Penticton, enjoying greatly the 7 miles of bicycle path along the canal, before joining the busy Highway 97. Then we went through Summerland and Peachland, with orchards heavy with apples, to Bear Creek Provincial Park on the west side of Okanagan Lake. Only a few hardy people went swimming in the cold lake even though the beach was inviting. Nick Roos made a campfire in the evening as it turned very cool, and George Whitford and Jack Hook led us in a rousing singsong.

After an unusually leisurely breakfast we started on the hilly road to Ron France's place, 36km farther along the lake. This area of forests, rocks and mountains is home to bears, deer and mountain sheep, and the scenery is fantastic. George Whitford was shocked to have a bear running along behind him. He was peddalling faster and faster with not much gain, when a car came along and frightened the bear off. Lucky! Ron has a large comfortable old home on the lake, and most of our group chose bedrooms instead of tents for the night. Ron is an excellent host and the men played pool while the ladies enjoyed the large fireplace.

It was hard leaving the comfort of a house next morning to face a cold headwind. Our coffee wagon, waiting for us in the parking lot of the historic O'Keefe ranch outside Vernon, was a very welcome sight. Further along we came to the Agriculture Exhibition at Armstrong, and there we watched a very fine and varied parade with lots of bands. Then on to Enderby where Jake Moerman, a

member from Ottawa, was waiting at Bonnie's Cafe to guide us to his son's home. What a great welcome. Kathy and Andy had a lovely supper ready for us. The news of the birth of their new grandson at Red Deer was announced as we sat around an evening bonfire telling stories of past tours.

We spent a very cold night in our tents, and we rode off in the morning with numb hands and feet. Some of our more hardy members took the 100km route via Sicamous to Sorrento, but most took the shorter 60km way. At Sorrento Centre, which is a large summer campground operated by the Anglican Archdiocese, almost everyone went into cabins for the night. It was Sunday, so we went to the outdoor chapel where George Whitford led a brief service. In the morning we all bid goodbye to Jake, who was going back to Enderby and Ottawa. Then we set out for Kamloops facing the usual headwind which increased as the day wore on. No sooner had we settled into Kamloops View Campground when Dorothy Sharkey arrived with a gallon of her famous slush refreshment and some wine for supper.

Next morning everyone was a little apprehensive because it was to be the longest ride of the tour. The distance was 101km, and it was also a steady uphill climb on the Coquihalla. We all gamely persevered, and never was the sight of the coffee wagon more welcome halfway along the road. By the time we all arrived at member Edna Robinson's place it was late afternoon, and Edna had a delicious and plentiful meal for us. In the evening Edna's friends came along with a guitar and in true ranch style we sang songs in the dark with the lights of Merritt twinkling in the distance.

Our next stop, after a short but strenuous run, was at Coldwater River campsite where the talk was all of bears. Sure enough during the night there was a crackling of branches and a commotion at the garbage cans.

The last leg of the Coquihalla, even though it was downhill, proved to be almost as difficult as the ascent. There was a strong cold gusting headwind, and with the passing of large trucks we had to be extremely cautious to stay in control. But what a feeling of

accomplishment when we arrived in Hope. We set up our zipper city for the last time at the Coquihalla Campground, and built a good campfire. We discussed our conquering of the Coquihalla, and we remembered incidents on the trip. We sang songs and told stories. Margaret Whitford enacted her hilarious shopping and "Mr. Penier" skits. There was a presentation of a carved Whitford dolphin to Bill Powell in appreciation of all his work on our two Okanagan trips this year, and Eva Folk received a carved Whitford woodpecker. A very happy day for all.

Next morning it was a subdued group that pulled down the tents and cleaned up for the last time. George took all the drivers in his van back to the Routley's place in Keremeos to pick up the cars.

The tour was a great success. The weather was fine though nippy at times. The roads were good to excellent with plenty of challenges. But it was the company of our members that made this such a fun trip. Many thanks to the tour co-ordinator Bill Powell, and to Harry and Ruth Biggers and George and Margaret Whitford for providing the support vehicles. And many thanks to all the society members who helped us along the way. We also commend our vice-president, Dennis Parsons, who acted as end man throughout the trip.

This trip included 12 people who had been on our Australia tour, 6 who had cycled across Canada, and 6 who became members to come on the trip. Was this the greatest trip ever? Some said so.

