

# SpokeLore

The Greater Nanaimo Cycling Coalition  
A member of the BC Cycling Coalition

## MEMBERS: DON'T FORGET THE ANNUAL GENERAL MEETING

Wednesday, October 15th at the Bowen Park Complex, Activity Room #1, 7:00 pm.

The special presentation will be a panel of some of our very own touring cyclists, with emphasis on "touring as couples". Some of these people have chalked up very impressive distances in some very interesting places.



*photos by Chris and Patsy Hofstrand*



*See page 3 for Patsy's account of her first long tour...*

### Attention:

if you do not need to receive SpokeLore in "hard copy" but can read it on-line, please let us know at <info@ thegncc.org>.

## BCCC DISCUSSES RESTORATION OF KVR TRESTLES WITH BC GOVERNMENT AND VOLUNTEERS

*Allan Dunlop BCCC, 16 September 2003*

The British Columbia Cycling Coalition deeply regrets the loss of so many of the national heritage trestles on the Kettle Valley Railway as the Kelowna fire swept through the Myra Canyon.

The directors of the BCCC would like to extend our sincere sympathy to all area residents affected by the fire, and to all who share in the deep sense of loss—the volunteers who gave so much of themselves to restore the trestles, and those who have travelled (or have wanted to travel) this amazing stretch of country.

The Kettle Valley Railway (KVR), besides being a national treasure, is a magnificent tourism attraction, bringing people to this area from all over the globe. 50,000 tourists come to the Kelowna area annually, generating a \$5 million boost each year to the Central Okanagan economy. The dollar value of the loss is estimated at \$30 million.

The devastation of the result of innumerable hours of volunteer effort and dollars in restoring these bridges saddens us greatly. Having followed this story day by day along with many others, hearing of the loss trestle by trestle, we have had great interest in the commitments to rebuild.

The Myra Canyon Trestle Restoration Society is the immensely dedicated volunteer group responsible for the initial restoration of the trestles, allowing for the huge success that we know the KVR to be. President Denis Frie told us today that they are committed to seeing the renewal of this incredibly important series of connections on the Kettle Valley Railway. They are already working on establishing an interim detour around the trestle locations to allow travel along the route to continue, but the commitment is to full restoration.

Can they be rebuilt? Yes. In a conversation today with the Honourable Rick Thorpe, BC Minister of Competition, Science and Enterprise and MLA for Okanagan-Westside, the BCCC was told that CP has the original plans for the lost trestles and will be making these available for use. As the loads now carried by the trestles are not as large as those for which they were originally built, it is said that finding beams of the original size (now rare) is not necessary. Rebuilding will, of course, not happen immediately, but a team is already working on the assessment of existing and lost trestles leading up to development of a restoration plan.

Minister Thorpe stated that the provincial government is committed to rebuilding the trestles, and that the goal should be to work with the community, volunteers and other groups to do this using BC wood products and technology. Regarding the controversy over spending money on infrastructure such as this when people have lost their homes, he went on to say that the restoration is an important goal and that this is not an issue of creating conflict over trestles vs. people—we can look after both.

Heritage Minister Sheila Copps has stated the federal government's intention to rebuild. The federal government will cover the assessment costs, and Copps suggested that the cost of rebuilding may be equally shared between Ottawa, Victoria and local governments. Copps has said that the federal government will team up with other groups to rebuild the structures "to their former historic status."

We strongly support the initiative by all groups—volunteers, government and business—to rebuild these magnificent structures, as a step in restoring this region so tragically hit by loss. The original trestles are gone, and that is a terrible reality to bear. However, the trestles' transportation and recreational opportunities, the pride and pleasure they engender and the significant levels of employment they support is something that must, and will, be restored.

Donations toward the rebuilding may be sent to: Myra Canyon Trestle Restoration Society PBC Box 611 Kelowna, BC V1Y 7P2

Tax receipts will be issued on request for donations of \$10 or more.  
Contacts:

Denis Frie President, Myra Canyon Trestle Restoration Society. Phone: (250) 766-3804; e-mail: den-mar@telus.net

Ken Campbell Past President, Myra Canyon Trestle Restoration Society; e-mail: kencamp@telus.net

*Allan Dunlop, President, British Columbia Cycling Coalition*

## FROM THE PUBLISHER'S KEYBOARD

First, I must apologize for missing the Realm's ad in the last issue. It has been reinstated herein, and it will run for the number of issues that were paid for.

