

Cycle VI enjoyed by cyclists, Ione

By Anne Morter

Cycle Oregon VI pedaled into Ione last Tuesday, partook of a hearty steak dinner, an evening of entertainment and activities, enjoyed a large breakfast, and headed off towards the town of Moro on Wednesday. Left behind was a mountain of neatly stacked garbage and a town full of weary people, but weary people wearing big smiles. By all accounts, Cycle Oregon's stop in Ione was a tremendous success, enjoyed by cyclists and residents alike.

As early as 9 a.m. the first cyclist was already in town, presumably to get the best camping spot (i.e. one in the shade). The city on wheels continued to roll in throughout the afternoon, and by evening, the football field was home to close to 2,000 cyclists in tents as well as a host of support services. Several ambulances traveled with the group as did a state policeman. Ione became, at least for one night, home to a thriving bicycle repair business and massage and chiropractic service. Numerous trucks hauling gear, showers, toilets and sinks filled the streets. Ione's temporary population explosion made a colorful sight, with multi-colored tents packed fence-to-fence on the football field.

Incoming cyclists were welcomed at the hospitality booth near the campsite with an ice-cold bottle of complimentary All-Sport and a commemorative pin. Twenty-five hundred of the pins, showing Ione on the Cycle Oregon route, were hand colored and assembled so that each cyclist could take a memory of Ione with them. The 'Yikes! Bikes!' T-shirts were also on sale and became an immediate hit. Over 600 shirts were sold that day. Before dinner, the cyclists had time for a shower and a trip up-town to sign in on the autograph board (the freshly painted plywood on the old Hardware store), study the Ione Fun Facts (number of cars in an Ione traffic jam? three, with two stopping to visit) and take in the booths and beer garden in the park.

The tantalizing smells of barbecue steak drifted through the air and the tennis court/serving area buzzed with activity as head cook, Judy Rea, and a host of volunteers prepared to serve dinner. After eight months of planning, pricing, shopping and delegating, the dinner came off with very few hitches. A baked potato disaster was narrowly averted when spuds had to be moved from a large commercial oven that malfunctioned to many private ovens. And then, Judy almost lost the service of her refrigerated van manager, her

husband Keith, when she inadvertently locked him inside. He was discovered before he got too cold. The weather provided some trouble during dinner. The wind came up and with thunderstorms in the forecast, the Cycle Oregon Food Coordinator decided that three of the serving tables should go in the cafeteria. After one failed attempt to bring them back outside, it was decided to operate with just the five outdoor tables, meaning some of the servers never had the opportunity to serve. "For that, I am sincerely sorry," said Rea. "The best laid plans didn't go as we had planned," she added.

The turnout of servers was overwhelming, with volunteers coming not only from Ione, but Heppner, Lexington, Hermiston, The Dalles, Portland, Tri-Cities and Pendleton. Cyclist after cyclist commented on the friendliness and efficiency of the serving lines. Some of the servers even made a competition out of it, trying to entice the cyclists with hotter steaks or better potatoes in their line. By the end of the evening, nearly 2,200 people had been served with absolutely no waiting in line.

The dinner menu included steak, baked potatoes, marinated vegetable salad, macaroni salad, rolls, cookies, pudding, watermelon and two beverages. If they took the prescribed amount of everything, it was a plateful to say the least. And there were even a few takers on the seconds after 8 p.m.

After it was all said and done, Rea said she couldn't have been more pleased, with the exception of the servers who didn't get to serve. "It all just happened like it was supposed to," she said.

The evening activities also proved to be popular. Jane Van Boskirk put on her one-woman play about the life of pioneer women. Also on the agenda was bingo, square dancing lessons and a street dance, all which were well attended.

The lights went out fairly early as the cyclists prepared for a grueling 85-mile trip to Moro on Wednesday. But they were up early, waiting in line for breakfast to start at 5:30 a.m. On the morning menu was cereal, yogurt, three muffins, fruit and scrambled eggs. Sharon and Brian Rietmann were the main movers behind that effort, with Sharon doing a good deal of the planning and Brian rounding up necessary equipment and volunteers, willing to be bright and chipper at 5 a.m. By 6:30 a.m. the majority of the cyclists had been served and by the time breakfast officially ended at 9 a.m. Ione was once again beginning to look like a city with a

population of 245. By 10 a.m. the football field looked like a football field and everyone was long gone, with the exception of a few straggling support people.

While we found that bicyclists can eat, they didn't eat it all, leaving the problem of leftovers. After a few phone calls, the leftovers were on their way to several good causes, including the Agape House in Hermiston, the Senior Center in Heppner, the Neighborhood Center in Heppner and the schools in both Ione and

Heppner.

Event coordinator, Nancy Brownfield, was extremely pleased with the efforts. "I'm overwhelmed by the enthusiastic support from all the people in Ione, plus all the people that came out of the woodwork in the surrounding communities," she said.

Jim Swanson, coordinator, commented "I think our success was finding the right people to do the right job. Everything went off without a hitch, at least as far as I could see."

A little about Cycle Oregon...

By Anne Morter

Cycle Oregon started out six years ago as a product of the Oregon Tourism Division as a way to show off the state. Three years ago, it became privately managed by the Galford group and has become one of the premier cycling events in the country. This year, 41 states and Canada were represented on the ride. Thirty-two percent of the participants are from outside the state of Oregon. Of the 2,000 cyclists, 70 percent male and 30 percent are female. The oldest participant is 89 years old and there are 11 kids under the age of 10 registered. Some children in diapers also make the journey in a buggy behind their parent's bikes. Several tandem bikes and even two "triplets" (bicycles built for three) made the trip.

Cycle Oregon IV was the first ride to fill up, taking five months. Cycle V filled in five weeks and Cycle VI filled in just 13 days. The ride is advertised in national bike magazines but much of the advertising is done by word of mouth. The Cycle Oregon office received a call for information from a man in Connecticut who had heard about the ride from a woman he met on the beach in Costa Rica.

Routes for Cycle Oregon are usually chosen one year in advance although the Oregon Trail route had been in the works for a full two years. Organizers like to keep the daily rides at about 65 miles and total about 450 miles

for the week. Sometimes this isn't possible due to distances between towns willing and able to host this major event. This year, the overnight in Ukiah featured a catered dinner and breakfast since the townspeople felt they wouldn't be able to pull it off. Cycle Oregon staffers make at least four pre-rides over the course. They also traverse the course numerous times in cars, stopping at the host communities to check on their progress.

The food is one of the major concerns of Cycle Oregon staffers and community organizers alike. Cyclists are offered 8,000 calories a day or about 65,000 during the course of the week. Cyclists making the trip to shed a few pounds may encounter trouble since it is Cycle Oregon's intention that they don't lose weight. The calorie count includes breakfast, lunch, dinner and a snack in the morning and afternoon. It doesn't include any of the snacks offered at the water stops or anything they purchase in their host community. It translates into a lot of food and the further into the ride, the more apt they are to clean their plates and go looking for more.

The mileage for Cycle Oregon VI was considered to be average at 450 miles but the ride itself was expected to be fairly difficult, mainly due to our famous eastern Oregon headwinds and the abundance of hills. Cycle VI was also a very pretty ride, providing cyclists with a wide range of scenery.



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P195/75R-14	69.19	P205/70R-14 8/W	74.82
P205/75R-14	73.79	P205/70R-15 8/W	78.50
P215/75R-14	78.53	P205/70R-14	78.57
P185/75R-15	71.86	P215/70R-14	83.81
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