

SpokeLore

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

Are these riders having fun or what?!

The Chain Gang rests at the Nanoose PetroCanada Station on their way to Parksville for lunch. Some people will do anything for pub grub!

You, too, could be a part of the action....

See Page 3 for details.



Photo: Bob Goerzen

Our next Board Meeting is:

*Wednesday, November 21, 5:00 pm, Bowen Park in Activity Rm. 1
Everyone is welcome*

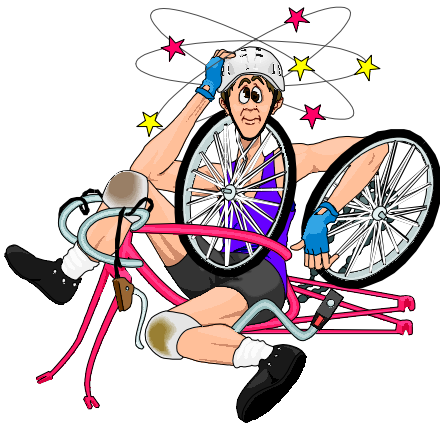
Our next General Meeting is:

*Wednesday, January 16 7:00 pm Bowen Park in Activity Rm. 1
Guest Speaker TBA*

INSIDE...

- ACCIDENT?.....P2
- AGM NEWS.....P3
- CHAIN GANG SCHEDULE.....P3
- PUBLISHERS KEYBOARD.....P4
- EAT FOR ENDURANCE.....P5
- E&N TRAIL EXTENSION.....P6
- TRAFFIC LIGHTS.....P6
- ADDICTED TO CYCLING?.....P6
- WET WEATHER CYCLING.....P7
- DIRT!.....P8

We hope this never happens to you but if it does..



The things people do and say following a traffic accident are often given significant weight by a judge or jury during the trial process. Underlying the theory of evidence is the notion that the further one is from the event in issue, the more inherently unreliable is the recollection of that event, given the impact of anger and denial around the trauma itself, the tendency to reconstruct, and factors related to litigation around the event. However, witnesses I have come across over the course of ten years of practising law have seldom possessed the presence of mind following a serious trauma to take steps to protect their legal position related to that trauma. Let's face it, the furthest thing from anyone's mind following an accident on a bicycle is the possible impact of what they say or do on a lawsuit over the accident. With that caveat in mind, here is my top ten list of do's and don'ts following an accident. This list is based on some of the difficulties I have seen people get in which might have been avoided if they simply had been a wee bit more mindful of the future implications of their conduct.

I preface this list by saying that if you have been involved as a cyclist in a serious traffic accident (and in my experience most accidents between cars and bicycles are relatively serious) there is very little if any anything you can do to improve your legal position and almost invariably, anything you say or do in an effort to explain what happened will be used against you. So don't try.

DAVID HAY'S TOP TEN LIST OF DO'S AND DON'TS FOLLOWING A TRAFFIC ACCIDENT

The Do's

- 1.** Try to observe where you are immediately following an accident - make a mental note of where you are in relation to your bike, the car which struck you, and a reference point such as the painted lines of cross walk, a light standard, fire hydrant, corner, bus stop, etc.
- 2.** Try to obtain as much information as you can relating to the identity of the driver, licence plate of the vehicle, and any witnesses to the accident - this is particularly important if the accident is a hit and run and the police do not attend. Get legal advice immediately as there is a positive obligation on you to attempt to ascertain the identity of the driver and owner of the vehicle.
- 3.** If the ambulance attendants ask you to go to the hospital, go - you score no points for being stoic and from a medical point of view it is usually a good idea to take the time to get examined.
- 4.** Control your temper and avoid belligerence or antagonistic behaviour - you may be understandably upset but restraint in these circumstances is of immense value - conversely, displays of anger only predispose witnesses, adjusters, and the ultimate triers of fact to not see things your way.
- 5.** Talk to a lawyer prior to talking to ICBC - you are required at law to provide information to ICBC but you are not required to provide information directly to ICBC and there is seldom an upside.

