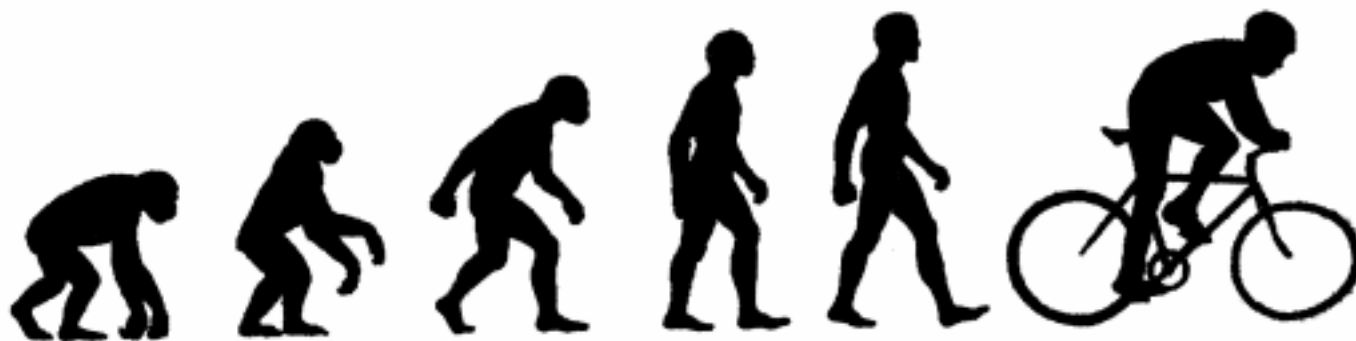


January 2003 v7i3

Spokelore

The Greater Nanaimo Cycling Coalition

A member of The B.C. Cycling Coalition



www.microcosmpublishing.com Portland, OR

Happy New Year!

Evolve to a Higher State and Renew your Membership!

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Meeting Schedule

*All meetings are held at Bowen
Park, Act. Room One at 7:00 pm*

**The next General Meeting is
January 15, 2003**

Publishers Musings - Another year!

Gay Cunningham

I hope you have all had a great festive season....now it's time to cycle off that turkey with all the trimmings! One of the great joys of my job is the generosity of my clients and their penchant for giving away really good chocolate at this time of year. December 31 always brings new hope for the upcoming year - like world peace, environmental awareness on a massive scale, good health, prosperity and the creation of non-fattening chocolate!

I know lots of our members have been on some great rides this year, we hope to have a slideshow of some of the highlights at one of our next meetings. If you're tired of the same old humdrum cycling adventures, may I suggest you log on to www.tourdafrique.com. How does 100 days cycling from Cairo to Capetown in Africa sound? It's only \$7000.00 US and the purpose is to raise money for environmental, ecological and educational charities throughout Africa.

You've missed this one - they leave January 18th - but there's always next year!

Many thanks to Tom Hocking for the following story, a reminder to us all to **always** wear our helmet, and also to have ID and an emergency number with you - just in case! Having that number made sure that the police were able to contact Janice right away. You never know, as Tom discovered in November. Safe Cycling in 2003!

A Cautionary Tale....

Or

by Tom Hocking

“Get your stinkin’ scissors away from my jacket!!”

Monday, November 4th, 2002. It was yet another one of those glorious days we'd been having this autumn. I felt joyful because life was good and I was out riding my bike. In two week's time my wife Janice and I were planning to toss a couple of mountain bikes and our beloved tandem onto our van and head south to Arizona for a month, and participate in a tandem bike event in Tucson. Since Janice had to work today, I thought it would be fun to blow the dust off my road racer “half-bike” and I was also feeling the need to blow some of the cobwebs out of my own ever-ageing bod. This could be accomplished by doing a brisk 50K ride with some long hills added to the mix.

I'd started out from home and rode south above Nanaimo on the Island Parkway to the Cedar interchange. I turned around and continued north, back over the long hill up to the university. The hill climbing was feeling good. I'd been able to stay on top of the gear while remaining seated for most of the way. I crested the summit and pushed the pace for another 16 km until I came to the lights at Superior Road where I decided to head for home. I was

strong, the day had been fine, and I was thinking about how much I loved being out on my bike. As I turned for home, a quick glance upward revealed an ominous trough of low-pressure cloud closing off half of the sky. It looked like the dreaded monsoon was finally

*The impact comes
without any warning.*

going to make its cool, soggy appearance. The afternoon was wearing on and, with the sun gone, I decided to switch on my LED taillight to be more visible to vehicles approaching from behind. I recall thinking that, despite the noise and the fast moving traffic volume, this stretch of highway, with its wide paved shoulder, really was quite a safe roadway upon which to travel. When my odometer read 42 km I knew I was about 20 minutes away from home where a nice hot shower and cup of tea

would be a fitting end to another fantastic, life affirming ride.