Which brings me to an important matter: advertising revenue and revenue in general. You will no doubt notice that this issue is half sized. This is not because of a lack of content, rather it is a result of a board decision to cut costs. The coalition's coffers are running dry. There are (at least) four reasons for this:

- 1) advertising revenues have fallen;
- 2) SpokeLore publishing costs have increased;
- 3) membership (i.e. dues) has been generally declining and;
- 4) the added expense of the office.

At September's board meeting it was decided to try and cut down on number two since that can be done immediately. To this end I suggested a 4 page edition as well as the removal of certain drop-off locations from the distribution: several former advertisers are still getting 10 copies to give out. Non-advertising bike stores will probably get the issues still, but other locations will not. As well, the issue may be printed "by hand" i.e. at a do-it-yourself photocopier rather than by a print shop, depending on the schedule. These measures should cut the costs down from nearly \$200 to maybe \$80.

Regarding #1. Once upon a time SpokeLore was essentially self-sustaining: the dollars brought in from advertising paid for the publication costs. Five years and two publishers later this is no longer the case because costs have gone up and revenues down. It doesn't take an accountant to figure that both together are a bad thing. An effort was made late in the spring to try and renew advertisers and sign up new ones, but it generally turned out to be the wrong time of year to get companies to spend advertising dollars. If you have marketing or sales talents then please consider helping your coalition in this task. (This certainly does not have to be one person: a committee might be a much better approach.)

Other means have been recommended as ways of overcoming #2:

We will be selling the remaining bike week 2003 T shirts, and the few from previous years that remain, at the AGM

50/50 draws will be conducted at General Meetings (there are some prizes remaining from Bike Week)

Our policy regarding how long a member who is not in good standing still receives SpokeLore has been reduced to three months.

**THE REALM**  
BIKES & BOARDS

Ph: 714-1919  
Fax: 714-1916  
Toll Free: 1-877-714-1919  
2 Commercial St., Nanaimo, B.C. V9R 5G2

WHEN NOT TO RIDE THE SUNSHINE COAST

8-10 August, 2003

Tom and Janice Hocking, via tandem

Our Sunshine Coast trip was an epic. Janice and I left home with the tandem Friday AM heading to Comox.

We managed The HILLS well enough and the legs from Parksville to Courtenay (Friday) and Powell River to Garden Bay (Saturday) were pleasant, but (Sunday) that bit from about 10 km south of Garden Bay, all the way to Gibsons was HORRIFIC. All day long—NON-STOP high speed traffic, Poor shoulders AND hills. Six inches to our left were high-speed motorhomes; six inches to our right--the drop of doom.

AGGGGGGHHHHH!!!!!! By midday I was starting to scream obscenities at the drivers and was becoming shell shocked. Finally I had to pull over halfway up a long climb. Janice just soldiered on and never complained but later admitted that she'd been a bit frightened.

On the ferry from Langdale to Horsehoe Bay we met this roadie racer type who said he gave up and "bailed"-- put his bike and himself on the bus at Sechelt!

We'll never attempt that route during July or August again, especially heading southbound on a Sunday. Not as long as those dinosaurjuice guzzling behemoths rule the road. It's just too bloody dangerous.

We got back 9:30 Sunday night.

276 km, uncounted hills, 4 ferries, 3 days, 2 riders, 1 bike.



For Wheely Good Food wheel into the Windward Neighbourhood Pub 14-1588 Boundary Crescent

MY FIRST REAL TOUR

Patsy Hofstrand

Chris and I decided to do some touring this summer as an antidote to some rather long car trips which we have taken in the last several years. The idea of another car trip didn't appeal to us so we decided to travel by bicycle. My only experiences with touring were a 3 day trip down the Sunshine Coast last August and a trip along part of the Kettle Valley Railway in 2000 so I was a little apprehensive at undertaking a 2 week trip. Chris had done a 10 day trip with David Grey down the Oregon Coast in August 2000 so he was more experienced than I. Chris planned the route to Victoria, Port Angeles, Hurricane Ridge, Port Townsend, Whidbey Island, La Conner, Bellingham, Anacortes, and San Juan, Orcas, Lopez, and Galiano Islands. It turned out to be a good route for bicycling for the most part and a well paced trip. It was great to be by the ocean (and away from the heat and smoke of the interior) and it was a nice circle route with beautiful views of Mt. Baker, the Olympic Mountains, the Cascade Mountains, and Georgia Strait.

