

# AYLMER EXPRESS

THE VOICE OF EAST ELGIN FOR 140 YEARS.

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WHERE THE COMMUNITY MEETS

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## Express-O-Gram Over 300 cyclists out for Tour

IT'S NOT FRANCE, BUT...

It's been a frantic couple of weeks getting ready for the 3 Port Tour bicycle ride, so the last couple of days have been a nice soft landing. We had no incidents and hundreds of happy faces. Which on top of some thousands of dollars in money for charity, makes for a literally rewarding event.

My job every year is simple - paint the 200 or so kilometres of road. The rest of the volunteers are busy doing real work, collecting supplies and tape and first aid kits and tools and almost perfect-no Frills bananas that cyclists consume like fuel, that go to each aid station. Someone has to get to Aylmer Submarine (food), not to be confused with the Port Burwell Submarine (warship), to pick up and deliver to Port Bruce, a delicious lunch for hundreds ready to go. That and Country Flavour-Rites Bakery banana bread and Howe's melons make a first-class sampling of some of the delights this part of Canada has to offer.

And that was the primary purpose of the ride back almost 15 years ago. It was to show fellow riders what a strikingly beautiful and bountiful home we have here in Elgin.

Friend-for-Life Duncan Watterworth was my chauffeur as we stuttered across East and Central Elgin painting arrows on the road and posting warning signs. Gratifying were the inquiries and wishes for success we received while bent to the task at hand. The only hiccups were the last minute switch to College Line from Glencolin Line where we decided the pea-gravel-filled shoulder lane, though perhaps cushioned for horse hooves was just too dangerous for riders. Too, there was a treacherous kilometre of gravel that couldn't be avoided leading into Port Stanley. That and 30 or 40 spray bombs of

CONTINUED ON PAGE 4



A peloton of Railway City Cycling Club members from St. Thomas headed south on Plank Road, south of Calton Line, as they joined over 300 other participants in the annual 3 Port Tour of East Elgin, Central Elgin and Southwold on Saturday, Aug. 19. Almost perfect weather, they encountered light winds, low humidity and a temperature in the mid-20s Celsius. More pictures are inside this week's Express. (AE/Rob Perry)

## "Shocking" Port Burwell lighthouse repair estimate set at \$1.5-million

by Jeff Helsdon  
Bayham correspondent  
An early estimate of costs to repair Port Burwell lighthouse, at \$1.5-million, came in at double what the municipality was looking for.

A report to Bayham council at its Aug. 17 meeting provided an update of the situation with the lighthouse.

Originally, council had allotted \$125,000 to lighthouse rehabilitation in 2022 with

the purpose of re-laddering the exterior. Following outcry from the community that this may compromise the historical integrity, a historical consultant was brought in.

The consultant found the problems with the lighthouse were much deeper and that there were structural integrity issues. As a result, reinforcing guy wires were attached this spring. So far the public has not been informed of what the

specific problems are.

Bayham Administrator Thomas Thayer said the hope was complete stabilization, including fixing compromised structural supports, would cost \$750,000.

An estimate from a+LINK came in at \$1.53 million. At this point, Mr. Thayer was recommending deferring discussion until the 2024 budget discussion on Oct. 3.

He explained that the light-

house is a non-core capital asset. Core assets are road, water, wastewater, and storm-water systems. As such, the municipality usually looks to upper levels of government for funding for non-core assets. Once the debt for the Ojibwa is paid off in 2025, the municipality's long-term plan is to avoid debt financing for non-core assets.

Mr. Thayer recommended

CONTINUED ON PAGE 8

## Celebrating 20 years of low-German radio

by Rob Perry  
of The Aylmer Express

Mennonite Community Services hosted a 20th-anniversary party for CHPD "Debrigj" as the low-German radio station marked the 20th anniversary of its founding in Aylmer on Friday, Aug. 18.

Leading off the speakers for the event, which was broadcast live on the station, was MCS Interim Executive Director Anna Bergen.

She recalled hearing about a plan for such a station 20 years ago. "I didn't believe it," she admitted. As it turned out, the backers of the plan "had a better vision than I did," including Abe Harms, who was executive director at that time.