The Don'ts

- 6.** Do not apologize - we have a tendency to apologize to the person who stepped on our foot. Unfortunately, an apology is often interpreted later as an admission against interest even when, at the time it was made, it may have had nothing to do with who was at fault for the accident.
- 7.** Do not discuss with the driver of the car or the witnesses what happened unless the driver is explaining to you how he/she was at fault for the accident - in that event, listen carefully and do not offer a statement such as 'It's ok, I think I am fine.' Accident victims are often in a state of shock as a result of which they cannot experience the full extent of their injuries until sometime later.
- 8.** Do not agree to settle the dispute privately. It may be that you can do this but wait until you have had a chance to fully consider what happened and the consequences.
- 9.** Do not give or sign long winded or complicated statements surrounding the circumstances of the accident - you will likely be approached both by the police and ICBC - if it is not practical or reasonable to contact a lawyer prior to giving a statement, then keep it very short and concise to allow for further reflection: remember, your statement can seldom help you.
- 10.** Do not pay a traffic ticket related to the accident simply because you have no time to file a dispute. The payment of a ticket, though not conclusive of your legal dispute with the driver, certainly indicates a guilty mind or a lack of confidence in one's position and tends to impact on a case in negligence against the wrongful driver.

David Hay is a litigation lawyer and partner at RBS Lawyers. RBS Lawyers is a full service downtown Vancouver law firm delivering legal advice and solutions in all areas of practice. The information above is not legal advice. Anyone seeking legal advice should call David directly at (604) 661-9250, or send an e-mail to dwhay@rbs.com. This article is from the BCCC website at www.bccc.bc.ca

AGM News

WELCOME TO OUR NEW BOARD

On Oct. 17th The GNCC welcomed in the new board of directors at our AGM. The faces are the same, but we are sorry to lose one of our founding members, Barbara Hourston who is focusing on her many other commitments. Thank you Barbara, for all of your hard work And thank you to Keith Brown, Gay Cunningham, David Grey, Chris Hofstrand, Debby Keith, Aaron McKean, Odette Moreau and Don Oliver for continuing on business, Bob Goerzen entered slide show of two tours the and fall - one from Pemberton Lytton and the Fraser Valley, shine coast. They looked like involved and if you weren't in at know the best way to do the tour and how to avoid "the hill" missed?! Thanks Bob and all



the board. Apart from regular tained us with a wonderful Chain Gang did this spring to Vancouver via Lilloet, and the other of the Sun-a lot of fun for everyone in tendance you wouldn't now Pemberton-Fraser Valley in Gibsons! See what you the Chain Gang members.

Chain Gang Ride Schedule

Check the updated schedule at www.calsnet.net/gncc

- | | | |
|--|----------------------------------|-----------------|
| Sunday November 18 | Cowichan Area | Road |
| Carpool at 9:00 am Tim Horton's Southgate or 10:00 am Starbuck's Duncan. Contact Kaese at 753-2215 | | |
| Sunday, November 25 | Northwest Bay | Off Road |
| Meet at Tim Horton's Woodgrove at 9:30 am or the Rocking Horse Pub at 10:00 am
Contact Jim at 751-0993 | | |
| Sunday December 2 | Yellowpoint Artisans Tour | Road |
| Meet at 1813 Meadowlark Cres., Cedar at 10:00 am. Tour of craftpeople and artisans in the Cedar/Yellowpoint area. (Bring \$\$ and a way of bringing home your treasures) Will be a party afterwards - even if you're not riding please come. Potluck dinner. Call Gay at 722-7320 for details. | | |

Call the contact people to make sure the ride is going in case of inclement weather!

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:

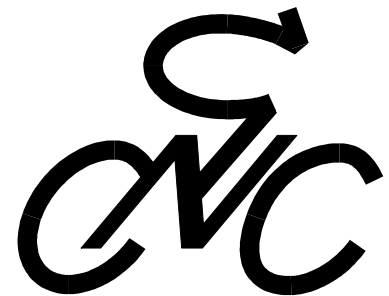
- providing a unified voice for all cycling interests in the area
- operating as a citizens' advocacy group in cycling-related matters
- promoting more cycle-friendly roads and recreational riding opportunities

GNCC Board of Directors

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

Questions regarding content, advertising and contributions may be directed to the publisher, Gay Cunningham, at: 722-4665, 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!

Reminder.

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



PACIFIC WINDS

BIKES, KITES, GAMES & MORE
FUN STUFF FOR FUN PEOPLE

Bob & Dorothy Simpson ☎Tel: 754-4191
 310 Fitzwilliam St., Nanaimo, B.C.

