

SpokeLore

175
MEMBERS
STRONG!

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

Happy New Year!

Ride in Winter? Snow What?

Who says you can't ride in the snow? Not these riders! A blue sky and lots of snow was too irresistible for them and they had to get out and play! For more reasons to ride in winter, see page 6.



Photo: Robert Goerzen

All meetings are held at Bowen Park, Activity Room 1

Our next General Meeting is Jan. 16, 7:00 pm

Join us for a panel of cycle commuters who will be sharing their views on the joys and the challenges of commuter cycling, as well as tips to make the experience safer and, hopefully, more rewarding.

You will be given the opportunity to ask questions, as well as to share your own experiences.

Next Board Meeting is February 20

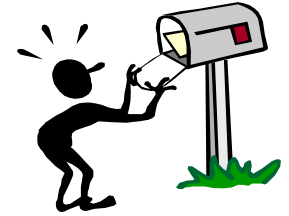
Next General Meeting is March 20

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F R E E W H E E L

OPINIONS & LETTERS



HOW SAFE ARE WE?

Before September 11th I had begun to work on an article by the title "Who Safe Are We?" Well, at least I was writing it in my head! After September 11th I decided to hold off for a while. What level-headed editor would allow me to use this title for anything other than an article on terrorism?

I liked this title because on June

crazy world of cars and the fact that travelling on our roads is dangerous, no matter what the mode, I could face those drivers down again and happily mount my machine.

Since that event I can't tell you how many people have told me that they won't bike on our roads again because of some close call they've had. They value their lives. Of course

Anybody who has visited Holland will understand what I mean. The city costs drop. The medical costs drop. Insurance rates drop. The social benefits increase. People are healthier. Only the powerful car lobby groups (and the newspapers) lose.

I think it is time that we turned up the temperature on City Council. The stencils are great. Same with the

Very few people win when people choose to go by car

16th I had a car suddenly turn and run immediately across my path. I was travelling at about 35-40 clicks on a wet road, with very little traffic around. Her illegal left turn put the full length of her car immediately in front of me just 5 metres or so away. While her rapid acceleration and my fancy go-in-like-an-ice-skate manoeuvre meant that her paint didn't get scratched, I did end up using my left elbow as a landing pad. Asphalt is not very forgiving. And, by the way, I'm sure I'd never be able to repeat that manoeuvre again. It may have saved my life, but I have no idea how I did it!

Needless to say I was not pleased that my elbow had been permanently altered, nor that she was too scared to admit wrong (even say she was sorry to see that I was hurt). And it took quite a while before I could get back on to my (now new ICBC) bike. Once I got angry enough with the

they do. So do I. So why do I still ride?

My answer is simple: the more people that use cars (especially single occupancy vehicles) the more dangerous it is for all of us. Dangerous not only in terms of accidents, but in air pollution, too. Every time someone trades their bike in for a car they add to the collective danger for us all.

And our car mania is expensive. About a third of a modern city is paved for the automobile. This costs us all a lot. So does the health care system that puts us back together afterwards. And the lost time at work is costly for employers. Very few people win when people choose to go by car.

But because we North Americans seem to live by fear we end up making the very things happen that result in that very thing we feared.

Imagine, instead, a city with separate bike paths almost everywhere.

bike detectors at intersections. And the Regional District's buses are now all equipped with bike racks. The multi-use trails are a good start, especially when there are few pedestrians using them. (In reality shared trails are more dangerous to cyclists than are roads.) A promising start. But little more than a start.

By moving the city forward more quickly by implementing cycle paths and dedicated lanes we could actually make the city a more safe and positive place for cyclists as well as **all** residents.

Haven't we put up with enough terror of the four wheeled type long enough? Would GNCC (us) be willing to pressure this city to move forward into the 21st century?

Ian Gartshore is a GNCC member.

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CHAIN GANG NEWS

This is to notify everyone that the Chain Gang rides again have central meeting place. So...if you are planning to attend one of the rides they will always begin from Tim Horton's on Bowen Road. Unless otherwise noted on the ride calendar the rides will begin at 10AM.