Mr. Harms, recounting how the station got its start, said discussion began in 1999, "when we were all scared about Y2K" (the feared, but never-realized, year 2000 worldwide computer failure).

"We had a dream," of reaching out to newcomers to this area who spoke little or no English and helping them learn their new language.

They discussed using (now outmoded) audio cassette tapes and even VHS videotapes, but then someone suggested translating and broadcasting important information, such as whether schools were closed due to weather.

Former Aylmer Mayor Paul Baldwin, knew someone at Amtelecom, the telephone, cable and internet provider at the time to the East Elgin Area, who understood dealing with Canadian Radio-television and Telecommunications Commission, which regulated the issuing of licences for new radio station.

However, Mr. Harms said, the proposal couldn't get onto CRTC's agenda without first having a formal board of directors.

At first, he said, the committee thought about using Mennonite Central Committee in Kitchener as its board, but at

that time, MCC was looking to distance itself from its Aylmer operations (which would later become the independent MCS).

The Aylmer and Area Inter-Mennonite Conference stepped in and agreed to help, Mr. Harms continued. An application was submitted to CRTC, "and we waited, and waited, and waited."

He resorted to telephoning CRTC and asking if calling the local Member of Parliament, and asking all his friends to do the same, on a daily basis would help.

"They assured me it would not," but two weeks later he heard again from the commission and was told the application had been approved for a 50-watt transmitter.

"Amtelecom was so good to us," he recalled, donating a surplus tower for the transmitter and putting it up for free. Then-President Mike Andrews also wrote "a beautiful letter" supporting the application.

The owner of a chain of radio stations in Western Canada asked \$30,000 for the equipment needed for the radio sta-

tion, and to provide the labour needed for installation in return for an \$11,000 charitable tax receipt.

The installation was completed on Aug. 20, 2003, and then-station manager Henry Rempel turned on the equipment at their office in Aylmer, put some music on to play, and he and Mr. Harms drove out to turn on the transmitter.

Checking on their car radio, they found it worked, and they drove around the East Elgin area to see how far away the signal could be heard.

They could only do so for an hour, though, Mr. Harms said, and then had to turn the transmitter off and wait for someone from Industry Canada to come and ensure the signal didn't interfere with any vital communications, such as the London airport's.

"The next day, we had a big blackout," Mr. Harms said with a laugh, recalling a power outage that affected much of Ontario, Quebec and the Northeastern U.S.A.

However, the radio station was allowed to begin operations

on Aug. 20, with four hours of programming a day. "It was a good time."

He said the station received all kinds of calls imploring it to extend its reach, and in 2005 received approval to step up to a 250-watt transmitter.

The station expected a regular turnover in listeners, as they learned English over three or four years and, after that, moved on to other sources of information in English.

What hadn't been considered was the number of seniors in the area, while able to speak English, wanted to hear programs in low-German.

"It's still the heart's language," he said. Now that he was retired, he too found himself listening more to the station than he had in the past.

Current station Manager Abe Wall noted, "Automation has done wonders for us," and DeBrigj now broadcasts in low-German 24 hours a day, seven days a week.

Knowing the station was fulfilling such a need among low-German listeners was very

CONTINUED ON PAGE 3



Al Laufman, a resident of Chartwell Aylmer Long-Term Care Residence, left, celebrated his 100th birthday on Tuesday, Aug. 22 and, being a huge sports fan, got a visit from National Hockey League player Dave Hutchison, 71, a former London Knight who played on several NHL teams including the Toronto Maple Leafs

from 1974 to 1984. The home had put out a call for anyone who might know a sports star, because that was Mr. Laufman's wish for his birthday, and local resident Gary Vansevanant responded. After meeting through a mutual friend, he and Mr. Hutchison go on weekly motorcycle rides with other acquaintances. (AE/Rob Perry)

## Straffordville Watermelon Fest celebrating its 25th anniversary

by Rob Perry  
of The Aylmer Express

The mostly-free (but donations are welcome) Straffordville Watermelon Fest, founded 25 years ago, will be held this year on Saturday, Aug. 26.

The event, organized by a volunteer committee, is about bringing the community together for a day of fun, volunteer Rose Gardner says.

The day will start with a pancake breakfast organized by Bayham firefighters at the Straffordville fire station from 8 a.m. to 10 a.m.

