

Summer 2003 v7i7

Spokelore

The Greater Nanaimo Cycling Coalition

A member of The B.C. Cycling Coalition



*The Cycling Fairy comes to
Nanaimo...*

Proud GNCC paraders were blessed by the appearance of the Cycling Fairy (who brought her mom, Fira) at the Empire Days Parade on the May Long Weekend.

Photo: Shelley Milstein

Publisher's Musings

Gay Cunningham

Another Bike Week is behind us.

Thank you to Shelley Milstein for once again doing a tremendous job organizing Bike Week! She did a great job promoting the GNCC and the cause of bicycling in the Hub City. **Many thanks to all the volunteers and sponsors of 2003 Bike Week, we couldn't have done it without you.** From the parade to the Fabulous Film Festival (once again beautifully organized by Lyse Godbout) it was a week to really celebrate cycling and have a lot of fun on 2 wheels!

The parade was great fun. We managed to give out over 300 flyers promoting Bike Week and the GNCC to the crowd.

The office is slowly coming together - we just need people to staff it a few hours a week. If you can manage to spare an hour here or there in the fall, please call Gay at 722-7320 or leave a message on our GNCC Hotline at 754-4620.



Gay Cunningham and Yelapa are ready to hit the parade route. Yelapa got to ride in style in Greg Stevenson's old kiddie trailer.

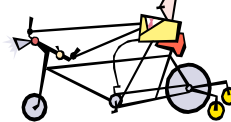
There are a number of other ways you can help the GNCC - first of all, we need someone to manage the advertising for Spokelore. Ads let our members know about goods and services of interest to our them and help fund Spokelore, one of our more major expenses here.

Speaking of Spokelore, I regretably must give up the reins of publisher (yes, nomore pictures of my dog. Please contain your disappointment) Actually, we have been getting some great submissions and ideas from our members who have really helped me out with story ideas. Aha, you say, it's a very charming newsletter, but it needs more punch, more verve, more *je ne sais quoi*... that's where you, dear reader, come in. All you need is a basic computer and internet access and you too, can put pictures of your dog, cat or children in this space (preferably on bikes) for all to enjoy. Imagine the thrill when people come up to you and say, "What a fantastic issue of Spokelore you put out! Hard hitting cyclist related articles and man, is that kid/dog/cat/guppy of yours ever cute!" So call me *right now!* *Spokelore needs you!*

Have a great summer of riding everyone! Sounds like there are a lot of great trips planned. Check out the website to join the Chain Gang on their two-wheeled adventures!

For Wheely Good Food
wheel into the Windward
Neighbourhood Pub

14-1588
Boundary
Crescent



Meeting Schedule

The next Board Meeting is
August 20, 2003, 7:00 pm

**Note: this meeting will be held at
the new GNCC office**

212-285 Prideaux

*Everyone is welcome to attend. Make
your voice heard!*



- ♥ Open year Round
- ♥ Communal Kitchen
- ♥ Laundry Facilities
- ♥ T.V. Room
- ♥ Camping

65 Nicol St, Nanaimo BC
Ph: (250) 753-1188
Fax: (250) 753-1185
Email: nanaimohostel@telus.net
Website: www.nanaimohostel.com

**The GNCC has
a new
office & phone
number!**

**You can find us at #212 in
the Community Services
Building at 285 Prideaux
Our new phone number is
754-4620**

And the winner is....

Commuter Challenge Winners

Over 100 employees:

1st place

Ministry of Water Land and Air Protection, 36% participation

2nd place

Department of Fisheries and Oceans, 32% participation

26-100 employees

1st place

Weyerhaeuser, 33% participation

2nd place

School District 68, 15% participation

Under 25 employees

1st place

Lanarc Consultants Ltd, 87% participation

2nd place

Georgia Straight Alliance, 83% participation

Nanaimo came 2th in BC out of 7 communities, just after the Central Okanagan. Nanaimo travelled 38126 km's using alternative transport and saved 7672.55 kg of greenhouse gases from going into the atmosphere.