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 (ROOKIE) PUBLISHER'S KEYBOARD

Gay Cunningham

Well, everyone, here I am. Your new publisher of Spokelore. I have some pretty big shoes to fill – Keith has done an awesome job for the last 3 years. I will apologize for getting this one out late – it took me a while to figure out the procedure! As you can tell, I have certainly not mastered the fine art of Spokelore. My hat is off to Keith, now that I know what he went through every month. I will be putting out that all too familiar plea – if you have anything to say in Spokelore, send it to me! Jokes, gossip, technical advice, upcoming events, trip reports, trail info, musings, poetry, cool web sites, and especially pictures. This is your chance to become a published author! You can email me at guardian@myexcel.ca or call the GNCC hotline - 722-4665.

I want to hear about everything our members are up to. This newsletter is only as good as you want it to be, otherwise it will be filled with all of the editor's musings, like my alien conspiracy theory of why tires always deflate when you're not using the bike. (...they're watching us on that grassy knoll over there...) Or perhaps my theory of why bikes often seem to work better *before* they've been in the shop for a tuneup. (That's where the CIA and OPEC come in).... It's my baby now! I can put in **whatever** I want!

Ha Ha Ha!! Wait 'til the pictures of my dog start to take over....and this is not an idle threat. I had a picture of her made into a Canada Post stamp. You get my drift. Is *that*

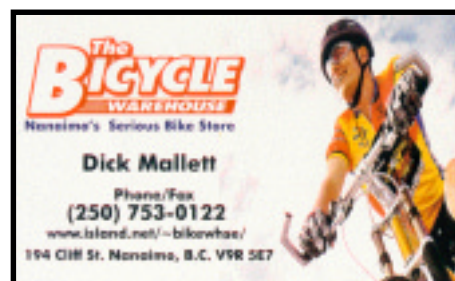
what you want?

Speaking of members, we need our existing members to remember to renew their memberships for the year 2002 – yes, the new year is quickly becoming a reality – and to think about how to get some new members into the fold. The more members we have, the more voice we have when trying to effect changes to the cycling infrastructure in the city!

We have some challenges ahead of us. A small but dedicated group of volunteers has been putting this Coalition on the map for the last few years and many of them have moved on to other places and pursuits. We need our members to step forward and help as much as they can with this worthy organization. It's fun, and looks good on the resume. I know we've had this message in Spokelore before, and (Surprise!) no one ever responds. I guess they figure someone else will do it, but guess what folks, we're running (and burning) out of those "someone else's". Don't think it matters? Don't think we've made a difference? Read Allan Dunlop's column "Dirt", pg. 8.

Come to a board meeting and see what's happening and how you can contribute. Everybody is welcome! The next meeting is Nov. 21, 5 pm - 7 pm at Bowen Park, Activity Rm. 1, an early one this time so as not to conflict with the Banff Mountain Film Festival at the Port Theatre - so no excuses!

Gay



HOW TO EAT FOR ENDURANCE

By Fred Matheny of www.RoadBikeRider.com

The key to riding long distances is food and drink.

Sure, training is important—but nutrition and hydration are even more vital. According to ultramarathon rider and coach John Hughes of Boulder, Colorado, “Nutrition, not necessarily training, is the limiting factor in endurance cycling.”

The reason? Even the best-trained riders pack only enough muscle fuel (glycogen) for a couple of hours of hard cycling. Fluid stores vanish even faster.

For everything from century rides to multi-day tours, remember these time-tested tips:

❖ *Enjoy the Last Supper.*

Eat aggressively the night before a long ride so your muscles are crammed with glycogen the next morning. Emphasize carbohydrates such as pasta, vegetables, bread, whole grains, and fruit. Don't forget dessert!

❖ *Don't Skip Breakfast.*

Cycling's smooth pedaling motion means you can eat just before a long ride without risking stomach upset. You'll need a full tank. Cycling consumes about 40 calories per mile, or 4,000 calories in a century ride.

Three hours before the start, eat about 60 grams of carbohydrate if you're an average-sized woman, 80 to 100 if you're a man. (Cereal, skim milk, a banana, and a bagel with jam equals about 90 grams of carbo.) Many riders find that adding some protein and fat, like

❖ *Prehydrate.*

Fluids are as important as food. Drink at least eight big glasses of water the day before the ride. If you don't, your performance and comfort may plummet by mile 50. During the hour before the ride, sip 16 ounces of a sports drink.