A parade will gather at Straffordville Public School, with entries welcome until the last minutes, and then proceed

through the hamlet's streets to the Bayham Community Centre, where the rest of the day's activities will be held.

Admission is free but, as Ms. Gardner stressed, donations were more than welcome to help pay for next year's Fest.

Free watermelon and cotton candy will be available, while food vendors and crafters will offer their goods for sale.

Rides, face painting, music and entertainment will be free throughout the day, as would an outdoor family movie night featuring the recent release, "The Super Mario Brothers," starting at 8:30 p.m.

A used book sale by Straffordville library and a silent

auction to benefit the festival will be held inside the community centre during the day.

A petting zoo from Touchstone Farm in Oxford County, Jamz Travelling Reptile Show, a demonstration by the Straffordville karate club and a show by the Canadian Raptor Conservancy, are among the other attractions.

Children receive free entries to a bicycle raffle but have to be on hand to win during the draw at 5 p.m., the same time a 50/50 draw would close.

Ms. Gardner said a great crowd of two thousand participants or so turned out every year for the festival.



# Express-O-Gram

CONTINUED FROM PAGE 1

fluorescent paint makes a challenging route.

I miss far too many friends by arriving late at the start Saturday morning. The good fortune is that Aylmer Mayor Jack Couckuyt is there to officially greet individual riders churning numerous compliments in his wake about what a great place we live in. There may be a few local votes to attract, more now with increasing local interest, but Mayor Couckuyt is there for the right reasons, to add a bit of prestige and official recognition. The appreciation is mutual.

My day-of job is to marshal the route rendering whatever help riders or aid stations might need. Happily, it puts me in a position to receive glowing reviews from the riders all day. They are happy about just about everything especially the Environmental Leadership Program volunteers who assist, feed and cheer the riders to the well-thought-out food and polite assistance. Bill Thompson of Burlington was especially appreciative of the mayor's presence and the subtly stunning beauty of Elgin.

Two groups need special mention. Local drivers were extremely tolerant, well behaved and accommodating under sometimes trying circumstances. There wasn't one complaint of careless or aggressive drivers.

On the other hand, squiring various cyclists down quiet and busy roads, too many were wantonly careless sometimes in unacceptably clumsy pelotons or riding as though under a bubble of invincibility on a road that was their own. On quiet roads, a double file taking about half the lane is acceptable and courteous, on a busy road single file. What I saw far too often was riders across the centre line for extended periods failing to do what we all hope for - "Share the Road". Like car drivers, it takes all types but with cyclists any collision is going to be devastating at best.

In the interest of better discipline, this rider will be organizing a special session for local clubs at the Forest City Velodrome to teach discipline and etiquette. All of us, two-wheeled and four-wheeled, could always use more of each.

One more time I want to thank and honour our suppliers, sponsors, volunteers and especially the local drivers who made this such a great success.

It's indeed rewarding to be associated with such wonderful people. It is a real privilege to make others happy, make yourself happy and raise some thousands for charity. Thanks to the late Harley Hotchkiss for inspiring me to get off my bottom so many years ago.

## CHEERS TO THE ORGANIZERS

It's just over a week but seems a month ago that we experienced a great Aylmer Fair.

Congratulations to the Fair Board and their many volunteers. That was an excellent event. And I say that personally as I attended two days.

But don't take it from me. A five-year-old I'm quite close to, when asked what his favourite part of the fair was, replied, "Everything."

Last Friday, trying to figure out whether to take a friend to Ohsweken for the outlaw races there, I overheard that our eldest, Brett, would be in "banger" car races at the Aylmer Fair that evening. So new plans.