Thank You, eVeRyOne!

For helping make Bike Week a success!

City of Nanaimo
BC Hydro
Coastal Community Credit Union
Go Green
B.E.S.T
Nanaimo Foodshare
The Realm
Mountain Equipment Coop
Purdy's Chocolate
Quizno's Subs
Northridge Fitness
Jinglepot Pub
Landlubber Pub
The Foundry Pub
The Harewood Arms Pub
Small Potatoes Urban Delivery
Mid-Island Co-op
Tim Hortons Bowen Road

Thrifty Foods
Blackball Records
Regional District of Nanaimo
Nanaimo Women's Resources Society
Rip City Cycles
CHLY Radio
The New VI Television
The Nanaimo News Bulletin
The ICBC Way to Go! Program



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) 754-4620 or 722-7320
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

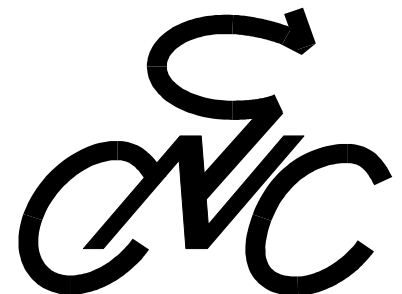
GNCC Board of Directors

Keith Brown, Gay Cunningham, David Grey, Don Oliver, Signy Parkin, Graham Shuttleworth, 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 722-7320, or email "guardian@myexcel.ca".

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:

Bob's Ride Reports

or, so many rides, so little time!

Reports and Pictures by Bob Goerzen

27 April 2003

Nanaimo – Ladysmith

With the weather forecast hinting that it might be a great day for a Spring ride, it was decided that we would begin the ride from the Tim Horton's on Bowen Road. Keith, nursing an injury, would drive down to meet Marg at the Southgate Mall and I would ride to the start point to pickup others interested in coming along.

I arrived at Tim Horton's to find James patiently waiting. As we have about 15 minutes till the official start time we are in no rush as we sit and enjoy our morning coffee. We notice another cyclist arriving and before long she finds her way to our table. We introduce ourselves and tell Mary about the type of events offered by the GNCC Chain Gang. Mary and husband Mike have done a fair amount of riding around Nanaimo so she decides to come along on our ride to Ladysmith. We gather up our belongings and take a leisurely tour through town to meet Keith and Marg at the Southgate Mall.

We decide that we will take Cedar Road on our way south to avoid the noise associated with the Island Highway. As usual, the rural countryside abounds with evidence of Spring. Ball games, many cyclists, flowers and the smell of fresh cut grass are the something that must be experienced while riding on a bike. You can hear the ball games as you roll by, exchange greetings with other cyclists and enjoy the wonderful Spring odors all along the way. Can you tell I really don't miss the Sunday drives we use to take with the car?

A short stretch of highway before we find ourselves in Ladysmith. If you

haven't taken a stroll through Ladysmith, you are missing something. This small community has done a wonderful job of improving their downtown and I believe that it rivals Chemainus, just missing the murals. Anyway, I thought that the Beanery would be a great place to visit. I frequently ride to Ladysmith for coffee during the week and this is one of my favourite places. Unfortunately it is not open on Sunday, so we head for the Sunflower Café. The Sunflower Café is another of our favourites and we are again treated to a wonderful lunch. The weather is fine and we enjoy the outside eating area.

Our ride back to Nanaimo will be the highway and although it is noisy, it is not a bad ride. We do take Schoolhouse Road to lessen the noise, but decide against Fielding Road and continue on the Parkway until we are able to transition to 10th Street. Here we leave James who will continue to ride home and Mary who has left her car at Tim Horton's. A great spring ride, warm enough for shorts and short gloves.

Bicycles are almost as good as guitars for meeting girls."