NEWS ITEMS

Eva Folk has an interesting article titled "Exploring the Fraser Valley by bicycle" in the October edition of the Elder Statesman newspaper. We will repeat this article for you in the Newsbrief soon.

Articles on the San Juan Islands and Grand Canyon tours will appear in the next Newsbrief.

Dennis Parsons advises that on October 9th during the Royal Victorian Marathon, which attracted 600 participants, nine members of our society acted as marshals

at a particularly awkward part of the course. The Marathon Organizing Committee thanks those members for a job well done.

We must commend Leo Comeau for designing and building the excellent cooking shelter the society now owns. It can be assembled and dismantled in minutes, and it proved its worth on the Grand Canyon tour where it was used almost every day. Many thanks Leo.

NEW MEMBERS

We welcome these new members:

John Cuthbertson
#408 - 1550 Mariners Walk
Vancouver, B.C. V6J 4X9

Claudio Griseri
c/o #10 - 1344 Esquimalt Road
Victoria, B.C. V9A 3P9 383-5546

James & Judy Jensen
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Katryn Jeronimus
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Theresa Keet
12726 Southridge Drive
Surrey, B.C. V3W 1A1 596-1953


Marion Orser
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John Paterson
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Connie Shaw
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K. Faye Wilson
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NEWSBRIEF

The Cross Canada Cycle Tour Society

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The NEWSBRIEF is published monthly by the Cross Canada Cycle Tour Society which is a non-profit society for retired people and others who want to remain active as recreational cyclists.

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opening remarks from our president, Leo Comeau. The program then included the introduction of our guests by Leo, the raffle for 15 door prizes conducted by Frank McCall, and the presentation of Grand Canyon certificates by John Philip.

Then it was time for dancing to taped music provided by John Comeau. Throughout the evening we reminisced about those wonderful trips we took this year, and we showed one another our trip photographs. It was a very memorable evening which was thoroughly enjoyed by all.

Thanks to all those members who helped out during the evening with a special thanks to Leo for all the work that went into organizing the banquet.

THE PRESIDENT'S CORNER

This being the last Newsbrief of the year I want to take this opportunity to congratulate everyone for a very successful year. I want to send special thanks to the board of directors, to the tour committee, to the tour co-ordinators, and also to those who assisted at the picnic, at the general meetings and at our other functions. Last but not least thanks to all cyclists who participated on tours and weekly rides.

I wish everyone a very merry Christmas and a happy New Year. God bless. Leo.

5TH ANNUAL BANQUET

Our annual banquet at the Edmonds Community Centre on Friday, November 25th was attended by 102 members and guests. An excellent dinner was followed by

ANNUAL GENERAL MEETING

The society's AGM was held on Saturday, November 26th in the Edmonds Community Centre. The meeting was chaired by Leo Comeau who reported on our activities in 1988. This was followed by reports from treasurer Bob Douglas, office manager John Philip and chairman of the tour committee Dennis Parsons.

It was announced that Ken Brothers and Frank McCall were retiring as directors after several years of devoted service to the society. The following directors were then elected for 1989: Elizabeth Bush, Leo Comeau, Bob Douglas, Anne Ives, Mel Kerr, Ella Laramee, Richard Lebek, Al Lifton, Diana Lifton, Marten McCready, Dennis Parsons, John Peck, John Philip, Bill Powell and Doc Watson.

Dennis Parsons then outlined possible tours for 1989, and advised that as soon as a new tour committee has been chosen we can finalize next year's tours.

OFFICERS FOR 1989

At the first meeting of the society's newly elected directors on Thursday, 8th December the following directors were elected as officers:

President	Leo Comeau
Vice-President	Dennis Parsons
Secretary	Diana Lifton
Treasurer	Bob Douglas

SOUTH AFRICA TOUR - 1989

Deposits have now been paid by the 26 members who are going on this tour. Any other members who want to go will be put on the waiting list.