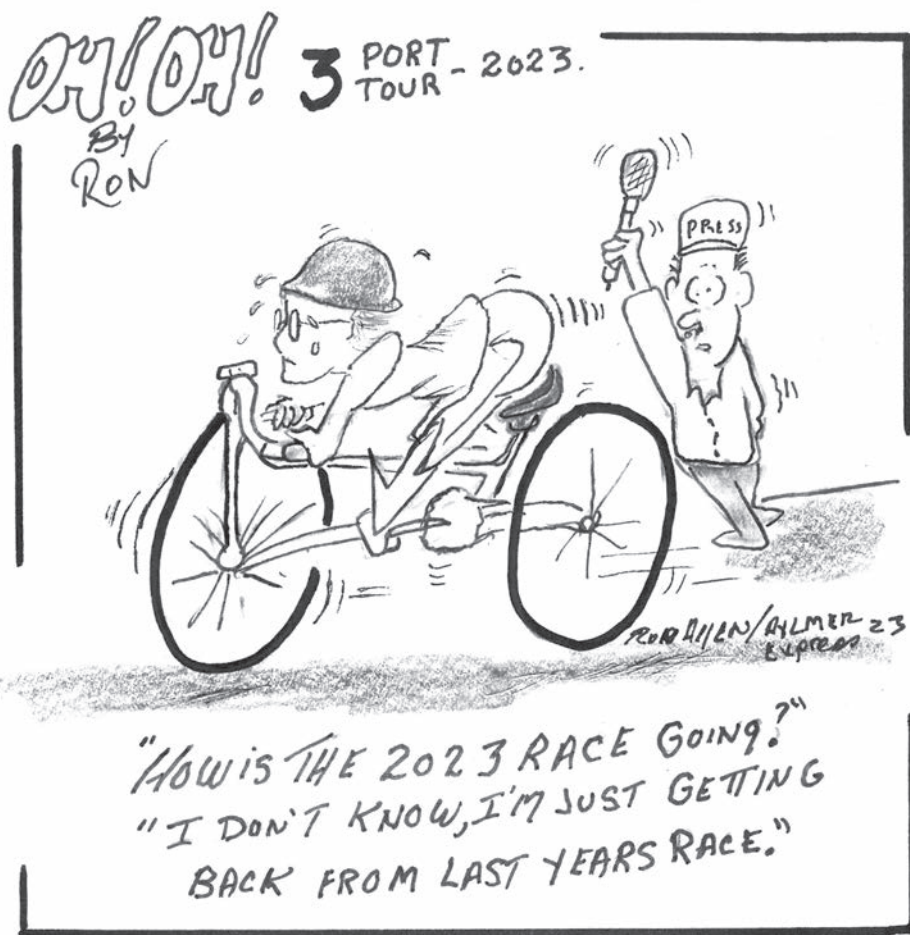
And a chance to bash 'em and crash 'em vicariously through the actions of Sonny Boy. Which all went quickly sideways with a sobering rollover in the first race. There were no injuries but hints that one could actually get hurt and he did have family responsibilities. His race, not until near the end of the feature, was a mixture of fun, thrill and frustration with initial success t-boned into an also-ran. But we heard much interest for next year not just from him and me, but also several pool hall acquaintances from London - especially a potential husband and wife banger rivalry. Goodwill's Used Cars has made an outstandingly successful effort to promote the event.

But back to what, from our youth, looked to be a distilled fair - actually more effective through the concentration. Good food, exotic critters, people to see and exhibits to explore.

Glad I went both days. There really is deep satisfaction in the wonder and pure enjoyment on a youngster's or anyone's face.

And there was lots of that at the fair.

See you there next year. Bring a crash helmet. Goodwill's will find you a car.



## Letters to the Editor

### Ontario's precious farmland: beyond the Greenbelt Controversy

Ontario's vibrant landscapes and rich farmlands have long been the pride of our province. However, a recent decision and the subsequent Auditor General's report about the removal of 7,400 acres from the Greenbelt has brought the conservation of these treasured lands to the forefront of public discourse.

The Greenbelt - a protected expanse of farmland, forest, and wetlands encircling the Greater Toronto Area spanning 2 million acres, has been at the heart of a major controversy. Premier Doug Ford's government decided to remove protections from 7,400 acres to create more land for housing development.

Of the 35,000 responses that the government received, an overwhelming majority were opposed to this decision. Multiple reports assert that there was no need to encroach upon the Greenbelt to fulfill housing development goals. The Auditor General's inquiry revealed the lands were not selected through an objective or transparent process, allowing private developers to select the lands being removed, increasing

their collective value of their properties by \$8.3 billion calling into question who is making the decision in our government.