Bob Weir, Grateful Dead guitarist

For Wheely Good Food
wheel into the Windward
Neighbourhood Pub

14-1588
Boundary
Crescent



Bob's Ride Reports - continued

11 May 2003

Nanaimo-Parksville-Coombs-Hilliers

Wow, imagine leaving home for a ride without putting on a jacket or long fingered gloves. Such were the circumstances on this Sunday ride as we set out for a day of cycling in the Parksville and Coombs area.

Even our arrival at Tim Horton's was unusual as there was a group of riders waiting. Six cyclists (Taryn, Susan, Mike, Phil, Marg and Bob) would start the ride and Keith would be joining us at the Woodgrove Chapters.

The real ride begins once you transition from city roads to the highway. Although noisy, the Island highway does have wide shoulders. Basking in the sunshine the group rode in single file toward our first stop at Nanose Bay. Our stay there would



Keith finds the source of the problem

be brief as there were no additional participants waiting to join the ride.

The ride to Parksville went by very quickly. We moved onto the old highway just south of Parksville and headed for our next pickup point which was Parksville Chevron. Again there were no additional riders so we set out for Coombs where we planned to enjoy a picnic lunch.

As usual Coombs was a beehive of activity and we joined the maddening crowd. There is a lovely picnic area behind the Coombs Market with picnic tables and a lush green carpet of grass to stretch out on. Even though most of us had brought

picnic lunch there was still the required trip to the Market for that something special.

Somehow it never seems there is enough time to just lounge around. As we had planned a side trip along Coombs and Hilliers Roads, we were soon back on the bikes. At the junction of Coombs and Hilliers roads, Keith found the only piece of glass on the road. As it was Mothers Day and Taryn had to be home by 3:00 PM, part of the group rode on while Marg and I stayed to keep Keith company while he repaired the tire.

This completed we also headed home only to discover that our original route map was not accurate and we would have to retrace part of the route. Eventually we did find the right road, but the extra miles would require us to stop in Parksville for an additional coffee break.

As the hours were slipping by we decided to take the highway home rather than our planned route via Northwest Bay. Even with this change in plans we did not arrive home until just before

6:00 PM. A great spring ride with a total distance of 121km.

25 May 2003

Nanaimo – Chemainus

This Sunday ride was the first to begin from the GNCC facilities at the corner of Prideaux and Fitzwilliam. Keith arrived a few seconds before we did and soon had the door open. Within minutes Michael arrived making us a group of four.

At 10:00 we headed for the Southgate Mall where we would meet John van Beek. We used



Lunch in Chemainus - better late than never!

Milton and Haliburton Streets and arrived at the mall in approximately 15 minutes. John arrived soon after and as luck would have it, Gary Mackie came cruising by looking for a ride. He decided to join us on our ride to Chemainus. Now we were six, so we marked our departure time on the sidewalk with chalk and headed south.

We left the busy highway for a much quieter route through Cedar. However, we eventually had to spend some time on the highway and we must have timed it right because the traffic was not too heavy. We arrived at Coronation Mall a little late with most of the riders anxious for a cup of coffee. There were no riders joining at Coronation Mall, so after a coffee we continued south for Chemainus.

Unfortunately we arrived nearly an hour behind our proposed arrival time. The only advantage to this is that we were very hungry and it made our lunch that much more enjoyable. I also resulted in the restaurant being less crowded than usual and we were able to enjoy a quiet lunch.

On the ride home I noticed Marg had a wobbling rear wheel. We let the other riders know that we would be dropping off for some quick repairs and would probably catch up. It turned out to be a couple of broken spokes and I was unable to get it straight enough to ride without unhooking the rear brake. Because of this Marg suggested that I ride home and bring back the car as she would not feel comfortable riding that way. So off I went to get the car and bike rack. John and Michael had a good head start and I did not see them again until I was on my way back to Ladysmith with the car. I spotted them at Tim Horton's, but did not have time to stop.

Chain Gang Ride Schedule

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

Recreational (mostly road, some easy trails) rides in the Greater Nanaimo area are always happening! NOTE: after 3 (free) rides GNCC Membership is required (currently \$15 p.a.)