If you would like more information, or would like to be put on (or taken off) the Chain Gang's email list, call Bob at 753-5464

Visit our ride calendar at: <http://www.calsnet.net/GNCC>

Robert Goerzen

Sunday, January 20, 2002 10:00am-3:00pm
Lantzville and More

This ride will begin at Tim Horton's Bowen Road location. The ride will include Jingle Pot, Aulds Road, Lantzville, Uplands, E&N Trail to Bowen Park and will end at the starting location. Sounds like a great road ride so bring a friend. For more info contact Pete 245-7840 or Gary 245-4437.

Sunday, January 27, 2002 10:00am-3:00pm
Cedar / Ladysmith Ride

Leaving from Tim Horton's Bowen Road Location this ride will travel to Ladysmith via secondary roads. After lunch we will be returning via another route. For more info contact Marg or Bob 753-5464.

HELP WANTED

The GNCC is looking for a motivated, enthusiastic and organized person to coordinate Bike Week 2002 that takes place in June. This paid position will require someone to organize the Clean Air Commuter Challenge, Bike to School Challenge and other various bike-related events around town. It's fun, challenging and a great way to contribute to our community! Please contact the GNCC at 722-4665 for more information.

is published nine times a year by the **Greater Nanaimo Cycling Coalition**

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

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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

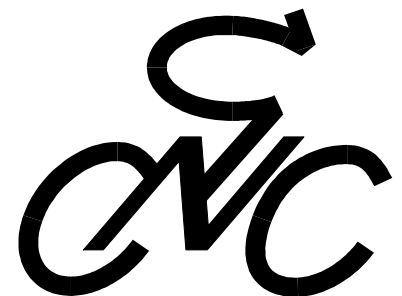
GNCC Board of Directors

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

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

If you would like to contribute to *SpokeLore*, please call Gay Cunningham at 722-4665, or email "guardian@myexcel.ca".

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



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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:

BODY MECHANICS

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

A PAIN IN THE NECK

Neck pain is a common complaint of cyclists. Mechanical neck pain is usually caused by a combination of three factors in cycling: the increased load of body weight through the upper body, the road forces transmitted through the rider's arms, as well as the hyper-extended position of the neck in a horizontal riding position. The rider will generally complain of a dull aching pain in the neck during a long ride.

Exacerbating factors include:

- prolonged riding in the drops of a road handlebar
- too far a reach to the handlebars (long top tube or stem)
- aerobars incorrectly set up
- riding on bumpy or uneven surfaces
- helmet too low on forehead
- use of a helmet visor

Neck problems can be alleviated in several ways:

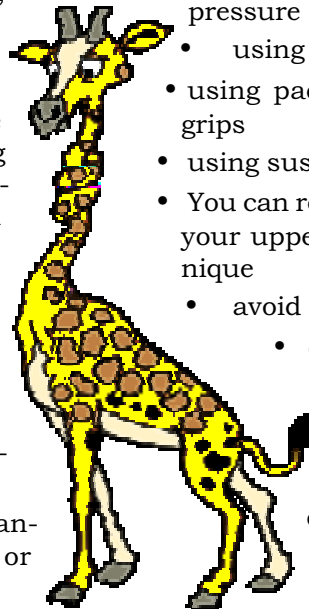
You can reduce neck extension by:

- raising the handlebars
- using handlebars with a smaller drop

- switch to a shorter stem
- use a lighter helmet without a visor

You can reduce road vibration by:

- using wider tires with lower pressure
- using padded gloves
- using padded handlebar tape or grips
- using suspension forks
- You can reduce the weight through your upper body with riding technique
 - avoid locking your elbows



- change hand position frequently
- stretch your neck gently (chin to chest) briefly during, and after each ride

If it is already too late for prevention, you need to rest your neck. The only way to truly rest your neck is to lie down with a cold pack. While you are resting you can review this article and adjust your bike to prevent further injury. Although it may feel good, you should really avoid heat for the first two or three days. After the pain subsides, return to the bike gradually. If the injury persists, or if you notice numbness in your limbs, dizziness, or nausea, consult a medical professional.