The impact comes without any warning. I feel as much as hear the sound of crumpling sheet metal. My instantaneous reaction is one of total surprise. At some deep, primal level, I realise that I have been struck hard from behind and my reptilian brain feels the intense need to retaliate.

Then everything goes black.

Distant voices are now speaking. A voice says, “One, two, three...LIFT!” My eyes open and I am staring at the ceiling of a motor vehicle. I am vaguely conscious of a small group of individuals working over me with clinical precision and professional concern. I am dimly aware now that I'd been struck by a large, fast moving vehicle.

I am feeling no pain, or discomfort of any kind. A technician's face comes near and he speaks, “It looks like your bike is OK, man. Don't worry, we'll take good care of it for you.” I feel strangely comforted and reassured by the idea that my bike has survived intact. My awareness seems to be coming in short film clips.

I am in the ER of Nanaimo Hospital. A nurse is nearby and I ask her for a blanket and a glass of water. She produces a heated blanket and I seek comfort in its life-giving warmth. She tells me that water is prohibited until they determine the extent of my injuries. She inserts an IV of some colourless liquid that I assume must be saline or glucose. Now Janice appears at my bedside. She tells me that the RCMP phoned her from the scene, having found the ID and emergency contacts I always keep stowed in my seatbag. I reassure her automatically that the accident amounted to nothing, really, just a bump, and state that I expect to be back to riding on the weekend. Then I send her off to look after my bike.

A nurse approaches with a frighteningly large pair of shears and informs me that she intends to cut my clothes away from my body. I remember that I am wearing a brand new polypro shirt under my irreplaceable Randonneur's club jacket. This jacket earned its stripes in 1999 during my first 1200Km Paris-Brest-Paris ultra-marathon race and I tell her emphatically that her scissors will not come any closer to my jacket. She seems annoyed and disappears momentarily, only to reappear with an assistant who helps her to undress me the old fashioned, one-arm-at-a-time way.

For the next several hours I am poked, prodded, examined, and X-rayed. Gradually the pain and stiffness begins creeping in.

My mind begins to drift back to the accident, but the circumstances are incomprehensible to me. I have a bit of a headache; there is an ache in my pelvis that makes moving difficult. I know I've got some pretty serious abrasions, but over-riding all of this is a very sore right shoulder. I'm sure that I was on the right side of the white line, that there was a wide, paved shoulder to my right, and that high-speed traffic was moving past on my left. Why, then, was it my right side that was so battered? It didn't make any sense.

The attending physician parts the curtains, introduces himself and states that the X-rays were negative, nothing is broken and, as I have not exhibited any obvious signs of a head injury, no CAT scan is needed and I can be discharged this evening.

Prior to my release, an RCMP officer takes a seat near me and informs me that I was struck from behind by a Dodge pickup truck travelling at highway speed. The driver had fallen

asleep and drifted onto the paved shoulder between me and the concrete barrier bordering the ditch. It was the driver's side mirror that struck my upper back near my right shoulder. The force of the blow was sufficient to tear the mirror off. It was later located some distance away. The police sketch also shows fresh damage to the box of the truck. I had been unconscious for approximately twelve minutes.

The officer hands me my gear one bit at a time. My favourite Giro helmet is broken in four places. The right lens of my goggles is opaque with scratches from sliding across some surface, the pavement or possibly the truck itself. My right glove has been buffed through in several places, while the right thigh of my tights looks as if it took a direct hit from a shotgun. Even my right sock has a hole at the outside ankle. My shoes, however, are fine. I mourn the loss of my faithful helmet, which was my constant companion on all of my countless training rides and endurance racing over the past four years. Farewell, friend. You died saving my life.