Everybody is Welcome, from beginners to hardcore randonneurs.

5:45 -20:30 Rider's choice rides every Thursday eve. from Community Services Building.

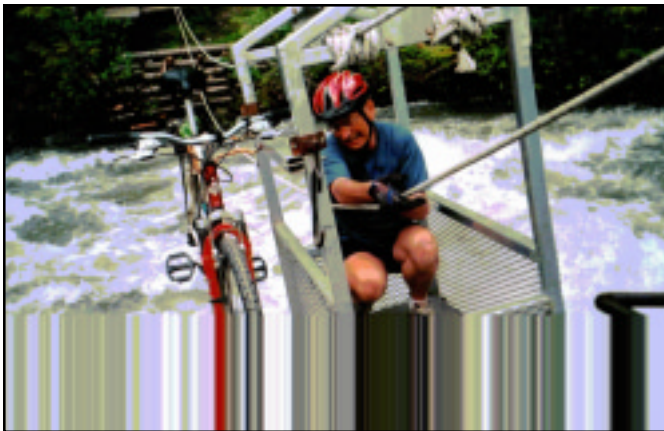
General ride schedule: Sundays 0945 for 1000 start and Thursdays 1745 for 1800 start at the Community Services Building at Fitzwilliam and Prideaux.

July 20 - Eightieth Birthday Ride

Meet 8:45 a.m. at Cactus Club parking lot near Longwood Station for 80 km ride to celebrate John Van Beek's 80th birthday!! Party to follow at Longwood Brew Pub (downstairs) at about 3:00 pm upon ride return.

Saturday, August 9, 2003

Parksville's Ride for your life! 15, 35, 70, 90 and 120 km distances to choose from. Still \$5—the best charity ride bargain around. For details go to... <http://www.island.net/~bikelife/>



Consider this cross training!

Jim Kirby looks like he's enjoying the cable car ride over Carpenter Creek on the Galena Trail in Kootenays between New Denver and Sandon.

Photo: Debby Keith

For Sale

53cm road bike. Full 1998 Campagnolo Veloce TRIPLE (52-42-30) gruppo, c/w pedals.

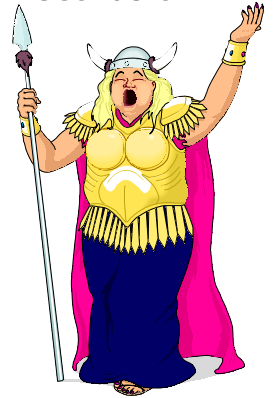
Mavic Open Pro rims. Bridgestone BR-1 frame (lugged DB cro-mo) professionally painted with new bright yellow powdercoat. New carbon fibre fork. 12-26 and 13-23 cogsets.

"Looks sharp, runs great".

\$1,000 firm.

Call Tom at 758-8158

Something to sing about!
Blackball Records on Fitzwilliam is giving everyone who rides to the store from now until Labour Day 10% off.



More Thanks

Just a note to say special thanks to our "Tune up Specialists" -

Bill and the guys at the Realm for "Tune-ups in the Park" for Bike Week. They serviced over 30 bikes in a 3 hour period. Fantastic.

The guys at Rip City Cycles who helped out at Earth Fair with Bike Tune-ups

Pierre Madore who helped out David with the tune-ups at Princess Royal School for the Miner's Day Picnic.

Way to go folks, a well - tuned bike can only encourage the owner to get out and ride more often.

Have you renewed your membership? We depend on membership numbers to continue our advocacy work.

Don't Delay, Renew Today!

BCCC Report - Rumble Strips

This is an issue that the BCCC is currently working on with the Ministry of Transportation. You can see a picture of them on the BCCC website. (I couldn't figure out how to download the pics - see, that's why someone else should be publisher!) You can also try to download the guidelines off of the BCCC website (bccc.bc.ca) - I didn't have any luck.