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HOW TO FIND TIME FOR CYCLING

By Fred Matheny of www.RoadBikeRider.com

We shouldn't feel excessive admiration for pro racers who log 600-mile weeks. They have plenty of time to ride and recover—that's their job. The real heroes are people like you, who find time to ride while still having a life away from the bike.

Full-time work, family commitments and cycling can be efficiently interwoven into your busy day. All it takes to schedule everything into 24 hours is maximum use of time-budgeting techniques.

Here's where to look for time slots that can accommodate your love for riding:

Commuting

Riding your bike to work or school and back may be the best way to create time cycling time.

When you commute by bike, time normally spent sitting in a car is used productively as part of the training day. An eight-mile ride to work or school takes about 30 minutes each way. Even if you do no other riding, that's still an hour of cycling each weekday. The trip home can be lengthened as much as time, daylight and energy allow.

Another benefit is arriving at your job refreshed and alert. It may be tough to get up earlier for the ride in, but the physical and mental lift of exercise will carry you through that 10 a.m. letdown that your sedentary colleagues experience. Then you ride home, clearing cobwebs and blowing away job-related frustrations. You're refreshed and ready for evening responsibilities or family fun.

Commuting Logistics

- **Use a small backpack** to carry clothes, lunch and papers. A waist strap helps eliminate swaying and bouncing as you ride.

- **Keep a pair of shoes at work** so you don't have their weight and sharp edges in the pack. Take the week's clothes to work on Monday morning and shuttle them home Friday afternoon, or whatever arrangement fits your situation.

- **Clean up in the restroom** with a lightly soaped washcloth. Meanwhile, get coworkers interested in commuting and lobby your boss to install a shower.

- **Dress in your office** if it has a door. If not, use the restroom or a storage room.

- **Play on the way home.** Scout out a longer route and ride for an hour or more as time and commitments allow. Do intervals, time trials, or hit the hills hard to get a great workout while you're homeward bound.

If commuting simply won't work for you, here are two popular options:

Early Bird Special

Consider an early-morning workout. By the middle of March it's usually light enough to get in a ride before work. At dawn there are few cars on the road and the day is brightening every minute.

Getting up in the pre-dawn hour may be the ultimate test of whether you really want to ride. Roll out of bed the minute the alarm rings and don't think about anything. The longer you lie there moaning about how early it is, the harder it is to extricate yourself from the sheets.

Sleep loss is the biggest risk. Make up the deficit with an earlier bedtime because it's vital to get enough rest. Lack of sleep can lead to deep fatigue and poor performance in everything you do.

Evening Rides

If your schedule prohibits riding most of the day, try from 9 to 10 or 10:30 p.m. For most people, the kids are in bed, the chores around the house complete, and you're probably wasting time watching TV.

To make this work, eat a moderate dinner at 6 or 7 p.m., allowing the food to digest by riding time. As an additional benefit this provides motivation not to overeat.

Riding in the dark used to be dangerous because lights were poor. You couldn't see road hazards clearly, and motorists couldn't see you. Modern lighting systems make night riding safer, but it's still smart to use lighted parks or suburban streets if they're available.

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!



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Reminder.

