

SpokeLore

175
MEMBERS
STRONG!

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



The Quarterway Bridge has received a facelift, in part thanks to the GNCC.



both photos: Bob Goerzen

Looking 'up' Bowen Rd.

Looking 'down' Bowen Rd.

A "clip-on" has been added to the upstream side of the bridge. The effect is to widen the roadway, which removes a dangerous funnel that caused a lot of cyclists to use the sidewalk. This was the direct result of the work of the GNCC through our application with the City of Nanaimo to the Provincial Cycle Network Program.

AGM AGM AGM AGM AGM AGM AGM AGM AGM AGM

The GNCC's sixth Annual General Meeting will take place on Wednesday, October 17th at the Bowen Park complex at 7:00 PM in activity room 1.

Besides the requisite Board elections, we will have two speakers:

🚲 Fred Adkins of the "RCMP Bicycle Drill Team" will inform us about this youth-oriented cycling training program, and

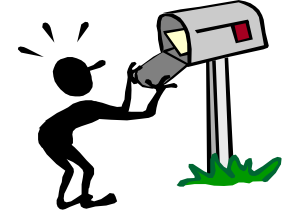
🚲 Bob Goerzen will give us **two** slide shows. Each will be about one of the two rides that he organized and led this past summer.

INSIDE...

| | |
|----------------------------------|----|
| FREEWHEEL..... | P2 |
| PUBLISHER'S KEYBOARD..... | P4 |
| "HUBRIS"..... | P5 |
| HOW TO RIDE IN A GROUP..... | P6 |
| BODY MECHANICS: "THE HAND" | P7 |
| SUNSHINE COAST REPRISE..... | P8 |

F R E E W H E E L

OPINIONS & LETTERS



March 6, 2001

Thom Thompson, President and CEO
Insurance Corporation of British Columbia
2600- 200 Granville Street
Vancouver, BC V6C 1S4

Subject: Support for Current Automobile Insurance Delivery System and the Benefits for Cyclists

Dear Thom,

I am writing this letter on behalf of the members of the ICBC Cycling Advisory Committee. The mandate and role of our committee is to provide you, as the President and CEO, with on-going advice regarding cycling policies, programs and legislation as they affect both ICBC and the cycling community in BC.

This letter highlights urgent concerns of the committee members that have recently come forward. Our committee is well aware that a group of private insurers from outside BC are currently very aggressively lobbying to change the way automobile insurance is delivered in this province. Specifically, they would like to open up the current market to full competition.

On the surface, this idea may seem fairly harmless, as in many cases increasing competition can be quite beneficial. However, in this particular instance there would be a number of severe negative implications to the cycling community in BC.

Road Safety - The impact on the loss of road safety initiatives will greatly affect cyclists because they are a more vulnerable road user. As a public insurer providing basic coverage for all British Columbians, ICBC has a business rationale for creating safer transportation routes in BC and a mandate to take the risk out of road transportation. By making transportation safer for both automobiles and cyclists ICBC is able to reduce the number of deaths and injuries. Road safety initiatives positively affect cyclists. Examples are the increased road safety education and other safety measurements such as red-light cameras, photo-radar and drinking-driving counter attack. These initiatives reduce the amount of claims and consequently lower the cost of motor vehicle insurance. If the market were opened to full competition, ICBC and the other insurers that would be operating in BC would lose this incentive to invest in safer roads. The benefits would accrue to competitors as well as the initiator of such road safety initiatives.

Road Improvement Programs - There is no question about the fact that cyclists benefit from the ICBC Road Improvement Programs. ICBC as a public insurer has taken the lead in many road improvement programs in this province. For example, cyclists benefit from traffic calming, improved intersection design and the consultation process between cyclists, the Ministry of Transportation and Highways and ICBC. Again, these initiatives greatly improve the climate for cyclists on the BC road system and in turn reduce claims and injuries.

Universal Coverage - At the moment cyclists, like any other person in BC, may turn to ICBC when confronted with, for example a hit-and-run collision. If this province loses its universal coverage through ICBC, cyclists will no longer be able to recover their damages. In a hit-and-run event, it will be almost impossible to determine which insurance company to turn to. ICBC's mandate is to provide protection for all motorists in BC. This is not the case in jurisdictions with full competition as insurers have the right not to insure someone and can cancel coverage at any time. This combined with excessive premiums for some people has led to, according to industry experts, up to 15 % of uninsured drivers on their roads. Any change that would increase the number of uninsured drivers on BC roads represents increased risks for cyclists and is therefore unacceptable to our advisory committee.