Despite the size of our province, less than five per cent of Ontario's land base is prime agricultural land. The Greenbelt protects 750,000 acres of this prime farmland. Between 2016 and 2021, we witnessed the disappearance of 582,392 acres of farmland across the province. If we continue on this trajectory, we will lose an amount equivalent to the Greenbelt's protected farmland every 6.5 years. At that rate, we risk losing 11.8 million acres of our best farmland within the century.

Premier Doug Ford's proposed Provincial Planning Statement further dilutes farmland protections. The removal of measures like the municipal comprehensive review, which earlier allowed public engagement in the process, is indicative of a concerning trend towards non-transparent decisions. Furthermore, we've seen the provincial government force municipal urban boundary expansion onto prime farmland,

remove requirements for an agricultural systems planning approach, reduce density targets in some of the fastest growing municipalities, and weaken policy language that would otherwise protect Ontario's precious farmland.

Our choices will shape the future of food security, sustainable agriculture, and ecological balance in the face of climate change. We must tackle the broader issue of farmland loss head-on.

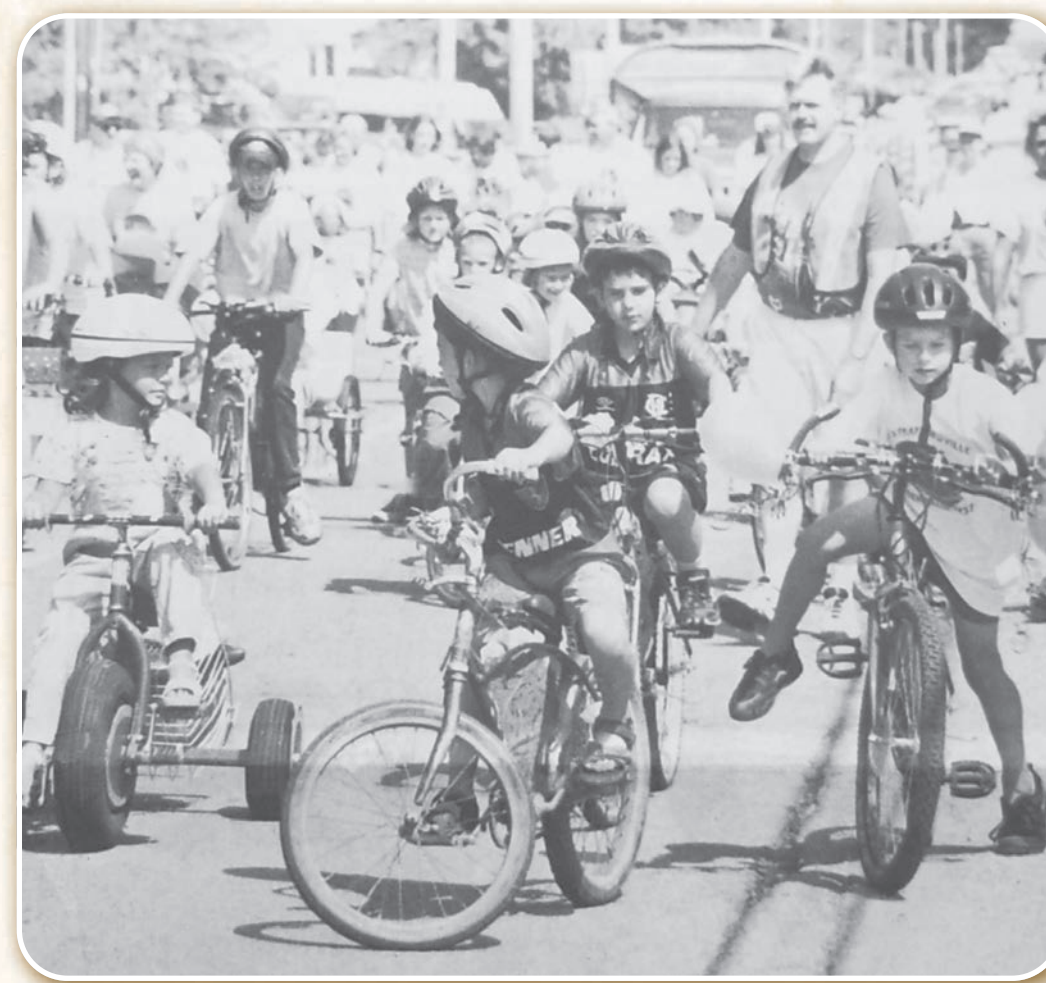
Ontario's farmlands are the very fabric of our history, culture, and survival. We are at a crossroads where each decision will impact generations to come.