Hungry Biker

by Kate O'Kelley and Jim Joyce

❖ *Eat and Drink During the Ride.*

Drink before you feel thirsty. Your sensation of thirst lags behind your need for liquid, so grab your bottle every 15 minutes and take a couple of big swallows (about four ounces). About every 30 minutes, eat 20 grams of carbohydrate—the equivalent of half an energy bar, several fig bars or half a banana. Some riders prefer smaller portions more frequently. On unsupported rides, use a backpack-style hydration system and carry food in your pockets. Stop at convenience stores along the way, if necessary. Most

organized rides have aid stations every 20 miles or so, but always carry food and fluid just in case.

❖ *Hydrate After the Ride.*

No matter how much you drink on a long ride you'll finish dehydrated. Weigh yourself before and after, then compare the figures. Lost weight means you've failed to replace the fluid you've sweated out. Drink 20 ounces of water or sports drink for each lost pound of bodyweight.

How do you know you've caught up? Your urine will be pale and plentiful, and your weight will be back to normal. Rehydrating is especially vital during multiday rides. If you get a little behind each day, by the end of the week you'll be severely dehydrated, feeling lousy, and riding poorly.

❖ *Eat for Tomorrow.*

Muscles replace glycogen better if you consume carbohydrate immediately after riding. So within 15 minutes of getting off the bike, eat or drink 60 grams of carbohydrate (if you're an average-sized woman) or 80 to 100 grams if you're an average male.

The re-fueling process becomes progressively less efficient as time passes. Eat or drink a high-carbo snack while chewing the fat with your riding buddies.

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!

Tel: 390-2077
Fax: 390-2915

PACIFIC RIM BICYCLE
NANAIMO, CANADA

“The Simpsons”

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

Featuring
Kitchen Craft
CABINETRY

Chuck Molchan
DESIGN CONSULTANT

STUDIO KITCHENS & DESIGN
2100A Northfield Rd.
Nanaimo, BC V9S 3B9
Ph (250) 758-2566
Fk (250) 758-2591
www.kitchencraft.com

THE REALM
BIKES & BOARDS

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

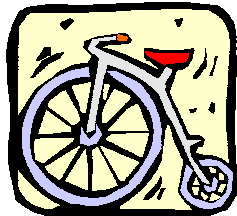
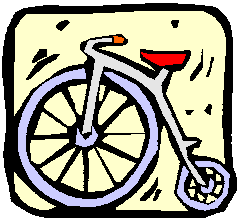
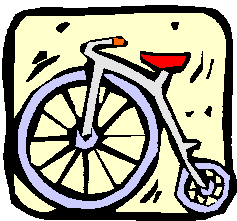
You Know You're Addicted To Cycling When...

10. Your surgeon tells you you need a heart valve replacement and you ask if you have a choice between presta and schrader.
9. A measurement of 44-36-40 doesn't refer to the latest Playboy centerfold, but that new gear ratio you were considering for your Cobra.
8. A Power Bar starts tasting better than a Snickers.
7. The bra your significant other finds in your glove compartment belongs to your Trek and not the cute waitress at Denny's.
6. You wear your heart monitor to bed to make sure you stay within your target zone during any extracurricular activities.
5. The funeral director tells you "NO!" you can't ride your Cannondale in the funeral procession, even if you keep your headlight on.
4. You experience an unreasonable envy over someone who has bar end extenders longer than yours.
3. You're too tired for hanky-panky on a Friday night but pump out a five-hour century on Saturday.
2. Your wife tells you the only way she'll let you ride across the country is over her dead body and you tell her, "If that's the case, you'll be my first speed bump!"

AND the number-one reason you know you're addicted to bicycling...

1. You no longer require a hankie to blow your nose.

From the Bike Humor pages at www.teamestrogen.com



Can't Get Turned On? (by the traffic lights, I mean!) Who Ya Gonna Call?

If you find a traffic light on a city street (remember this does not include lights crossing the highway or Parkway - those are the responsibility of the Province) that just won't turn for you even if you're correctly positioned over the little bike stencil in the intersection, you can call Allan Metcalf. He's the head of Public Works for the City and can get those loops tuned up for you. You need to let him know at what intersection, and which direction you were travelling. The number is 758-5222.

E & N Trail Extension Completed

The E&N Trail finally has the long-awaited extension completed. The new section starts at Caledonia Ave., crosses to Holly Ave. and ends at St. George St. This new section will add another kilometre to the trail. The addition of the St. George to Rosehill section, linked with the development of Bowen Road to Mostar Road section that is planned for the next year, will expand the E&N trail to 8 km.