Influence on Public Policy in BC - The positive influence the cycling community has on public policy through the channels of ICBC and the Motor Vehicle Branch are significant. The current insurance system in BC ensures that BC stakeholders, including cyclists, are able to influence policies and programs that have an impact on them. This local support, control and influence would be lost under a private system. Additionally, in a private insurance system the majority of the insurance companies operating in BC would be based in eastern Canada, the US and Europe. It would be these companies that would influence the system, not stakeholders such as those represented through the Cycling Advisory Committee.

There are clearly public policy reasons to maintain the current automobile insurance delivery system in BC. The ICBC Cycling Advisory Committee opposes any initiatives that would take away the benefits that British Columbians currently enjoy, especially the focus on creating safer transportation for all road users in BC. Should you have any questions regarding this letter please don't hesitate to give me a call at (250) 370-0428.

Sincerely,

Francis van Loon

Chair, ICBC - Cycling Advisory Committee

BIKES ON RAILS: VIA EXPLORING 'BIKES ON RAIL' OPTIONS.

GVCC Press release

VIA Rail is looking at ways to accommodate bicycles on the Esquimalt and Nanaimo Railway says John Luton, President of the Greater Victoria Cycling Coalition.

Luton said a meeting held Wednesday 22 August with VIA's western marketing manager, Mark Pradine, was very constructive. VIA will explore engineering solutions to allow the E & N Budd cars to carry bicycles on their 'Dayliner' service that connects Victoria to points up Vancouver Island as far as Courtenay.

"This initiative creates a range of opportunities not only for cyclists but for the Vancouver Island tourism industry generally" said Luton. "It will allow cyclists, for example, to travel up to various points along the east coast of Island for the weekend." Currently cyclists must either carry their bikes up by car or ride all the way up themselves. Moreover, an increase of cycling tourists will benefit restaurateurs, campground and bed and breakfast operators all along the E&N's route.

The 'Bikes on Rails' campaign has been a long-time GVCC project. Wednesday's meeting brought together a team of interested supporters to help convince VIA of the demand for the service. Capital Regional District Chair Chris Causton attended to express his support of the GVCC proposal as did Lorne Whyte, CEO of Tourism Victoria, Francis van Loon, President of the BC Cycling Coalition and Allan Dunlop, with the Greater Nanaimo Cycling Coalition.

Anne Sheridan, operator of Switch Bridge Cycle Tours, came to tell VIA Rail that her company was marketing bike tours on the south island that included VIA's service in their itinerary. Currently her touring customers have bikes shipped by van to and from up island destinations. She would like to offer her clients the possibility of bringing their bikes on the train in future.

Also in attendance at the meeting were GVCC Secretary Meagan Klaassen, Tourism Victoria's Helen Welch, and GVCC Directors Steve Koerner and Patrick O'Connor.

Pradine was handed letters of support from area Alliance Members of Parliament and has been promised a letter of support from Victoria MP and Liberal Cabinet Member David Anderson. Cycle Victoria, an initiative of Brian Hobson of the Oak Bay Beach Hotel, also wrote in support of the proposal. Hobson is working to market Victoria as a cycling destination and is keen to ensure that the burgeoning tourist industry is supported by local infrastructure and services.

VIA's Pradine said that the company thinks there is a demand for a cycle carrying service and will try to accommodate the request. VIA faces a number of challenges finding space in the cars to fit bicycles and in making arrangements satisfactory to their operating partners, Rail America. Any changes to the Budd cars also have to meet federal safety regulations.

Luton said that the GVCC came to the meeting offering to help VIA make the service workable and viable. The cycling and tourism advocates also provided a variety of suggestions for equipment and engineering to enable the Budd cars to carry bicycles. Pradine was also looking for indications of demand potential at the stops along the route cyclists might wish to access.

The GNCC member Allan Dunlop told Pradine that many mountain bikers are looking for ways to haul their bikes to and from the many locations on the island where good trail riding can be found. Speaking for the provincial cycling organization, van Loon said that the potential for carrying bikes was a service she would like to see spread across British Columbia.