As we reflect on these pressing matters, the Ontario Farmland Trust remains committed to championing the cause of farmland conservation. Let us collectively strive to understand, appreciate, and protect this irreplaceable resource. The future of Ontario depends on it.

**Martin Straathof,**  
Executive Director  
Ontario Farmland Trust

## AYLMER EXPRESS FROM THE ARCHIVES

23 YEARS AGO



September 2, 1998 - A crowd of young bicyclists lead the parade during Stratfordville's first-ever Watermelon Fest last Saturday. Hundreds attended the event, many clad in special T-shirts produced for the Fest, which was organized by community volunteers, service clubs and businesses.

35 YEARS AGO



August 24, 1988 - Spectators examine some of the 53 entries in the "cruise-by" of antique, classic, and hot-rod cars during the Aylmer Fair Thursday, August 18. Fred Laur of Aylmer, one of the organizers of the cruise-by, said he had thought the event would attract only about 40 vehicles. Owners came from the Aylmer area, St. Thomas and London to show off their cars. The cruise-by might become a regular event at the fair.

## Traffic troubles support a Highway 3 bypass

I read the Aylmer Express every week and just about every week people are complaining about traffic.

Aylmer and Springfield complain about the increase of heavy trucks and other traffic disturbing their way of life. People are reporting that it is becoming dangerous to walk and drive in these towns.

Vehicles looking to bypass Aylmer are using back roads as alternatives. The intersections at Imperial road and John Wise Line has an increase of accidents. Imperial Road and Ron McNeil Line also has increased accidents.

Approximately 50 years ago studies were made that implied that increased traffic would warrant the extension to Highway 3 bypass from St. Thomas to the east of Aylmer. This highway would help solve many of these concerns and make the towns and roadways safer and save lives.

The addition of the electric-

vehicle battery plant in St. Thomas will increase traffic in these areas, making it more dangerous than it is now. Workers from the east end of Elgin would like safer roads to St. Thomas for work. Truckers would also like driving through the area safer.

The province needs to know this and keep their promise of 50 years ago. The province is making changes to the roads to help traffic to London, why not Elgin County.

**Randy Heavens**  
Bayham

## Supreme Court has spoken

When I read that the Supreme Court of Canada had declined to hear the appeal of the conviction of the Aylmer Church of God (Restoration) in its COVID-19 related charges I was not surprised.

I had thought all along that the appeals would go up to the Supreme Court. That they denied leave to appeal shows that they thought that there was no merit in the appeal. The trial judge and appeal court both got the law right. The religious freedom clause in the Charter does not stand alone, and the

regulations that infringed that freedom were "reasonably and demonstrably justified".

Now the fines must be paid, and the charges that have been set aside pending the outcome of the appeal process can now be reinstated, should the Crown decide to do so. There aren't many defence strategies left now, so the prospects of convictions would seem to be pretty good. And running away from Aylmer to live elsewhere may not work to avoid charges.

**Jim Humphrey**  
Rodney

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# Perfect weather for 300+



A peloton made up mostly of members of the North London Riders pedaled along Imperial Road adjacent to Port Bruce's beach, left picture, and then, right picture, settled in for lunch at the pavilion at the hamlet's harbour as part of the 3 Port Tour on Saturday, Aug. 19. They tackled the 160-kilometre route which included stops in Port Burwell and Port Stanley as well. (AE/Rob Perry)



A group of four bicyclists were on the last leg before a lunch stop in Port Bruce of their 160-kilometre route in Saturday's 3 Port Tour. They'd already been through Port Burwell, and after lunch headed toward Port Stanley before turning back toward Aylmer. (AE/Rob Perry)

The over 300 riders who participated in the 11th 3 Port Tour on Saturday, Aug. 19, enjoyed "a perfect day for riding," Aylmer Bicycling Club President Brett Hueston said afterward.

