

# The Cyclist's Vehicle

## EBC Turns Twenty Five!

*Silver Anniversary Party at This Year's Annual General Meeting!*

In 1980, a group of like minded bicycle commuting enthusiasts decided it was time to band together and create the Edmonton Bicycle Commuters' Society. On August 1 of that year it was official and EBC was born!

**Come and celebrate** 25 years of velo-love. In conjunction with this year's annual general meeting, there's going to be a party!

On Sunday October 23 we will be kicking things off at noon with cake and speeches. There will be lots of catered goodies, displays, and door prizes! Members and non-members alike are invited to come out to socialize and reminisce!

Help out the organizers by sending an RSVP to Karly at 454-7958 no later than October 20.

### 25th ANNIVERSARY PARTY

Date: Sunday, October 23, 2005

Time: 12 Noon

Location: Windsor Park Community Hall at 11840 - 87 Ave

**RSVP: call Karly at 454-7958 before October 20**



AGM and board election to follow party at 3 PM.

**Everyone Welcome!**



### A BRIEF EBC HISTORY

by Karly Coleman

The original idea was to provide a do-it-yourself bike shop and bike recycling service to commuter cyclists in Edmonton (which we still do). Over the following years EBC went through several phases, marked by chaos, rusty clunkers, insolvency and solvency, some new shiny parts, constant moves, enthusiasm, thousands of used bikes coming and going, amazing volunteers, happy staff, beautiful sane customers, everybody learning, bent tools, crazy people pretending to be sane then insisting bikes be available to them to cycle to Ontario in October, building mezzanines and taking mezzanines down, pizza, bikes and wheels swinging from the rafters and piling thick on the floor, bitter staff, relentless staff, bike movies, lunar cycling, overflowing storage rooms, great conversations over broken bikes, art bikes, staying warm by the light of the wood burning stove, donations from other bike shops, bikes stolen at night etc. We are proud to promote commuter cycling and sustainable energy technology, and in doing it through the medium of a flexible, durable organizational structure that straddles the civil and private sectors.

... continued on page 2

### In This Issue

Celebrate EBC history (pg 1).

Stand up and be counted in the city's bicycle user survey (pg 3)!

Hills starting to get you down? Maybe ebiking is for you (pg 4).

Let's do a little lobbying to get some more racks on buses (pg 7).

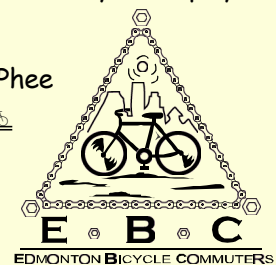
And of course our regular features: Dr. Cog (pg 8), EBCer Profile (pg 6), Route Finder (pg 5), and Three for Free (pg 9).

And lots more, check it out!

Reminder to renew your membership, check your mailing label for your expiry date!

Kent McPhee

Editor 



## A BRIEF EBC HISTORY ... continued from pg 1

Generally, non-profit groups are run by the seat of their pants and the kindness of strangers. There was a time when being the president included paying the rent... Those days are gone and we have prevailed to become the group we are today, a slightly obscure, hardworking fringe element teaching and assisting people with their choice to commute by bicycle.

In practice we support ourselves by providing innovative goods and services to the community in which we live. In this way, we have been able to rejuvenate a previous festival called the Lunar Cycle, set the initial framework for the Rails to Trails project, and provide bike racks on buses.

The festival, Lunar Cycle, was initiated by the EBC several years ago and ran for 6 years. It was a celebration of all things bikey and included events like bike to work breakfasts, participation in the Silly Summer Parade with our lovely cow on a bike mascot, advocacy outreach, a critical mass ride and many other events. With the passage of time, the festival settled into gentle obscurity and then rebirth as Bike Month and Bikeology.

The Rails to Trails initiative was developed by a core group of EBC members in the 1990's. They advocated for, essentially, what has been built by the City today. Although our participation is obscured in the past, we know that the kernel of the idea began with us and was championed by others.

The Bikes on Buses initiative was started in 1996 with Tooker Gomberg, one of our more active members, and continued when the ETS called up and asked if

we would fund more racks for other routes. The current Bikes on Buses project focuses on promoting bike racks on ETS through 'social marketing' methods. Currently, ETS now features 3 bike rack equipped routes. These routes provide cyclists the opportunity to go further with their bikes on their commute, bring their bike to be fixed, or for whatever reason.

Another adventurous member went to court when she was ticketed for taking her bike onto the LRT. The City allowed this practice, but that was not a well known fact. Jose fought the ticket to increase awareness of our right to bring bikes on the LRT.