The weekend came and went and I was not able to get back on the bike. As I write this, a week has passed since the crash. I feel like I've been hit by a truck. It hurts to walk. My right shoulder is still very painful. I've got real, honest-to-gosh, pro peleton-style road rash on my right knee and elbow. Many friends have been saying how lucky I was to have escaped more serious injury, but to be perfectly honest, I'm not feeling all that lucky. I'm just not there yet. Nor do I dwell on 'What if the truck had been two more feet to the left and had hit me square on?' I am, however, certainly glad that my helmet and glasses did their job. My last serious collision came when I was just 13 and during the past ten years I have ridden over 50,000 km without once kissing tarmac. Yet now I feel angry and frustrated to have suffered painful injuries, and I am impatient to heal.

Perhaps when my shoulder stops hurting and I am once more able to ride I will assume a more philosophical perspective. My trainer says it's going to take time, but I haven't entirely given up on the idea of riding in the Tucson event. After all, I've still got my old Randonneur jacket which is going to look great topped off by a new Giro helmet.

Editor's note: I am happy to report Tom and Janice did ride in Tucson, and did very well.

SpokeLore

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

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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

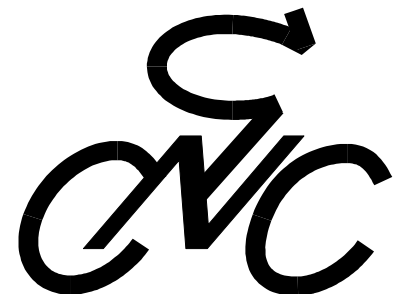
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Keith Brown, Gay Cunningham, David Grey, Odette Moreau, Don Oliver, Signy Parkin, John van Beek

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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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:

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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: _____

Chain Gang Ride Schedule

There was nothing posted as of press time. Visit our ride calendar at: www.calsnet.net/GNCC for the latest ride schedule.

Everybody is Welcome, from beginners to hardcore randonneurs.

Chain Gang News

We are still looking for members to form a Rides Committee to keep the Chain Gang organized and maintain the rides calendar. A chairperson is also required for this committee. Anyone interested in participating in the Rides Committee should contact David Grey at dwgrey@hotmail.com

Tel: 390-2077
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Nanaimo Mountain Bike Club - Ride Schedule - January 2003

Date	Ride	Time	Meet
12 Sunday	Rider's Decide	11:30	Co-op
14 Tuesday	Jamison Road Ride	6:30	Jamison Road
15 Wednesday	Westridges	6:30	Westwood Lake
16 Thursday	Westridges	6:30	Westwood Lake
18 Saturday	Night Race	6:30	McGarrigles
19 Sunday	Rider's Decide	11:30	Co-op
21 Tuesday	AMC Trails	6:30	Greig Road
22 Wednesday	Abyss	6:30	Dog Pound
23 Thursday	Doumont	6:30	Moto X
26 Sunday	Rider's Decide	11:30	Co-op
28 Tuesday	Doumont	6:30	Dawg
29 Wednesday	Doumont	6:30	Moto X
30 Thursday	Abyss	6:30	Dog Pound

* Please phone John Thornhill (390-9223), Mike Taugher (754-2294) or Janice McAllan (729-7021) for any clarifications. You can also get the schedule on the web at: www.nanaimomountainbikeclub.com/rides.htm

Please contact Janet Oxler to receive the ride schedule via e-mail: janet_oxler@hotmail.com Please also contact Janet regarding any phone number or address changes from last year. Thanks.

Check These Sites out...

If you like the cover graphic, it's a sticker and they have some good ones at:
www.microcosmpublishing.com.
Check them out!

Here's a favourite of Tom Hocking's for all you roadies out there - you can subscribe to a free email newsletter as well.

www.roadbikerider.com

Take the Nature Challenge at
www.davidsuzuki.org



A FALLEN COMRADE

Submitted by Tom Hocking

Sadly, and ironically, renowned sports physiologist Edmund R. Burke, Ph.D. died of an apparent heart attack on Thursday, November 7, while participating in a group bicycle ride in the Colorado Springs area. Burke, 53, made great contributions to the sport of cycling through his research and application of exercise physiology. For a more complete story and a picture of the late Burke - who was a columnist for ADVENTURE CYCLIST, - go to: http://www.bicycleretailer.com/bicycleretailer/headlines/article_display.jsp

Bill Oterson www.stupidstudio.com



Sunshine & Whales

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Hi Everyone:

It is that time again - time to start thinking about your summer vacation and TourBC. This year, we are visiting a part of the province not yet visited. We will be travelling up the Sunshine Coast, crossing over to the big island, riding to the west coast of Vancouver Island, and returning to the lower Mainland.