Beyond the Soggy Chamois: Wet Weather Cycling on the Cheap

By Rob Wynen

It's that time of year again. The air is crisp and clean, a gentle mist cools your face and fluffy clouds conceal what would otherwise be bright sunshine as you cycle along.

The joy of Vancouver winter is upon us, and with it Wet & Cold Cyclist Syndrome. There's no cure, but here are some common symptoms and some proven workarounds...

Garbagebagosis: Cycling with a garbage bag flapping around your neck is considered tres uncool, but luckily nowadays decent wet-weather cycling gear is not only affordable but also quite fashionable. Merely water-resistant jackets start at around \$30 and become substantially more expensive as you aim for GoreTex and similar water-proof, breathable fabrics.

Jeangivitus: There's nothing quite like spending a day in tight wet jeans, especially if there's a black rooster-tail streaking up your butt. Rainy day cycling pants range from plastic pull-over shells to GoreTex and spandex combinations. The shells allow you to arrive at work all dressed, while the spandex types offer greater comfort and ease of movement. Fenders or mud-guards front and back are useful too.

Converse Flu: Sloshing around in a pair of wet sneakers probably won't meet your employer's dress code nor ease you through the day. This is how I do it for a half-hour commute: slip feet into plastic bags then into cycling shoes, then into waterproof cycling booties, making sure to pull the cycling pants down OVER the bootie tops (this keeps the water flowing off my legs from flooding my shoes). Sometimes it's just easier to keep a pair of dry shoes at your destination. I've also heard rumours that GoreTex socks, though pricey, will actually prevent mosquitos from breeding between your toes.

Dishglovosis: Freezing hands can even turn the downhill parts of your ride into painful endurance braking tests, never mind the basic discomfort of cold hands. Cycling in fluorescent yellow dishgloves can wreak havoc on your love-life, but no cheap alternative is more waterproof. My favorite wet/cold weather hand booties are Spoke gloves made from neoprene (that hip wetsuit material). Your hands will get damp but they'll stay warm-assuming, once again, that your commute is not much more than half an hour.

Soggy Goodies: If there's anything you want to transport au sec, wrap 'er up in plastic bags. You've probably noticed that there are very few waterproof cycling panniers or knapsacks for sale; "water-resistant", after all, translates to "wet".

Hey, it could be worse...you could be stuck in traffic in a sweaty car. Besides, keeping your metabolism racing is a great way to avoid feeling the seasonal lack of light. Please feel free to share your own tried-and-true stay-dry tips with other Vancouver cyclists. Just send us a note or e-mail BEST@sustainability.com (or to our local cycling folk at spokelore@thegncc.org)

Here's to toasty holidays and dry cycling!

This article was originally found in Spoke 'n Word, B.E.S.T.'s newsletter. You can find it at www.best.bc.ca



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

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

**758-2453
758-BIKE**

Classifieds

*Eric Mc Neil is looking for a
hybrid bike to commute with.
In the \$500.00 range please.
Call us at the GNCC hotline
(722-4665) and we'll pass the
message on.*

**For Wheely Good Food
wheel into the Windward
Neighbourhood Pub**

**14-1588
Boundary
Crescent**



DIRT

... (A)PART.

"What's it worth to me?"

"Do I need to contribute?"

"How, and how much?"

It can be a difficult thing to quantify, but chances are, you're already doing something to help.

As has been mentioned a bit more often recently, the GNCC is a volunteer organisation—one that exists and accomplishes what it does thanks to many people contributing their time. Some put in many hours a week (30-hour weeks are not uncommon for some of the hard-core volunteers). Some volunteer for an hour or two during one of the GNCC's events. Others courier SpokeLore or submit an article, get involved in a cycle traffic count, give a presentation at one of our meetings, or lead a Chain Gang group ride. It can be an ongoing commitment or a one-time contribution—it's all important. No matter how little or how much, it's part of the big picture.

Here's the neat thing. You might never have been involved in an organised GNCC activity, but could still be a vital part of what we're about. How can that be? Every time you ride your bike, you're helping convince someone else to do the same. Whenever you wear your helmet, get off the sidewalk, obey the traffic laws, you make us all that much more legitimate. Each trip to the store on your bike instead of the car is a score. Reading this newsletter and giving a damn means something. Having a membership in the GNCC adds to our numbers and helps fund the work we do. It all helps. We're not the ones to tell you how much time you can, or should, devote, or what you need to do. You can figure that part out. If you have time to get together and help out, that's great. Okay, it's really great. If you just have time to ride your bike and be a rep for cycling, then rest easy—you're doing something important.