Mr. Pradine has promised to get back to the GVCC and the other parties in early October with an update. "We're hoping to hear concrete proposals about when and how VIA will start to carry bicycles. The GVCC, other cycling groups and the tourism industry in general are committed to helping VIA succeed with this project." said Luton.

is published nine times a year by the
Greater Nanaimo Cycling Coalition
Unit 130, #34-1150 N. Terminal Ave.
Nanaimo, BC V9S 5L6

phone: (250) 722-4665

emails:

info@thegncc.org

membership@thegncc.org

spokelore@thegncc.org

web: www.thegncc.org

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

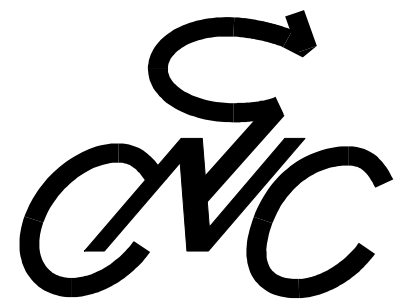
GNCC Board of Directors

Keith Brown, Gay Cunningham, David Grey, Chris Hofstrand, Barbara Hourston, Debby Keith, Aaron McKean, Odette Moreau, Don Oliver.

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 \$5 for 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: _____

FROM THE PUBLISHER'S KEYBOARD

Keith Brown

You may have noticed that this issue is called a September/October issue, and if you were paying attention, you might have missed your first **SpokeLore** of the season arriving in September. This was not the original intent: I was meant to, and I did intend to, get an issue out last month. I won't bore you with my long list of reasons and excuses (although one is represented on the back cover...), suffice it to say that it just did not happen. We still intend to publish 9 issues during the publication year (September to June): we wouldn't want to let our advertisers down! I guess the most likely solution to the problem that this delay has created is to have both December and January issues. Another idea would be to have a special Bike Month edition that is not the same as the June issue.

It would seem that I'd *not* be late with my last issue! Yes, that's right, I'm passing the honour of publishing this fine newsletter (at least everybody tells me that it is) along. It has been two years and 18 issues since I took up this task (one more issue than Jim Alix produced, it turns out)—it is time for a change. The publishing baton is being passed along to fellow GNCC director Gay Cunningham. The next issue should have her stamp upon it. I'm not sure what words of advice I should give her, but there are a few things that I'd like to mention. One thing is that I think that my editions have been way too full of text: I don't use a lot of the "white space" that all those publishing references tell you to use. By contrast, an example of a local publication that, in my opinion, uses *too much* white space, look at that 'artsy' newsletter, "Venue" out of Gabriola—I'm not sure, but I think in terms of page coverage that both ads and white-space outnumber content. I guess it's the efficiency-oriented, engineering side of me that wants to get as much information on a page as possible. I also suspect that I have drifted further away

from what should be the focus, namely bicycling advocacy, than I should have. But I could only publish what was submitted, and I did not have the time to be an active part of the advocacy community (which Jim certainly used as a source for a significant portion of his content). Perhaps, Gay, you'll want to get onto those list-serves that the BCCC, by way of Francis van Loon, told me about. One "cheat" that I discovered recently is the "free" road-cycling articles that can be downloaded from *RoadBikeRider.com*. You can see one on page 6 of this issue. I qualified "free" back there, because the authors require you to include their little ad at the bottom, but that is a very small price to pay.

I hope that all you will support Gay in her learning process. To make the production of **SpokeLore** relatively painless for the publisher, we need an active editorial committee. If any reader has any interest in writing, editing or helping plan the newsletter, let us know! You can email me at kdbrown@island.net, or Gay at guardian@myexcel.ca, or call the GNCC phone number—which just happens to be at Gay's: 722-4665.

Well, it's time to wrap this (last) one up. Looks like I'll have to get out the wet weather gear to ride to the printers...

For Wheely Good Food
wheel into the Windward
Neighbourhood Pub

14-1588
Boundary
Crescent



Featuring
Kitchen Craft
CABINETRY

Chuck Molchan
DESIGN CONSULTANT

STUDIO KITCHENS & DESIGN
2100A Northfield Rd.
Nanaimo, BC V9S 3B9
Ph (250) 758-2566
Fx (250) 758-2581
www.kitchencraft.com

John & Linda Wicks
Invite you to have
Great Food, Good Times!