SAN JUAN ISLANDS TOUR by Eva Folk

Nineteen people, a Budget support van and Ken Brothers with his van gathered at the Peace Arch border crossing at noon on August 8th to begin the tour. We had an easy ride to Larrabee State Park through Bellingham and on the scenic Chuckanut Drive. At Larrabee our group was relegated to the group camp area which was back in the forest and very rough. In true CCCTS fashion we made the most of it, and enjoyed the quiet and fresh sea air. Next morning was cool and it was threatening rain when we started, but by the time we arrived at Deception State Park on Whidbey Island, it was sunny, and it generally stayed that way for the rest of the trip. The news of Fergy's 8/8/88 baby girl was relayed to us by Dennis Scolah's radio. We were sent to the group camp area in this park too, and in order to get to the showers, we had to ride our bicycles. But what scenery! We all stopped on the long bridge over Deception Pass and marvelled at the churning water that reverses direction twice a day. We spent the afternoon exploring the area - some went swimming in Cranberry Lake and others walked the sand dunes. The following day, after an unusually leisurely breakfast for a tour, we departed in all directions to spend the day seeing Whidbey Island. All were back famished by suppertime, and we overate of the excellent meal of pork-

walking so we went on one of the many trails. We took a wrong turn and ended up with a far longer walk than we had expected. It was pitch dark by the time we found our way back to camp.

Next morning we were away in the cold to get a 9:30 AM ferry to San Juan Island. As usual, we arrived too early, so we spent our time drinking coffee and eating muffins. We enjoyed the ferry ride and watched the spectacular scenery float by. We arrived at quaint Friday Harbour, and then had a 4 mile roller coaster ride through exquisite pastoral countryside with grazing cattle and sheep. We put up our tents on the lush green grass in an orchard beside a lake. This group camp couldn't have been nicer. We had all next day to explore historic San Juan Island. We visited English Camp Park and American Camp Park, and learned the story of the Pig War between the U.S. and Canada. We went to Roche Harbour tourist and resort area. At suppertime we had a combined August birthdays' celebration with songs and a cake for Dorothy Cook, John Peck, Bob Douglas, Emily Ames, Marion Porter and Marten McCreedy.

It was time to change islands again, and we went to Orcas Island next day. This island is hilly, but still retains the characteristic of serene farms and grazing animals. It was the weekend, so we were grateful to get the last three campsites at Moran Park, even although we were well separated. Most of us went to the top of Mount Constitution - the highest point in the San Juans - in the vans, but Bob Douglas biked the 4 miles!

The next day it was once again an early morning start for a ferry. The Victoria people went home from Sidney, and the rest of us went to Anacortes, where we were pleasantly surprised to meet Rose Tanchak and Margaret Fyfe, who then cycled with us to Larrabee State Park. We breezed through the flat farmlands of Whidbey Island, crossed the bridge over Deception Pass and started climbing on the Chuckanut Drive. At every turn there were majestic views of ocean, islands and forest. We arrived at Larrabee, and went to the now familiar group campsite. We arrived later than usual, and the kitchen group had to hustle to get our supper ready. There was still enough of the day left for some of the group to go hiking

on the mountain trail. The next day it was an easy run home from Larrabee, but the threatening skies finally opened up, and the Vancouver cyclists got a soaking.

This trip was an exceptionally enjoyable one with pleasant campsites, easy riding with some challenges, and a relaxed atmosphere. The second day at the campsites gave us a chance to explore the areas thoroughly. We enjoyed the ferry rides and the stunning scenery. Many thanks to Ken Brothers, and to the tour co-ordinator, Bob Douglas.

THE GRAND CANYON-FLAGSTAFF TOUR

by Mavis Worthington

This trip, which started at Osoyoos, B.C. on August 31st, proved to be 30 days of strenuous cycling with some long high hills and several days of gusty head winds. We cycled out of the Okanagan Valley into the Columbia River Valley in Washington, then over Emigrant Hill into the La Grande River Valley in north-eastern Oregon, and thence to the Snake River Valley in Idaho. From there we followed a series of irrigated valleys and dry barren hills always heading south or south-east. Each day we gradually gained altitude until we got to Panguitch in southern Utah at an elevation of 6670 feet. This was our gateway to Bryce Canyon. There were more long climbs yet to come - one was to Jacob Lake in northern Arizona which at 7950 feet gave us a 60 mile downhill run the next day to Lee's Ferry on the Colorado River. We had reached the head of the Grand Canyon. Since we were going to the south rim of Grand Canyon National Park, we crossed the river on the Navaho Bridge at Marble Canyon, and spent two tough days climbing through the gap to Cameron, and then to the Grand Canyon. On the road to the Grand Canyon we got up to an elevation of 7400 ft. The final climb to Flagstaff at 6905 ft. was challenging but rewarding as we left the desert area and entered a lovely pine forest.