Our moves are also renowned. We started out on Jasper Avenue, moved to 105 Street and 85 Avenue, then to someone's car. The next actual building was the Quonset hut between the Calgary Trails at University Avenue. That fall saw us move to the Tile Factory in the same yard. Our landlord was the Alberta Government and they sold the property to NAIT the next winter. That winter was particularly cold as there was no heat in the Tile Factory. Walter Gobel donated a wood burning stove and we stayed warm by burning extraneous bits of paper. We also had difficulty with Vandals and Goths, so the move to our new location was much celebrated.

During 2000, we moved EBC into our much needed larger, more visible space. We have improved and expanded the services we offer to the community and improved our revenues by carrying more inventory and being in a more public space. 



**June 2005 - Commuters stock up on coffee, Power Bars, donuts and free mechy advice at an EBC-sponsored Bike Month Breakfast**

### Bestest Place to Get Your Bike in Shape

Vue Weekly has run an annual "Bestest of Edmonton" feature for the last three years. This year, EBC got a great mention for our world famous BikeWorks shop! Darren Zenko writes:

*... a \$70 fix-it job at the hands of strangers at a commercial bike shop turns into a \$5 job you've just learned how to do yourself at Edmonton Bicycle Commuters (10047-80 Ave). Unless you're some sort of super-hardcore racer who needs special titanium parts from Korea, going to a commercial shop rather than EBC is like lighting your money on fire.*

## CITY'S BICYCLE USER SURVEY

by Clair Stock

Ever wondered how many people ride their bicycles in Edmonton? According to 2001 Statistics Canada figures, 1.2% of all trips in Edmonton are by bike, which is consistent with data from a mid-nineties travel study by the City of Edmonton. That study also determined that of the three and a bit trips that the average Edmontonian completes daily (a trip being a journey from point A to point B), just over half are driving a car, another quarter are as a passenger, 12% are walking, 10% on transit and school buses, and finally 1% by bicycle and other. This kind of travel information is used by the City to forecast and plan for transportation facilities.

It's time to update that data, so towards the end of the year a similar travel study will be conducted in random households throughout Edmonton. Because many cyclists only ride during fair weather, the study includes a separate cycling survey to gather additional info about bicycle usage.

This bicycle survey will start spinning through town late September and will collect data such as a bicycle travel diary (where did you cycle today), route preference (on-road / sidewalk / trail riding)


Get involved and give your input!  
Stand up and be counted!

and cyclist demographics and habits. You'll also be able to submit your cycling wish list - that's for infrastructure and services, not a new dream bike! For the skaters and walkers out there, similar questions will be asked about those modes too.

The survey will be distributed at bike stores and hangouts like BikeWorks. Cyclists will be targeted by attaching surveys to parked bikes and by handing out surveys at publicized check stops. A web-based format will also be available.

Want your comments to be heard loud and clear? **Why not VOLUNTEER to tag bikes or help out at a check stop?** There will be doughnuts! As well as being a great help to the survey program, you'll also be able to voice your suggestions.

The info collected will be used for the City's upcoming Sidewalk Strategy plus the review of the Bicycle Transportation Plan (1992). The important end result of both of these documents will be prioritizing routes for cyclists and other active modes, as well as an array of corresponding policies and practices.

So get involved! I can be contacted at (780) 496-2407 or [claire.stock\[at\]edmonton.ca](mailto:claire.stock[at]edmonton.ca) for participation info. 

## EBC ANNUAL GENERAL MEETING

*Help build a strong Edmonton cycling community!*

The Edmonton Bicycle Commuters' Society is holding its Annual General Meeting in October. If you are a member, please come out and see first hand how the society is governed. If you're not a member, come and check out what EBC has to offer.


### **EBC Annual General Meeting**

Date: Sunday, October 23, 2005

Time: 3 PM (after 25th Anniversary party which starts at noon)

Location: Windsor Park Community Hall at 11840 - 87 Ave

**RSVP (if you are also attending the party): call Karly at 454-7958 before October 20**

Do you have a strong personal commitment to utilitarian cycling? Would you like to influence cycling policy in Edmonton? Do you like working with other enthusiastic people on meaningful bicycle-related projects? If you want to be part of Edmonton's strongest cycling voice, the Edmonton Bicycle Commuters' Society is looking for individuals like you who are interested in joining our Board of Directors. Directors for the 2005/2006 fiscal year will be elected at the AGM. Interested individuals should contact the office at 433-2453 or email [info\[at\]edmontonbicyclecommuters.ca](mailto:info[at]edmontonbicyclecommuters.ca) 