Black Bear Pub

4201 Douglas Road
Nanaimo, BC V9T 6G7

Tel: 250-758-4809
Fax: 250-758-9735

HUBRIS

hu-bris- exaggerated pride or self-confidence often resulting in retribution...

by Tom Hocking

Every brevet I've ridden has resulted in some new experience or lesson that I am able to add to the sum total of my randonuerring knowledge, but the August 18 V.I. 200 was one of the most eventful one day rides I have ever done. As some of you know, Janice and I had made the momentous decision to get into tandeming this season and acquired a beautiful new Burley in May. We've been having a fantastic time learning about this new aspect of cycling and had a wonderful trip riding 300 km of the Kettle Valley in June. I returned feeling like an experienced "captain" and wanted to find out how the Burley would go with my son-in-law, the young, athletic and always 'game for anything' Kevin Strong working from the backseat. What better way to learn than to jump in at the deep end by doing a 200 for our first ride? We had arranged that I would take the first driving shift for 100 km, then swap and allow Kevin to get some experience as pilot while I sat in the navigator/observer's seat for the second half.

Our first minor mishap occurred while we were showing off for the amazement of Stephen and Carole Hinde our newly learned trick of standing up in unison to climb a major hill. The tandem wobbled disconcertingly, Kevin put out a distress call, and we came to an embarrassingly abrupt halt. One of the fixing bolts for the stoker's stem had earlier stripped, allowing those handlebars to yaw alarmingly the first time Kevin applied his youthful strength to them. Somewhat humbled, we decided that standing was a no-no for the rest of the day and all climbing would be done in our lowest gears.

The next noteworthy incident occurred while I was showing off the Burley's forte: high-speed downhill screamers. We had spun out the 130" top gear and were both curled up into the racers' aero tuck position when I ran over something I couldn't see. I knew we were in for trouble as whatever it was we hit gave off a loud metallic CLINK like the sound of flying shrapnel. Immediately my brave observer began calling, "Flat, flat!" We discovered the rear tyre mortally wounded by a slash on either side of a dent to the rim. Half an hour later, with the rim trued and some rather troubling bulges in the sidewall where we'd applied boots, we moved on with little hope of catching other riders. We were indeed

surprised when we met the rest of the group at the 55 km contrôle just as they were preparing to leave.

It is said that bad things happen in threes but I've never been much of a superstitious person. We proceeded on in good spirits and all was well again: We were back on the road and still in contention, having overcome adversity and emerged victorious. We proudly began chatting about our prowess and anticipating a happy outcome. As one proceeds south past the mill at Crofton, there is a sharp left turn followed by a high-speed downhill and a sharp right turn onto the main drag of the village. Increasing age is supposed to bring wisdom, but along with it comes impaired short-term memory. With visions of a course record and an image of crossing the line with four arms raised in salute I sped down that hill toward the right hander I'd negotiated dozens of times before. The Walter Mitty in me must have had thoughts of Lance and Jan bombing downhill together on a tandem. I braked hard, picked my line and leaned into the turn going 25 or 30. At the apex something, as they say, "went terribly wrong" because the world suddenly went all wonky. I can't say that my life flashed before my eyes, but time definitely slowed down. My first thought was that the front tyre had rolled off the rim as we'd lost all steering. My next impression was of the tarmac coming up to meet us at a high speed as our controlled lean was rapidly changing into an uncontrolled one while the angle increased alarmingly. I recall thinking, "Hey...we're going down..." Just as quickly we were upright again and wobbling to the left side of the road while somebody somewhere, screamed, "Oil slick! Oil slick!". The insanity ended as it had begun. We were stopped in a cloud of dust. It was Carole who had been shouting as she'd just clipped the edge of the oil that we'd gone through the centre of. Stephen was farther behind and had the best view of the incident. He said he saw us move sideways some three to four feet in a perfect two wheel drift until we emerged from the far side of the oil spill and the dry pavement tossed us back upright in the knick of time. Kevin had immediately unclipped during the manoeuvre and was holding his legs out to either side like a pair of outriggers while I struggled mightily to steer in the direction of the skid. During

our mini debriefing session he congratulated me on my driving skill (i.e. saving our butts) but I assured him that the actions performed were due to survival instinct reflex, possibly augmented by some experience. There was no conscious thought process involved.