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

PUBLISHER'S MUSINGS

I hope everyone had a happy and safe holiday! I ended up in Edmonton to spend the holidays with family and thoroughly enjoyed myself. Managed to get a couple of days skiing in at Golden on the way home. That reminded me of a cycling trip I heard about when I lived in Banff in the mid-eighties called the Golden Triangle. Apparently hundreds of people would convene on the August long weekend to ride from Castle Junction to Radium to Golden to Lake Louise. At the time, it sounded just crazy to me, especially since it appeared that they did the loop so you had to climb up out of Golden on that BIG hill. Of course, now that I know the Chain Gang members, I realize that, idiotic as it seems to me, some folks love that kind of stuff - especially the hills! And the more headwind the better! Well, more power to them. I preferred the lovely, FLAT, uncrowded, 15 km ride from Banff to Johnston Canyon on the old highway. If you want some info on that loop and lots of others, try www.a1trails.com It also has links to lots of Canadian bicycling groups. (However, I see it hasn't been updated for a while, it has the GNCC on there but with our old web address)

Just a few odds and ends that come to mind:

While surfing the web for interesting sites, I scanned my hometown's cycling advocacy group webpage- that would be in Edmonton - I see that they are celebrating their 20th anniversary! And there is a large section on winter commuting, one article is devoted to how to stud your tires. In another article, the author states that his limit is -15°C, no lower because of the windchill factor that a cyclist generates! Ah, the good old days of prairie cycling.

Following the links to the City of Edmonton's cycling page (yes, the City actually has one, good on them!) I was happy to learn that except for peak hours in peak directions, cy-

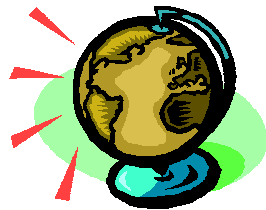
clists were welcome to use the Light Rail Transit system. Now why can't Skytrain do that? However, it seems that there are bike racks on only one major bus route? I'm not sure I'm reading that correctly, but if so, Nanaimo can be very proud that **all** their buses are equipped with racks.

I also found a couple of interesting sites that list *other* interesting sites:

The National Center for Bicycling and Walking is an American group that has some good articles on city planning and design to create cycling and pedestrian-friendly cities plus some good links - www.bikefed.org

A site that has lots of links to organizations that promote alternative forms of transportation (American and Canadian including BEST and GVCC) is carfree.com

It's nice to know that there are lots of like-minded people out there working to create a better world. We are not alone!



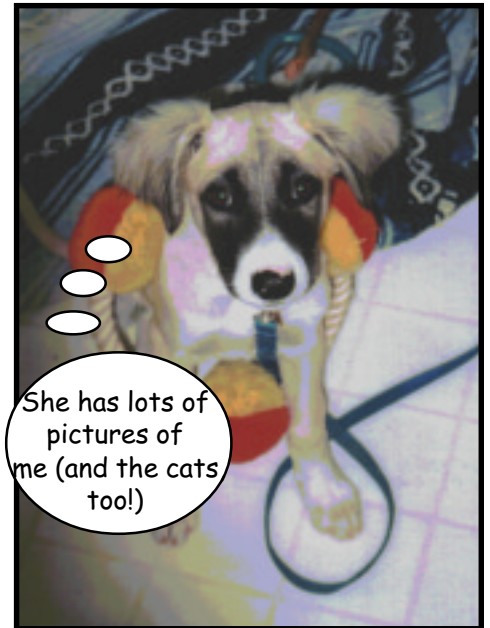
**“Sometimes I think war is
God’s way of teaching
us geography.”**

Paul Rodriguez

NOTICE

MEMBERSHIP FEES FOR 2002 ARE DUE NOW! WE DEPEND ON THE SUPPORT OF OUR MEMBERS TO BE AN EFFECTIVE VOICE FOR CYCLING IN NANAIMO. (and you may be in danger of not receiving this cool newsletter!)

I WARNED YOU!



Look, it's a picture of my dog as a puppy! Isn't she cute? I bet you can't wait to see more of those. If you have better pictures, preferably cycling related, send them to me and I'll see that they get published. Stories, trip reports and all manner of bike stuff is warmly received at Spokelore!

WHY RIDE IN WINTER?

Dave Erickson has thousands of reasons:

76: You can carry your bike to the top of a slippery hill. Try that with your car.

12: No worries about sunburn, heat exhaustion or insect bites.

112: You never have to scrape the windshield on your bike.

361: You can stand your bike up without a stand by just sticking the wheels into the snow.