Hurricane Ridge in Olympic National Park outside of Port Angeles is a rewarding day trip for those who like climbing. It is a 17 mile climb from the Park Visitor Centre up to the summit at 5,000 feet. It is an unrelenting grade except for a flat section before the toll booth at the 5 mile point. There are 3 tunnels with no lighting so you need lights. The tunnels have no shoulder and are rather nerve racking when there are cars in them because the sound reverberates and creates an unpleasant din. There are no washrooms until the summit. There are several viewpoints along the road with spectacular views of Victoria and Dungeness Spit. You feel great when you come over the last rise and see the Visitor Center. After eating pepperoni and trail mix and drinking Gatorade and water for several hours, all I wanted at the top was a coffee and half a chocolate bar. If you still have any energy left in your legs there are some pretty hiking trails. The wildflowers are apparently best to see in June but there were quite a few when we went. One time when we got to the top there was a cycling tour company with a gourmet lunch prepared for its patrons. The ride down wasn't much fun for me. I'm a cautious descender and it was very cold so my hands went numb applying the brakes for 17 miles. On other occasions I've seen cyclists descend very quickly and once a tandem passed me at some ungodly speed. We sat in the hot tub at our KOA campsite outside of Port Angeles that night which felt so soothing at the end of a hard day.

The worst riding of the trip was on State Route 20 to Port Townsend off Highway

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The purpose of the GNCC is to promote and improve conditions for cycling in the Nanaimo area, by:

- providing a unified voice for all cycling interests in the area
• operating as a citizens' advocacy group in cycling-related matters
• promoting more cycle-friendly roads and recreational riding opportunities

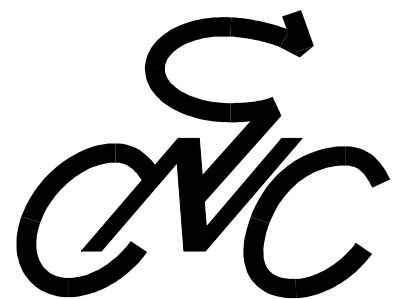
GNCC Board of Directors

Keith Brown, Gay Cunningham, David Grey, Don Oliver, Signy Parkin, Graham Shuttleworth, John van Beek.

Questions regarding content or advertising may be directed to the publisher, Keith Brown, at the above address.

If you would like to contribute to SpokeLore, please call Keith Brown at 390-4005, or email "spokelore@thegncc.org".

Views expressed in SpokeLore are not necessarily those of the GNCC.



GREATER NANAIMO CYCLING COALITION Hub City's Cycling Advocates!

# 4 YES! I WANNABEE

## part of the GNCC!

Your contribution will help us (and you) take a pro-active approach to creating a more hospitable cycling environment in Nanaimo.

As a member, you will get:

**SpokeLore** newsletter nine times a year.  
Find out what's going on and who's involved.

### Better cycling facilities.

Get involved or support those who are working to make our region more cyclist-friendly.

**\$15 per member**, \$10 for students & seniors and the unemployed. 25% off the total price for two or more members in the same household.

Make cheque or money order payable to the Greater Nanaimo Cycling Coalition and mail to:

GNCC Membership  
Unit 130, #34-1150 N. Terminal Ave.  
Nanaimo, BC V9S 5L6

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone (h) \_\_\_\_\_

(w) \_\_\_\_\_

email: \_\_\_\_\_

### Waiver

During GNCC activities, I will be responsible for my own safety and, if cycling, will obey all the rules of the road.

I will participate only in those activities for which I am physically fit enough and for which I have suitable equipment.

I release the GNCC from all claims made by me or my successors regarding death, injury, or loss or damage to my property during any event or activity for which I was a participant or a volunteer.

Signed: \_\_\_\_\_

Signature of parent or guardian if 18 or under:  
\_\_\_\_\_  
\_\_\_\_\_

Contact name/phone in case of emergency:  
\_\_\_\_\_  
\_\_\_\_\_

*continued from p3.*

101. The sales clerk at Mike's Bikes in Sequim had called it "hellish". Thinking that he was exaggerating or being overly dramatic, we didn't ask him to elaborate. The road is narrow and the shoulder is miniscule to non-existent. We rode it in the late afternoon and the traffic was heavy. An encounter with an aggressive driver of a semi-trailer tested our nerves and made us wonder if we should turn around. Luckily, we had no other encounters and were glad to make it safely to Port Townsend. We camped at Fort Worden State Park, a very scenic former army base built to deter invasion by sea and where, the tourist literature tells you, the film "An Officer and A Gentleman" was filmed. Port Townsend is a National Historic Landmark due to its many historic Victorian buildings. It is a very attractive town and a good place to spend a few hours drinking coffee and eating pizza!