At Genoa Bay the halfway contrôle came and it was time to switch roles. Kevin adapted quickly to his pilot's job. I recall him saying something about a "steep learning curve" (?). I found my new job as observer refreshing as I'd abrogated the driving decisions and discovered I was able to sit up and take in views as never before. Navigation also becomes less of a chore when one is not preoccupied by driving. The night before we had installed a computer on the navigator/observer's HB and I began to notice our average speed dropping off as the distance wore on. Unable to push the uphill (bad stem) and unwilling to let loose on the downhill (bad tyre and at least one case of the willies), we hadn't many options left as this route contains no flat roads. I began to encourage Kevin to up the pace. "C'mon, Kev, Push it, Push it!" to which he'd respond, "Hey, no more incidents. Not on MY watch." Attempts to reassure him that bad things always came in threes were met by his impeccably logical engineering mind. "OK, if they happen in threes," he reasoned, "we've just had three during the first 100 km. So now we're eligible for three more in the second 100." I couldn't argue with that.

The rest of the day passed rather routinely. I promised Kevin that he'd earn his pilot's licence on this day if he could bring us in for a landing that we could both walk away from. We finished in something over twelve hours, including a half-hour stop at the Duncan Tim Horton's.

After I'd gotten home, showered and eaten, I reached for my copy of Webster's and looked up the word

Hubris.



HOW TO RIDE IN A GROUP

By Fred Matheny of
www.RoadBikeRider.com

Pacelines are organized. They have specific rules. But in big groups like you find in centuries or charity rides, things will be disorganized. This can intimidate even experienced riders.

Sooner or later you'll find yourself in a big group amid some riders with sketchy skills. It pays to learn how to survive (and also make yourself welcome) in a crowd.

Look for Risky Riders. These are the unsteady people who wobble, appear nervous, have a tense grip on the handlebar, and frequently grab the brakes. Avoid them! Move up to keep them behind you, or slide to the other side of the road.

Stay at the Front. This is easy to say but hard to do in some groups. At the front you have more control over your destiny because most crashes occur in the rear two-thirds of the bunch. It may take a bit more work to reach the front and stay there, but it's worth the effort.

Watch the Wind. Wind direction determines on which side the greatest draft

is found. If the wind is from the right side of the road, smart riders move to the left of the wheel in front of them for greater protection. If you're doing this, beware of overlapping wheels with inexperienced riders. They may swerve and take out your front wheel.

Be Wary on Climbs. A major cause of group crashes is riders who stand abruptly. They slow for a second, causing the rider behind to hit their rear wheel and spill. To avoid this danger, let the gap open a bit on hills or ride a foot to either side.

To avoid being the one who causes such a crash, pull your bike forward as you leave the saddle. Don't lunge and make a hard pedal stroke. Keep your speed steady. When sitting again, push the bike forward a bit.

Cycling isn't a contact sport, but it's not uncommon to have your arm brushed when riding near others in a group. It pays to learn how to bump into other riders without swerving or falling. It's easy

when you practice this drill used at the Carpenter-Phinney Bike Camps.

First, go with a cycling friend to a large grassy area like a soccer field. Ride side-by-side at a walking pace. Keep both hands on your bar. Start by gently touching elbows, then shoulders. As you gain confidence, lean more vigorously on the other rider. Soon, you'll be bumping each other with abandon and throwing in a few head butts for fun, all without going down. (Of course, always wear your helmet just in case.)

Riding relaxed is the key to absorbing contact without swerving. Have slightly bent elbows, a firm-not-tight grip on the bar, and loose arm and shoulder muscles. If you're relaxed, your body can absorb the shock before it gets to the handlebar.

Receive a FREE copy of the eBook "29 Pro Cycling Secrets for Roadies" by signing up for the RoadBikeRider Newsletter at www.RoadBikeRider.com. No cost or obligation!



**IF YOU COMMUTE
BY BIKE YOUR
JOB GETS
FIRST PRIORITY!**

*We have the lowest
prices and best service
in Nanaimo*

**758-2453
758-BIKE**

**T H E
REALM**
BIKES & BOARDS

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

Reminder.


GNCC members receive a 10%
discount at the bike stores that
advertize in **SpokeLore**



Tel: 390-2077
Fax: 390-2915

"The Simpsons"

6404 Metral Dr.
Nanaimo, B.C.
Canada, V9T 2L8



**The
BIG BICYCLE
WAREHOUSE**
Nanaimo's Serious Bike Store

Dick Mallett

Phone/Fax
(250) 753-0122
www.island.net/~bikewhse/
194 Cliff St. Nanaimo, B.C. V9R 5E7

BODY MECHANICS

Taryn Langford (B.Sc.P.T.) Registered
Physiotherapist

NERVE INJURIES OF THE HAND AND WRIST

Hand and wrist problems are a common cycling ailment. So common in fact that the lay term for compression of the ulnar nerve is “cyclist’s palsy”.