The day before the bicycle ride, covering routes of 50-, 100- and 160-kilometres, had been very windy, the day after was much warmer and humid.

But the weather Saturday offered, at worst, light winds, sunny skies and temperatures in the mid-20s C.

As a result, ride organizers went through a lot less drinking water for participants, despite a similar number of riders, he

said.

Only two riders failed to finish their routes, which he thought must be a record low for the 3 Port Tour, probably due to forgiving temperatures that reduced the physical stress on cyclists.

The event attracted many familiar faces, he continued, but also many first-time participants.

Mr. Hueston said he heard many comments from cyclists about how friendly and respectful of riders that local motorists were here, compared to their experiences in other parts of Southern Ontario.

He was disappointed by a

few participants who drifted widely in their traffic lanes, rather than staying to the right.

He suggested novices join groups like Railway City Cycling Club in St. Thomas to learn how to ride safely in larger groups.

The only real challenge faced by cyclists was on the 160-kilometre route, leading into Port Stanley, where riders had to deal with a kilometre of gravel road on a winding downhill.

Mr. Hueston said he hoped that section would be repaved in time for next year's Tour.

Riders, as usual, had the customary gripes about the

uphill 17-percent grade they faced on Pleasant Valley Line in Central Elgin, near the end of their routes, but he also heard compliments about the friendly and helpful volunteers who helped staff the ride, including returning "veterans" in Port Burwell and Port Bruce, and 20 students from East Elgin Secondary School's Environmental Leadership Program.

He added, "With all the building going on in the last few years, we've definitely noticed heavier traffic everywhere in rural Elgin."



Dick Brooks, left, and Rhys Bateman of London, longtime volunteers at the Forest City Velodrome indoor bicycle-racing track, are frequent participants in the 3 Port Tour. (AE/Rob Perry)



Piotyr Job of Ottawa, left, Emmanuel Ukposidolo of St. Thomas and Tolu Adewumi of London looked happy as they pedaled south on Plank Road toward Vienna in Bayham as part of the 3 Port Tour on Saturday, Aug. 19. Weather for the ride was moderate, with light winds, low humidity for August and temperatures in the mid-20s C. (AE/Rob Perry)



This pair were all smiles as they pedaled a tandem "bicycle built for two" down Plank Road in Bayham, part of the 3 Port Tour, on Saturday, Aug. 19. Cyclists had their choice of 50-, 100- and 160-kilometre routes, with most opting for the middle length. (AE/Rob Perry)

The organizers of the Three Port Tour would like to thank all who helped make our event an outstanding success

## THANK YOU

Thank you to the Aylmer Bicycling Club: John & Mary Bajc, Brett, Krista, John & Renée Hueston. Months spent planning and organizing a first-class event paid off once again.

We would also like to thank the volunteers who helped to make the event run smoothly: Adam Bengen and the Environmental Leadership Program students, REACT, Tom McKenney, Joan Hueston, Karen Hueston, Eric Hueston, Lindsay Sferazza, Lloyd & Cheryl Johnson, Melissa Johnson, Duncan and Barb Watterworth, Peter Job, Emmanuel Ukposidolo and Huda Barakat. The many positive words we heard about the volunteers reassured

us that the best of our community was projected to the cyclists through them.

Thank you to all of our sponsors, donors and supporters: Aylmer Express Graphics Group, Spicers Canada, Aylmer Police, Aylmer Sub, Clovermead, Cornerview Café, Country Flavour-Rites, Cy's Lanes & Lounge, East Elgin Community Complex, Mary Grissom, Hills Pharmacy, Howe Family Farm Market, Johnson Excavating, Louie's, R-Safety, Simply Pure Water and Ryan's NoFrills.

Much appreciation to Aylmer Mayor Jack Couckuyt and the residents and motorists of Aylmer and Elgin County for welcoming and respecting the cyclists both on and off the roads. It warms us to see the growing number of spectators, cheering sections and to hear of and see the growing support for this event.

A final thanks to all the riders who came out. Your patience was appreciated, and so were your comments. It is rewarding to see so many local riders and clubs supporting their community and discovering the majesty of riding in Elgin. It's also humbling to see how far so many will drive to ride in our own backyard. We thank you for celebrating our 11th edition of the Tour.