Check out the information posted on the website (it should be up there shortly - <http://www.tour-bc.net>). Here is a brief summary:

Day 1 - North Vancouver to Sechelt - 60 km / 36 miles (includes Horseshoe Bay-Langdale ferry)

Day 2 - Sechelt to Powell River - 95 km / 57 miles (includes Earl's Cover-Saltery Bay ferry)

Day 3 - Powell River to Port Alberni - 115 km / 69 miles (includes Powell River-Comox ferry)

Day 4 - Port Alberni to Ucluelet - 108 km / 65 miles

Day 5 - Ucluelet to Tofino return - 80 km / 48 miles

Day 6 - Ucluelet to Port Alberni - 108 km / 65 miles

Day 7 - Port Alberni to North Vancouver via Nanaimo - 107 km / 64 miles (includes Departure Bay-Horseshoe Bay ferry)

It is a very scenic, and challenging 670+ km/400+ miles. The roads are often narrow and twisting and there will be a fair amount of tourist traffic on the roads as this is a popular loop.

I am offering an "early bird special" to anyone who is on my mailing list, but you must sign up by January 31, 2003. So, don't let this note get buried under the holiday mail. If you are planning on joining us this year - now is the time to make the commitment. If you have any questions - just give me a call or email.

Hope we see you on the tour this year.

Cheers,

DANELLE LAIDLAW
Tour Director

EARLY BIRD REGISTRATION

Name: _____

Address: _____ City: _____

State/Prov: _____ Country: _____ Zip/Postal: _____

e-mail: _____ Tel./Fax: _____

Birth date:(dd/mm/yr) _____ Sex: _____

Registration fee: \$

Before January 31, 2003 - Cdn \$800/\$530 US

(After January 31, 2003 - Cdn \$850/\$560US)

Subtotal: \$ _____

Add G.S.T 7% (refundable*) \$

TourBC 2002 Sugoi Jersey: Cdn \$80/\$55 US \$ Size: _____

TourBC Photo CD: Cdn \$35/\$25 US \$

TOTAL: \$ _____ (cheque or money order payable to TourBC)

VISA # _____ Expiry ____/____

Signature _____ Print name as it appears on the card _____

The GNCC in 2003 - Where do we go from here?

David Grey

The main goal of the GNCC is to promote cycling in all its forms. Based on passed successes, Bike Week should be centrepiece of our promotional activity. However, unless the initiatives during Bike Week are promoted throughout the year, this event tends to have a limited impact. In the year ahead, other goals that support transportation/utilitarian/recreational cycling could include:

- Bike to Campus day or day(s) at MUC. Getting staff and students to host this with minimum of direct involvement by the Board would be helpful. Routes and Technical Committee could supply logistical support in the form of maps of bike routes and other technical support.
- Community outreach events such as the Miners' Days Picnic hosted by the South End Residents' Association. This is an excellent way to encourage transportation cycling among low-income families who cannot afford private cars. Broadening our involvement beyond fixing children's bikes would be a worthwhile goal. Again, RaTC could provide logistical support: for example, by providing information on bike routes, the critical importance of wearing a helmet, basic information on safe urban cycling and so on. Pro-cycling campaigns could also be aimed at other sectors of the community such as those seeking alternatives to the car for environmental reasons (e.g., the Car Share Co-Op/Green Communities) or those considering cycling to improve fitness and health (e.g., medical professionals).
- Continuing to sponsor transportation projects such as "Go Green Choices".

- Projects to encourage cycling in the secondary and elementary schools such as the one being run by Better Environmentally Friendly Transportation (BEST) in GRVD.

While the GNCC is primarily concerned with advocating for improvements to the cycling environment, we should bring more attention to the incidental environmental benefits that are generated through cycling and reducing car use. Transportation cycling is possibly the most cost effective means to improve air quality and to reduce greenhouse gas emissions. Therefore selling the environmental benefits of cycling, particularly as a means of meeting Canada's Kyoto commitments, should be seen as a useful strategy for securing greater funding for cycling.