The hand is one of the three key contact points with the bicycle. The other key contact points, the foot and pelvis, were mentioned in previous articles. Many tendons and nerves must cross the narrow wrist joint in order to supply the hand with sensation and muscle control. These structures are therefore quite sensitive to injury with pressure or vibration (both of which occur with cycling).

Two major nerves supply the hand. The ulnar nerve controls the little finger side, while the median nerve controls the thumb and index finger side. With prolonged pressure and vibration at the heel of the hand compression to the nerves can occur. If the ulnar nerve is compressed the cyclist will feel numbness and tingling in the little and ring fingers, and may experience weakness in the hand. This is termed **ulnar nerve palsy (or cyclist’s**

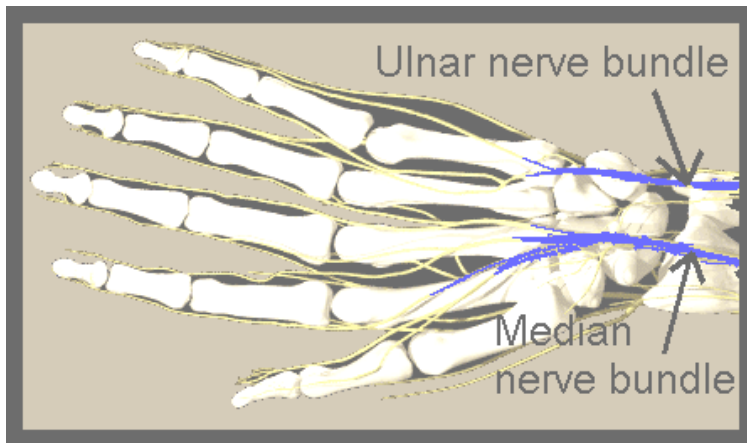
palsy). Ulnar nerve palsy is more common when using a dropped handlebar because of the position of the wrist. If the median nerve is compressed the cyclist will again feel numbness and tingling, but this time in the thumb, index, and middle fingers. A typical sign of weakness is frequent dropping of objects in the hand. Compression of the median nerve is called **carpal tunnel syndrome**, and occurs more commonly in riders using a straight handlebar.

In the majority of cases normal sensation returns shortly after the pressure is removed from the nerve. Sometimes the numbness may last hours or days before subsiding. In severe cases surgical inter-

vention may be necessary. The first treatment is to rest the hand until normal sensation returns. Do not use ice or heat on a damaged nerve. Riding on a numb hand may also exacerbate the problem. If the problem does not resolve itself in a few days, consult a medical professional.

If you find your hands occasionally become numb from riding there are several strategies to try:

- Remove the pressure by shaking your hand out at your side (be careful as your fellow riders may interpret this as a new type of signal)
- Change your hand position frequently
- Use a light grip on the handlebar
- Wear padded cycling gloves
- Use a padded handlebar
- Front Suspension or Shocks may help to dampen vibration
- Set up your bicycle so that no more than 1/3 of your weight is supported by your hands



Here’s a handout to give to businesses that you feel are lacking in bike parking facilities. The intention is not to ‘scold’ the business owners or managers, but to work with them to improve their accommodation of bikes and cyclists. If you

know of a local business that you would like to see make improvements, simply clip out this section and hand it to the person who makes the decisions. Please be polite—we want to develop a healthy relationship with these people (and, presumably, you want to return to their place of business).



Hello!

I am a customer of yours, and am also an avid cyclist. As much as I want to visit your business, the facilities provided for bicycles are insufficient. This affects my ability to be your customer. Perhaps we could work together to improve the situation, so that I and other customers who ride bikes can do business with you. Here are the improvements that I believe would bring more customers to your business, more often:

- ___ Increase the number of bike stalls
- ___ Move existing bike parking closer to the entrance
- ___ Install bike racks which won’t damage bikes
- ___ Post signs to mark bike parking
- ___ Provide cover for bike parking
- ___ Make the parking area better for personal security
- ___ Make it easier to lock up bikes

- ___ Improve the lighting
- ___ Provide easier access for bikes and riders
- ___ Increase maintenance of the bike parking facilities

For more information, please see the other side if this feedback form. Thank you very much!