SHOULDER RUMBLE STRIPS INFORMATION PAGE

What Are Shoulder Rumble Strips? (a.k.a. 'SRS' or 'rumble strips')

From the U.S. Department of Transportation

—Federal Highway Administration:

A shoulder rumble strip is a longitudinal design feature installed on a paved roadway shoulder near the travel lane. It is made of a series of indented or raised elements intended to alert inattentive drivers through vibration and sound that their vehicles have left the travel lane. On divided highways, they are typically installed on the median side of the roadway as well as on the outside (right) shoulder.

Negotiations with the BC Ministry of Transportation (MoT)

Although the BCCC is opposed to rumble strips due to their adverse effect on cycling, we work together with MoT to lessen the impact for bicyclists. The persistence of the BCCC resulted in immediate changes being made to the draft and final Rumble Strip Guidelines and an ongoing consultation process on this subject. Due to the BCCC's influence, MoT is now seriously looking into alternatives to the rumble strips, such as tactile rainlines.

We are continuing our strong efforts to ensure that rumble strips on provincial highways are only installed according to the guidelines established in consultation with the BCCC. In several areas of BC, these installations have been done incorrectly, and the BCCC has been successful in seeing these corrected. Despite working closely with the Ministry, improper installations are still made. Firm steps are being taken to ensure this does not continue.

If you are aware of improper or dangerous rumble strip placements, please contact us.

Log Train Trail Update

Unfortunately, the Ministry of Transport has decided to allow Timber West to use a 4km portion of the trail for its logging trucks. One of the conditions is that they are to make trail improvements but that seems at the moment to be small consolation. Time will tell. So look for big trucks bearing ex-trees next time you're on the trail.



Happenings

Bike for Life

Sunday, August 9, 2003

Meet at Parksville Community Park at 8:30 am then ride your choice of distances from 15k to 120 k. This is a fundraiser for the District 69 Stroke Recovery Club and the Heart and Stroke Foundation of BC. Only \$5.00! www.island.net/~bikelife/

Bicycle Trek for Life and Breath

September 6 & 7, 2003

The BC Lung Association is holding its 19th annual Bicycle Trek. A 2 day, 200 km ride to raise money for lung health programs. Online registration at www.bc.lung.ca/trek This fun event will help the one in five British Columbians with respiratory problems such as asthma, Chronic Obstructive Pulmonary Disease (COPD), and lung cancer. For more info contact Diane Wild by calling 1-800-665-5864.

MS Family Bike Tour and Fun Day in Bowen Park

Sunday, September 7, 2003

Join the MS Society in a fundraiser bike tour and Musicfest. There will be different lengths of rides available. Also this year - 2 day 120 km bike tour including a visit to a winery, shopping, swimming and camping. As well, a one day 25 km tour to the winery.

For more information call 754-6321

Yellowpoint Pant & Paddle

Sunday, September 28, 2003

Annual multisport relay to raise funds for the Georgia Strait Alliance. Get that team of 7 and go for it!

www.pantandpaddle.net for more info and to register

Technical Stuff for the Non-technical

Tom Hocking found this site for me, and it has a wealth of information on all things bicycling, from the technical to a section on advocacy and all points in between. To see a cool little moving picture of a quick release in action, you'll have to go to the website.

<http://www.bicyclinglife.com/>

How to use a Quick Release

Bicycle wheels on better bikes come with a device called a quick release which holds the wheel on.

Quick releases are simple to operate, and you wouldn't think a web page dealing with them was warranted. Wrong! Bike shop owners will tell you it is one the most commonly miss-adjusted part on a bicycles owned by people new to cycling.

That wouldn't be so bad, if it wasn't so dangerous to misuse quick releases. If not properly used, the front wheel can fall off.

So lets take a quick look at a quick release and explain how it works. Its really simple, and remarkably secure when used correctly.

By their very nature, it is almost impossible for a quick release to work itself open. Personally, I always disbelieve anyone who says "it just popped open". They way they are designed, it takes more force for the quick release to open than it does for it to remain securely shut. The only way they "just pop open" is if they are never properly closed.