Weather-wise we were truly blessed, since the days were usually clear and sunny and we had only two nights of rain. However we had to contend with some head winds and cross winds. The wind would often increase in the afternoons, and a

few times in Idaho and Utah it reached almost gale force during the night. The shelter, which Leo Comeau made, was a God send as without it we would have had difficulty cooking in those very windy conditions. It also provided a comfortable dining area, and a cozy place to gather on cold dark evenings and early mornings. At the higher elevations we all had to wear heavier sweaters, wool hats, long pants, and heavy gloves till coffee break or later. What a change from the hot, dry and dusty conditions at lower levels in Washington.

Our first major attraction was Salt Lake City with Great Salt Lake and Temple Square. It was our rest day and we had much to see. Also well worth seeing was the flood-lit Mormon temple at Manti under a dark star-studded sky. Bryce Canyon was truly beautiful with its gigantic monoliths in bands of red, brown and grey. In the distance the canyon rim appeared like a delicate lace edging. The Grand Canyon was immense and deep with its forty layers or more of exposed rock. It was truly awe inspiring. We visited the Watch Tower lookout, the Yavapai Museum and the Hermit's Rest. Even as we cycled along the rim of the canyon we had many spectacular views including seeing far off the sure-footed mule trains snaking down the narrow winding path to Phantom Ranch and the Indian Gardens.

Another memorable view as we cycled along was at Bothwell in northern Utah, where a valley of well-planned irrigated farms with trees and hedges rose suddenly out of a sage strewn desert. The town of Cicleville, also in Utah, was equally memorable. It was situated in the centre of an unusual round flat valley at over 6000 feet, and it was surrounded by 11000 ft. mountains. These rapid changes in scenery amazed and delighted us. One moment we were in a valley, such as the one into Glendale in Utah, with the fall colours ablaze on the aspen and scrub oak amongst the dark green pine and fir. The scene quickly changed to a rocky gorge complete with caves, and then as suddenly we were on a flat prairie covered with sage brush.

Generally the roads were good for cycling, and there was a good shoulder except in a few places. But we encountered some

rough road surfaces in Idaho.

We rode on the freeway from Pendleton in Oregon to Tremonton, just north of Salt Lake City, except in those places where we could find an alternate route, which we always called the "scenic" route. Every evening John Philip called a meeting to brief everyone on the next day's connecting highways. "Don't miss the turn at Tremonton, go on to Crystal Springs, then back to Willard Bay, and on to Farmington till you hit Pigeon Hollow, bypassing American Fork, till you get to highway 89A at Spanish Fork." But we were all in camp in good time whether the prescribed route was taken, or some other scenic road or freeway was ventured.

On most trips we have some annoyances to contend with such as rain, wind or bugs, but this was the first trip for most of us where plants became a problem. We encountered those pesky little weeds that produce thorns as sharp as needles and seem to grow everywhere in the south. They were abundant in the campgrounds, and they sometimes deflated our air mattresses. They blow along the side of the road and stab bicycle tires. They have a barb like a fish hook and once in the tire they are hard to find and remove. Many flats were caused by the same thorn before it was finally located and removed with a tweezer.

But everything considered, it was a very enjoyable tour. John Philip is to be complimented for a well planned, challenging and satisfying trip. Also adding to the enjoyment of the tour was the work of our truck driver, Jan Anderson, who assisted by her husband Lawrence, made the hard parts bearable with perfectly timed tea breaks in the midst of nowhere. It was a boost that we always appreciated. It seems that all the members on the tour contributed in some measure to making this cycling adventure a success.

THE GRAND CANYON TOUR by John Philip

On August 31st we gathered at the State Park in Oroville, Washington, just 7 miles south of Osoyoos, B.C., eagerly anticipating the start, early next morning, of our cycling trip to the Grand Canyon and to Flagstaff in Arizona.

17 of us started out that morning, and when we reached Soap Lake, a few days later, we had our full complement of 20 members. One of our two vehicles was a rented truck which carried our gear and was driven by Jan Anderson, and the other was a camper van driven by Kay Hermiston.