Deception Pass State Park at the north end of Whidbey Island is a great place to spend the day. We sat on the beach which has a great view looking northwest towards the San Juan Islands. The water is cold and there is an undertow. The north beach has a spectacular view of Deception Pass Bridge, a national historic monument built in 1935. The bridge is narrow with no shoulder and lots of traffic including motorhomes which take up the whole lane. When we walked across it I started to worry about having to ride over it the next day and holding up traffic. Luckily, we crossed the bridge at 8:00 a.m. on a Sunday morning and not one vehicle was on the bridge in either direction. That was a big relief.

The most scenic campsite we stayed at was Bay View State Park south of Bellingham on a nice quiet road across the bay from Anacortes. The park ranger only charged us the \$10 hiker biker rate even though we were in a regular site because the State Parks like to give cyclists a break. La Conner was a short ride away, a charming historic seaside town on a narrow channel across from the Swinomish Indian Reservation. The food at the Calico Cupboard was excellent. We did a day trip to Bellingham along Chuckanut Drive on Samish Bay. Chuckanut Drive is a beautiful seaside route lined with arbutus trees with little traffic and lovely views of the ocean. We found a good bike store in the Fairhaven district of Bellingham where the store clerk gave Chris a new Specialized pump to replace the broken one which he bought at the bike store in Sequim.

From Bay View State Park we rode to Anacortes and got the ferry to Friday Harbour on San Juan Island. We camped at Lakedale Campsite 5 miles from Friday Harbour. We had camped there a few times before on GNCC trips on the May long weekend when it is virtually deserted. We did a

day trip to Orcas Island and a day trip to Lopez. Orcas is hilly. We rode the 15 miles to Moran State Park and then rode the 5 miles up Mt. Constitution. This is a challenging ride due to the steep grade and the switchbacks. I was grateful that the road was in the shade. There were a few times when I wasn't sure if I would make it to the top but I took breaks and eventually arrived at the summit.

Two cyclists riding down saw me struggling on the way up and called "It's worth it". They were right. From the top was a stunning view of Mt. Baker, Lummi Island, the Cascade Mountains, and the Strait of Georgia. The ride down was fun, much more fun than Hurricane Ridge.

Since our legs were tired from riding around Orcas, we didn't see much of Lopez the next day. We had a nice picnic at Spencer Spit State Park. We miscalculated the distance back to the ferry dock and ended up racing to get there in time only to find out that the ferry was an hour late. While we were waiting we talked to a friendly bike tourist from north of Seattle who was staying on San Juan Island.

The Washington State Ferries have a designated area for bicycles marked with a bicycle decal stenciled on the wall and ropes to tie bicycles. We saw several bicycle tour companies on San Juan, Orcas, and Lopez - Backroads from Berkeley, California; Trek from Wisconsin; and one from Olympia, Washington. We met a touring couple from Bermuda on the ferry to Port Angeles and saw them again on Hurricane Ridge and on the ferry to Whidbey Island. They had been on several cycling trips to the Sunshine Coast, Vancouver Island, and the Gulf Islands and planned to come again and tell their friends in Bermuda.

We ended our trip by getting the ferry to Sidney and then going to Galiano Island where my sister, Kathy, was camping with her family and some friends at Montague Harbour Provincial Park. During this last part of our trip we were treated to the luxury of having a support vehicle. Kathy met us at Sturdies Bay and carried our panniers to the campsite. The luxuries of car camping were a welcome change after 2 weeks of living out of panniers. At the campsite we bumped into Jim, Debby, Tom, Janice, Jim, and Kathy who were doing day trips on the islands. It was fun to see them.

We came home via Tsawwassen and Duke Point. When we arrived at Duke Point and walked off the ferry, the ferry worker told us to follow him to avoid the truck traffic that was about to unload. He led us inside the building to an elevator! Now that's a support vehicle. We walked up our driveway at midnight, tired and happy. What a great trip.