*"Thank you so much for such a fun and well-organized event. It was the best bike ride I've ever been on and all the volunteers were very nice. I can't wait to do it again next year, it was amazing!"*

- Jenna Deighan, London TWO PORTS FINISHER (100KM)





# riders in 3 Port Tour



Vel Stankovic, left, of Brantford and Jarrett Feairs of St. Thomas tackled a 17-percent uphill grade on Pleasant Valley Line in Central Elgin with what looked like relish on Saturday, Aug. 19. Most riders didn't share their opinion of the grueling climb, just 10 kilometres from the end at East Elgin Community Complex. (AE/Rob Perry)



Michael Jaffray of Tillsonburg, left, and Eric Hueston and Lindsay Sferrazza of St. Catharines cycled the 100-kilometre route, with stops in Port Burwell and Port Bruce, as they returned for another 3 Port Tour this year. (AE/Rob Perry)



Jim Gilchrist, 82, and Bob Steer, 69, both physicians from London, take a short break for a bite and a drink at the Port Burwell aid station. They completed the 160-km route. Both are veterans of the 3 Port Tour and accomplished athletes.



Abe Neusteter pointed the way forward as he approached Vienna on Plank Road in Vienna on Saturday, Aug. 19. He was tackling the 3 Port Tour's 100-kilometre route. (AE/Rob Perry)



Cyclists Abe Oudshoorn of London, left, Cam Charlton of Belmont and Tyler Desrosiers of Aylmer enjoyed frozen treats and watermelon donated by Howe Family Farm after completing the 160-kilometre route of the 11th edition of the 3 Port Tour at East Elgin Community Complex on Saturday, Aug. 19. (AE/Renee Hueston)



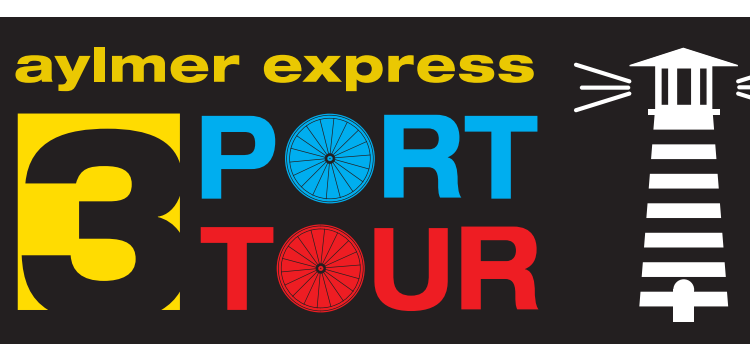
Port Burwell was one of three lakeside stops for participants in the 100- and 160-kilometre tours of the 3 Port Tour on Saturday. (AE/Renee Hueston)



Smiling Brett Dewbury of London and Linda Loewen of Malahide, were the first riders on the 50-kilometre route of the 3 Port Tour to get back to the East Elgin Community Complex. He said he thoroughly enjoyed his first ride at the tour. Ms. Loewen was a repeat rider and said with the additional mileage from and back to her house she totalled over 70 kilometres.



East Elgin Secondary School Environmental Leadership Program students Valaurie Carson, left, Alan Wall, Gregory Killough and Alex Fast helped unwrap food and cut watermelon for the Port Bruce lunch stop for bicyclists in the 11th edition of the 3 Port Tour on Saturday, Aug. 19. ELP has been a beneficiary of proceeds from the ride since its start. (AE/Karen Hueston)



Tom D'Entremont of Aylmer was among many local riders in the 3 Port Tour on Saturday, Aug. 19. He's a veteran participant of the event, and tackled the 100-kilometre route this year. (AE/Rob Perry)



Gillian McCreesh, left, and her mother Carol McCreesh of Aurora enjoyed lunch at the pavilion at Port Bruce harbour as they participated in the 100-kilometre route of the 11th 3 Port Tour on Saturday, Aug. 19. (AE/Rob Perry)



Bill Thompson of Burlington, a veteran of the 3 Port Tour, commented that he came back this year because East Elgin, Central Elgin and Southwold were so pretty. (AE/Rob Perry)