Our route took us south through central Washington, south-east across the north-east corner of Oregon, east then south across southern Idaho, and then south through central Utah into northern Arizona. We had chosen this route to take us through the arid lands of the American West, where we hoped we would not encounter too much rain. We now believe that our choice was justified, since it rained only three times during the trip, and most of us had finished cycling by the time the rain started. Temperatures generally dropped when the sun went down, and rose to warm or hot during the day. We experienced strong winds throughout, with more tail winds at the start and more head winds later on.

Interesting places we visited or saw along the way were Grand Coulee Dam, Dry Falls, the Snake River Canyon, Salt Lake City, Bryce Canyon, the Kaibab Plateau, Marble Canyon and the Grand Canyon.

The trip from Oroville in Washington to Flagstaff in Arizona took 35 days. The distance we cycled varied from just over to just under 1600 miles depending on which cyclecomputer you read at the end of the trip in Flagstaff. The addition of all the official daily mileages gave a total of 1582 miles for the trip. This was achieved in 30 days of cycling giving an average of 53 miles per day. We had 5 rest days at such diverse places as La Grande in Oregon, Twin Falls in Idaho, Salt Lake City and Panguitch in Utah and at the south rim of the Grand Canyon in Arizona.

The longest ride on any one day was 83 miles in Idaho from Mountain Home to Twin Falls with a head wind during the last half, whereas the shortest was 28 miles in Utah from Circleville to Panguitch. The toughest days were the 60 miles from Pasco, Washington to Pendleton, Oregon into a headwind at the start, followed by a crosswind with blowing dust from the wheatfields later, and the 40 miles from Kanab in Utah to Jacob Lake on the Kaibab Plateau in Arizona which included a climb

of 3200 feet and a headwind. Equally demanding day rides were the 80 miles from Lee's Ferry to Cameron in Arizona with an elevation gain of 1100 feet, and the 60 mile ride on the following day with an elevation gain of 3200 feet from Cameron to the Grand Canyon campsite.

Some of the places where we enjoyed the help and hospitality of new-found friends were the Soap Lake Resort, Othello, La Grande, Baker, Mountain Home, the Jerome/Twin Falls area and Panguitch. We stayed at very comfortable campgrounds, and throughout the trip we encountered only one campground without showers.

The trip cost CAN \$490. per person. This worked out to \$13. per day. The group donated \$465. to the society for the use of the communal camping equipment such as the stoves and the cooking shelter. The shelter, which was designed and built by our president, Leo Comeau, was an invaluable help to us, especially during the high winds which sometimes plagued us in the afternoons.

We came home from Flagstaff in Arizona on October 6th or 7th in various ways. Eight came by America West Airline via Phoenix to Seattle, and from there by bus to Vancouver, whereas another two flew from Flagstaff to Calgary. Six more took the Amtrak train via Los Angeles to Seattle, and then the bus to Vancouver. The remaining four drove home in the truck and van. Twelve bicycles were shipped back in the truck.

The following members deserve a special vote of thanks for their part in making the trip a success:

Jan Anderson who drove the truck, and did the shopping, so cheerfully and efficiently. She was responsible for much of our comfort and well-being during the trip.

Lawrence Anderson who helped Jan and guarded our supplies.

Freda Scolah who helped us with our meal planning and kitchen duties.

Bob Douglas who looked after our money, and helped us to repair our bikes.

As well as the above, other members who came on the trip were Ian Cassie, Rob Curr, Ken Hanna, Jack & Kay Hemiston, Maria Kost-Smit, Albert Manser, Marten McCready, John & Dorothy Philip, Marion Porter, Dennis Scolah, Roy Towler, Ray & Kathy Wilkinson and Mavis Worthington.

RIDE TO THE TOP OF HURRICANE RIDGE

by Dennis Parsons

South of Victoria across the Strait of Juan de Fuca lies Port Angeles in Washington. Hurricane Ridge rises up behind Port Angeles, and at an elevation of over a mile it requires a long steady climb of over 18 miles to reach it.

Some of us decided we were going to do it by bicycle, so on Wednesday, September 28th we took the ferry to Port Angeles. We pedalled steadily up the mountain at our own rates, but the moment came when someone realised we would miss the last ferry to Victoria, so we all turned back except Russell Green. He made it to the top, but missed the ferry by 15 minutes.

Diana Lifton and Rose Tanchak planned to join us from Vancouver, but were put off by a weather report which forecast a 90 percent chance of rain. Instead the day turned out sunny and warm.