A SHORT RECOLLECTION OF THE “SUNSHINE COAST CYCLE CIRCLE TOUR”

Keith Brown

By way of introduction to one of the slide shows that we'll see at the AGM, I've thrown in a couple of my own photos.

Do you remember, back when you were in school (or if you still *are* in school, then you will certainly suspect that this is true), that that first week after Labour Day always had great weather! I certainly do. It never seemed fair that I had to be stuck in a classroom when I could be outside! Well, Bob Goerzen, thinking along the same lines, decided to organize a four day bike trip starting on the thursday after Labour Day. It worked. For the whole four days, not a drop of rain fell, and the temperatures were just right.

Now, as many of you may know, I own a touring bike, but I have not really used it for tours! Since I've had it for over ten years, it seemed like time. The trip was to be unsupported but not camping: we were advised to bring sleeping bags and mattresses, but no tents required. That seemed perfect! So I signed up, and even

enticed a friend from Toronto to come too. I'm extremely glad that I did participate—and that I'd done enough riding during the summer to be in shape for it! In fact I was surprised that I didn't even feel the extra weight on the bike; sure the aver-

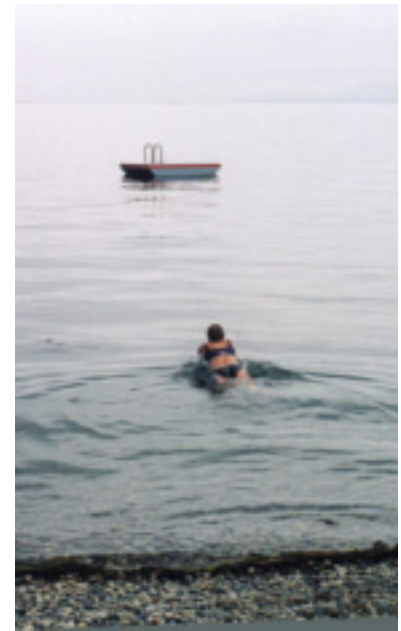
age speed was affected, but it didn't seem like the struggle that I had thought it might.

The feedback that Bob has received indicates that this trip will become a tradition. Even my friend (thanks for coming Jacque) from T.O. says that he'd like to do it again—and that now he knows just how *big* the hills are here, he'll be better prepared.



Keith Brown

One of the few problems that we had on the trip was that 16 hungry cyclists arriving at a restaurant (without reservations, of course) tended to overload both kitchens and wait-staff. Here, for our first lunch stop, in Gibson's Landing at the famous "Molly's Reach"—setting of the TV show "Beachcombers"—we took over the outside patio. Most of the talk was about a couple of certain hills, and if there was a way of getting out of there without visiting these same hills again!



Keith Brown

That's Barbara Hourston's daughter Kim taking the plunge at a beach in Sechart. I think that she was the only cyclist that chose this method of cooling off during the four day trip. She lives in Colorado now, and it seems that she misses the ocean!

DIRT!

IS, TEMPORARILY, WE HOPE, LOST ON SOME LOGGING ROAD SOMEWHERE BETWEEN VICTORIA AND NANAIMO. ALLAN HAS STATED A DESIRE TO KEEP WRITING FOR SPOKELORE, BUT WE JUST HAVN'T CONNECTED RECENTLY...SO STAY TUNED.

THE BENEFITS OF PROVIDING BICYCLE PARKING

Provision of secure short-term parking will encourage clients, employees and visitors to use bicycles to reach your business or facility. Bicycles today are sophisticated and expensive machines, and more people are using bicycles to travel to work, shops and for recreation. Having safe and accessible parking is an important key to serving the bicycle-riding public.

Promoting cycling helps reduce the demand for car-dependent living and the need for expensive automobile facilities—about six bicycles can be parked in the space provided for a single car. Areas provided for bicycles are less costly; they don't have to bear the weight of automobiles.

Providing secure bicycle parking will reduce informal parking on fences and trees, which may clutter sidewalks, damage vegetation, trip or be a hazard to pedestrians.

So, perhaps now is the time to give some thought to making your facility cyclist friendly.



Attract more cyclists to your business through better bike facilities – contact the Greater Nanaimo Cycling Coalition for a brochure, and for answers to your questions.

Phone:
(250) 716-0543

Email:
gncc@canada.com