For these reasons, it is imperative that the GNCC take measures to once again become more actively involved in the British Columbia Cycling Coalition. The BCCC is our provincial voice and without a strong provincial representative we will make little progress in terms of government support for cycling. For example, it wouldn't take hundred of millions of dollars for the federal government to implement a national cycling strategy as Britain has done, but the benefits in terms of the environment, public health and fitness, and the quality of urban communities would be monumental.

Promoting recreational cycling – road and off-road, mountain biking, BMX, etc. – should continue to be an important goal in the coming year. The Chain Gang offers excellent opportunities for cyclists interested in recreational rides – both road and off-road rides. The GNCC should take every opportunity to support the Chain Gang and to encourage its partici-

pants to become involved in other aspects of the GNCC.

Vancouver Island, the Gulf Islands, and the Sunshine Coast are one of the world's premiere cycling destinations. Unfortunately, the full potential of this area for attracting touring cyclists is not being realized. Much could and should be done at the municipal and provincial level to promote this area for cycle touring. Some possible goals for improving the quality of the cycling environment throughout this region could include:

- Designating the Sunshine Coast – Little River – Nanaimo loop as an official bicycle route similar to Highway 1 along the Oregon Coast.
- Improved parking/storage facilities onboard ferries and at terminals and improved bike-friendly transportation on buses, railways, and other forms of public transit.
- Securing the creation of official hiker-biker sites at Provincial Campgrounds along this route.
- The creation of bike trails, perhaps on old rail lines like the Kettle Valley.

These are some of the goals that I think the new Board should consider for the coming year. These proposals are aimed at stimulating discussion, rather than setting out a list of priorities for the coming year. It will be the new Board's responsibility to develop an Action Plan for the coming year and we hope to get lots of input from our members.

Presented by David Grey at the October AGM.

Trans Canada Trail's Haslam Creek bridge opens

By T.W. Parkin

Cycling history was made on November 22nd when two former ChainGang members were the first cyclists to ride the newly-opened bridge across Haslam Creek, south of Nanaimo. Pete Calijouw and Tom Parkin were part of a party inspecting progress done on the project, which

with sprucing up the trails is still required, should any GNCC members want to participate. Haslam bridge is now open to cyclists and walkers. With 5 ft-sides, it can be crossed while mounted. Access from the south (the best approach), is from the gated gravel pit at the end of Timberlands Road. The

trail from this point to Ladysmith is in final stages of negotiation with Weyerhaeuser. On Timber West lands between Haslam Creek and Nanaimo River, the route is still under construction.

of the E&N. To avoid the unbuilt portion of the trail, mountain bikers can ride bush roads past Crystal and McKay Lakes, a route which connects to the end of asphalt on Spruston. The Nanaimo River has yet to be spanned. The RDN's Michel estimates she will have maps of the entire TCT from Ladysmith to Nanaimo available early in the new year. To volunteer labour, or to obtain a map, call Joan at (250) 752-7199 or the RDN Recreation and Parks office in Parksville at 1-888-828-2069.

Thanks to Jeff Ainge at the RDN for submitting the photos of the bridge (left) and the view of the gorge (below), and many thanks to Tom Parkin for the story.



removed another of the "missing links" in this island's Trans Canada Trail (TCT), a recreation route linking the Hub City with the capital.

Local riders have already made much use of completed portions of the trail because of the need to bridge both Nanaimo River and Haslam Creek. Now, a 47.5-metre suspension span makes the leap across Haslam's deep gorge both easy and spectacular. "This project received \$50,000 from the Province of BC," said Joan Michel, trails coordinator for the Regional District of Nanaimo, "the last, of this province's TCT budget. Additional funds were contributed by the Trans Canada Trail Foundation (\$15,000) and the RDN (in excess of \$60,000)." Many dedicated volunteers also put in labour, both on the bridge and on adjoining trails. Help

That intrepid duo, Pete and Tom, nevertheless forged on, trusting their knowledge of local terrain and using internal compasses. They report that the first section to Timberlands Lake is rideable along logging roads. Soon past the lake, the trail enters the bush, where it is well-marked but cleared only of deadfall. It is quite walkable along a ridge reminiscent of the Abyss, but required an hour of pushing by bike. It emerges on Spruston Road east of McKay Lake, from where a circular route can be completed by crossing to the Timberlands area again via the foot bridge just upstream