Other players in this drama were Martine Donahue, Bruce (from Nanoose) Hudson, Roy Cooke and Dennis Parsons.

We hope others will join us next year, when we intend to spend two days on this endeavour.

ANNUAL BANQUET DOOR PRIZES

The society thanks the following people and bike stores for their generosity in donating the items mentioned below which were given away as door prizes at our annual banquet on November 25th.

Paul Sim at the Bike Cellar,
1856 West 4th Avenue, Vancouver.
- For a pair of women's cycling shorts.

Gary Chapman at Reckless Rider Cyclery,
1810 Fir Street, Vancouver.
- For a cycling jersey.

Brian Alexander at West Point Cycles,
3771 West 10th Avenue, Vancouver.
- For a winter cycling hat, a safety vest, toe straps, an underseat tool kit bag, and cans of WD-40 and bike grease.

Jim Matheson at Steveston Bicycle,
3731 Chatham Street, Richmond.
- For a Vetta computer with cadence readout.

Wayne Hobbs at Cap's Bicycle Stores,
13629 - 108 Avenue, Surrey.
- For a battery light set and charger.

John Joostema at Austin Cycle Shop,
1111B Austin Avenue, Coquitlam.
- For a cycling jersey.

Phil Nantes at Esquimalt Cycle Ltd.
1249 Esquimalt Road, Victoria.
- For a safety vest.

Wayne Clayton at Performance Bicycles,
3949D Quadra Street, Victoria.
- For a pair of cycling gloves.

NEWS ITEMS

Our society, with 193 members at last count, is reputed to be the largest bike club in British Columbia. We have gained almost 50 new members so far this year.

Articles by Judy Jackson on a cross Canada cycling tour last summer, by Bernice Gregory on an Oregon bike trip in September and by Ernie Addicott on his Luxury Tour of the Olympic Peninsula will appear in the next NEWSBRIEF.

We will also have recipes for Granola Bars by Eva Folk and Slush and Summer Sausage by Dorothy Sharkey in January's NEWSBRIEF.

CORRESPONDENCE

From: Connie Shaw, Victoria.

I have just returned from a satisfying trip to Gabriola. Many thanks to Dennis Parsons for his organizing. Although we started in a rather watery way, we were all in high spirits as the ferry left Brentwood Bay.

The first evening our hosts welcomed us with a delicious meal. As a new member I was impressed with the hospitality of the group. I shared a cabin with Catherine, Pauline and Shirley, and felt very much at home with them. Our accommodation was warm and comfortable. The riding was challenging and enjoyable. This was my first overnight tour with the CCCTS and I anticipate many more.

Thank you to everyone who took part.

From: Judy Jensen, Wenatchee, WA.

Jim and I want to thank you for the nice welcome from the group last Sunday. You even ordered weather to match your cheery faces! It was a delightful jaunt, and a nice way for us to see the area. When we got back downtown we pedaled through Stanley Park, and yes, you were right, Frank. On a Sunday and a beautiful day its best to stay on the one way road and go with the traffic rather than dodge baby carriages and strollers. We hope to see you on a trip in the not too distant future. If you are thinking about the Chelan, Wenatchee, Leavenworth area don't hesitate to give us a call.

WELCOME TO OUR NEW MEMBERS

Garfield Clack
356 Hinton Avenue
Ottawa, Ont. K1Y 1A5

Marian Hale
1579 East Keith Road
North Vancouver, B.C. V7J 1J6 980-6796

William E. Hook
3440 Cedar Hill Road
Victoria, B.C. V8P 3Z1

Bernhard & Elke Pfestorf
1168 West 40th Avenue
Vancouver, B.C. V6M 1V2 261-1615

James Tettamanti
4566 N.W. Marine Drive
Vancouver, B.C. V6R 1B8 224-6456

Dennis Wilson
302 2nd Avenue N.E.
Calgary, Alberta T2E 0E4

ANNUAL MEMBERSHIP DUES FOR 1989

If you haven't already done so, please mail dues of \$20. for singles or \$30. for families to Bob Douglas, Treasurer, Cross Canada Cycle Tour Society, #101 - 1367 West Broadway, Vancouver, B.C. V6H 4A9.

SEASON'S GREETINGS to all our members from the directors of the society.