Why would someone get involved, anyway? Anything to while away some time. Besides, we're just a group of fanatics who convene anywhere and everywhere to rant about all things bike, right? Well, yes—we do a lot of that, and that's kinda fun. But just rant? Definitely not. Sure, we have a lot of lively discussions about how we'd like the world to be, but we also do our share to

change the world. It may be a bit at a time, but the unavoidable fact is that it is happening. The changes happen right here in Nanaimo because of our local work, dealing with interesting, supportive people. People like the City of Nanaimo, the Regional District of Nanaimo and BC Transit, the BC Ministry of Water, Land and Air Protection, Go Green, TD Friends of the Environment, the RCMP Bicycle Drill Team, Green Communities, local CanBike cycling instructors, and many local businesses and non-profit groups. Changes happen throughout the province because of our work with the British Columbia Cycling Coalition. That includes dealings with ICBC, the BC Ministry of Transportation and Highways (MoTH), BC Ferries, VIA Rail, the Institute of Transportation Engineers, TransLink, Cycling BC and all of the cycling coalitions in BC, among other groups. People from places around the world communicate with us to find out what we do and how we do it. Those people in turn make changes where they live.

What projects and improvements are we, or have we been, involved in? Advocating and helping plan: A city-wide network of designated bikeways, with more on the way. The E&N Trail. The Parkway Trail. The widening of Bowen Road and the Quarterway Bridge. 'Bike detectors' at all city controlled signalized intersections (a first in British Columbia!). Placement of bike racks outside businesses (an ongoing initiative). Placement of bike racks on all local buses (one of the few cities in Canada to have this claim). Changes to the Motor Vehicle Act to better represent and protect cyclists. Implementation of a Provincial Cycling Policy. Establishment of a Provincial Cycling Coordinator. Development of the ICBC Cycling Advisory Committee and the MoTH Provincial Advisory Cycling Committee. Is that all?

No. That's in addition to the other things we do 'cuz we figure it's important: Organising Bike Month and other events. Providing free tune-ups at community events. Arranging regular 'Chain Gang' recreational group rides (road and trail). Holding regular social meetings with guest speakers and presentations. Arranging for discounts at local bike shops. Providing insurance coverage for members at GNCC events. This newsletter. That and generally getting the word out that cycling's a good thing.

So what does all of this have to do

with Dirt and mountain biking, anyway? Plenty. The more seriously the public and the government takes using bikes as transportation, the more credence is given to using them being used for recreation and entertainment. A key factor in convincing target groups (read: land owners, policy makers, enforcement agencies) that mountain biking access is important is how we can answer some basic questions: "What have you done responsibly, what's in it for us, and why should we trust you?"

If all cyclists are seen as being a fringe group with no organisation, no credentials, and no redeeming value, it's hard to be taken seriously when we ask for something. If, on the other hand, we can show a list as long as our arm of projects that we as cyclists have undertaken and completed, and show their contribution to society, we become a strong force. So, whether you ever set tread on the road or not the GNCC is helping make life easier for you as a cyclist, whatever kind of bike you ride.

For those of us who mountain bike, what could be done to provide with more opportunities, gain us more respect, protect our trails and add to our fun? Here's a partial list: Get land use agreements for our off-road riding (Pacific Rim Riders Club has done an admirable job of this). Start a trials park. Get mountain bike tours going. Help out with trail maintenance or set up more work groups. Start a mountain bike rescue team (contact Luc Begin through the GNCC on this one—this is in the works, and you can be a part). That's just off the top of my head. No doubt you can come up with other worthwhile projects to support or become involved in. Transportation cycling is the core part of what the GNCC does, but you'd be amazed at the contacts you'll make that will help with any of these off-road projects.

Maybe you've never considered getting more actively involved in the GNCC. Maybe you have, but didn't know how. Then again, it could be that you think it'll be too much work, no fun, or it'll take too much time. Hey, some people can make a game of golf into a chore, but if that's not you, we can get you connected. Get involved. Meet people. Have fun. Get things done. Good deal, eh?

And if your part in all of this is riding your bike, thanks. That's what we're aiming for, and it makes it all worthwhile.

Allan Dunlop
dunlopallan@home.com