The quick release operates like the wheel-chocks you will see careful truck drivers place around behind the wheels of a truck parked on a hill. The chock might be only 4 inches high, and the truck might weigh 10,000 pounds, but that little 4 inch bump becomes an insurmountable object precisely **because** the truck is heavy. It takes a great deal of energy to lift 10,000 pounds 4 inches.

The quick release has a little chock (called a cam) built into it. It has to climb over the top of its chock every time you open or close it. The cam is built into the silver end-cap where the lever attaches.

Wrong Way

The common mistake that many people make when first encountering quick releases is to unscrew the quick release. They use the lever like the handle of a wrench, and rotate in around and around till the quick release is tight or loose depending on whether they want it on or off. Wrong!

Right Way

First, note that the quick release handle is slightly curved. Almost all of them are built this way. Further, one side of the handle often has the word "open" and the other often says "closed". When the curve is pointing away from the bike (and the word open is visible) the quick release is loose, and your bike is unsafe.

To close the quick release swing the lever so that the curved handle points to the bike or the wheel, and the word "closed" is visible. **You swing the lever like a door, you don't twist it or rotate it.**

The lever swings about 180 degrees.

When swinging the lever from full open, to full closed, you should JUST start to feel some resistance when the lever is pointing straight out (sideways or perpendicular) from the wheel. This resistance should start getting harder at about the 2/3s way closed, and really hard up to the 3/4 point (still 1/4) open. Then it may get easier the rest of the way. Your lever has climbed "over the top" of its cam and is sort of rolling down the back side of its little wheel chock. Note, that some brands just get progressively tighter, and there is no perceptible feel of "going over the top".

How Tight is Tight Enough?

When the lever leaves a mark in your hand after closing it, its probably tight enough.

Preliminary Tuning

What if you don't feel any resistance, or you feel resistance even when its wide open? In either case your quick release needs to be adjusted.

Resistance when wide open

If your lever binds up or becomes hard to swing and it is still in the wide open position (the word Open is showing) then you have to unscrew (lefty-loosie, righty-tighty) the lever a bit. Now you may use the lever as if it were the handle of a

wrench, (without fear of being laughed at) and unscrew it a half turn at a time, then try swinging the lever, then unscrew a bit more, till you get it so the resistance just starts to set in with the lever sticking straight out from the bike.

Resistance never felt, easy to swing from open to closed

In this case, you have to tighten the lever. First open it all the way. Then start rotating the lever like it was a wrench, and swinging the lever every half turn or so, until you just barely feel resistance when it is sticking straight out. If it is really loose, you may have to reach around to the other side of the bike wheel and hold onto the other end of the axle to keep the quick-release end-cap (or nut) from spinning. (Sometimes its easier to just spin the nut with your fingers while holding the lever straight out. When the nut gets hard to turn, you are near the proper adjustment.)

Final Positioning

After you get the resistance dialed in so it just starts getting tight with the lever at the 90 degree mark (sticking straight out from the wheel), grab the nut (other side of the wheel) with one hand, and the quick release with the other, (flip the lever to the full open position) and rotate the two together so that when you close the lever it will be pointing rearward, or parallel to the fork. On a bike used only on the road, as long as it is tight it can be pointing any which way. It really does not matter. On a bike you will ride off-road through brushy trails, point them rear-ward so a branch does not catch it and flip it open, as might happen if it were pointing forward.

Some folks like to align the quick release lever so that (when closed) it will be parallel to a solid piece of the bike, like the fork or chain-stay. This allows them to grab the release lever and the fork and really squeeze the two together. It also makes it harder to get your wheel off when you want to, because you can't get your hand behind the lever to pull it out. If you have small hands this technique may help, but if you have a weight-lifters grip, this is unnecessary, you putting more stress on the system than is necessary, unscrew a quarter turn and try again.

If you have previously used that quick-release lever as a wrench, you now know why that was the wrong way to do it.