## ELECTRIC ASSIST - IS IT FOR YOU?

by Garry Engler

Have you thought about electric assist for your bicycle? In this article, I'll tell some of my own story regarding how I came to equip my bike with an electric hub motor and how it has helped me. I'll discuss reasons for using electric assist, and consider advantages and disadvantages of different types of electric assist. I have been bike commuting to work, mostly year round, for 8 years. My current round trip commute in St. Albert is approximately 11 km. My bad weather cut-offs are temperatures colder than -20 C, and/or more than a couple of inches of fresh snow. The precipitating factor in my move to electric assist was my chronic back condition. In recent years I've developed significant pain, aggravated by going up hills on my bike. Normal flat pedalling was not as use to help me bike up hills?"

I researched different available on in my quest I ruled out gasoline assist. The product I ended up ordering was a California. The base price wasn't too bad; US exchange, and an unexpected company, the initial sticker price was hard knocks" learning about ebiking, like front wheel motor came off. (New kits



this!) Attracted by it's simplicity, I eventually installed a brushless 36 volt front wheel hub motor on my semi-recumbent bike. As a direct drive system, there are no brushes, gears, chains, or moving parts, apart from the two sealed bearings on either end of the axle. Other electric assist systems include a friction drive motor that rubs on the tire or engages the spokes, and electric motors that have a separate chain and sprocket to the rear wheel. In my opinion, friction drives can be problematic in wet or rough conditions, and separate chains and sprockets are more components to maintain. Some pre-assembled electric bikes have a torque-sensing system that senses how much pedal pressure is applied and responds with stronger assist for stronger pressure. Fancy, but pricier than the simple conversion of your own bike


products, mostly on the internet. Early motors, for their noise and emissions. Wilderness Energy hub motor kit, from however, by the time we added shipping, 'importation fee' from the courier almost doubled. I did some "school of flying over the handle bars when my now come with torque arms that prevent

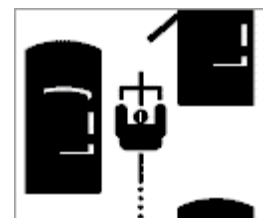
The combination of electric assist and comfortable seating position created my ideal commuter vehicle. In fact, adding the electric kit increased the speed and range of my bike, so much so, that I kept my car parked weekends too, whenever possible.

...continued on page 8

## CANBIKE II


No, really, this time it's true. Due to some, er, difficulties, the CANBIKE II course never flew this summer. The good news is that it is now scheduled for spring 2006 -- and we know the exact dates so you can plan ahead!

CANBIKE II is a nationally certified cycling course for adults who wish to upgrade their riding skills. The course is designed to equip everyone with the skills and knowledge to handle themselves safely in traffic. The course involves 22 hours of instruction next **May 1, 3, 8, 10 (evenings) and May 7, 13 (full days)**. The cost is \$115 which includes the text, *Effective Cycling* by John Forester or \$80 if you supply your own text (e.g. gets it from the library). Prerequisites include a bicycle, helmet, bell, and some road experience. If you'd like to participate call John Collier at 433-1270 or drop a note with your contact info to [newsletter\[at\]edmontonbicyclecommuters.ca](mailto:newsletter[at]edmontonbicyclecommuters.ca). 



## GRAINGE ALLSOPP MEMORIAL AWARD

As part of the EBC 25th anniversary festivities, the board has established the Grainge Allsopp Memorial Award. This annual award is given to a deserving contributor to the cause of utilitarian cycling in Edmonton. It is named in memory of Jack Grainge and Dale Allsopp, two dedicated EBC members who were loved by all. Both these men contributed to cycling in Edmonton and to the Edmonton Bicycle Commuters in countless ways with selfless hard work, humility, humour, and dedication. The award is given to a member of the bikey community in Edmonton who exhibits those qualities in the service of promoting utilitarian cycling in Edmonton.

This year's award winner will be announced at the 25th Anniversary Party on October 23 (see page 1). The winner receives adulation, accolades, and a \$250 prize. Is it you? Better come to the party to find out! 

**A big thank you to our hard working casino volunteers!  
Fortune smiles on EBC by providing fabulously committed volunteers such as yourselves!**



## ROUTE FINDER


In any gathering of two or more bicycle commuters the conversation inevitably turns to routes. A big part of commuting by bicycle is finding one or more good routes to get you where you're going. Finding out what other people are up to is one way that we can build up our little internal storehouse of good ways to get around town. This edition of Route Finder offers up a tip or two and highlights a good way to get from point A to point B.

If you're like me, you're one of a very select few in your workplace who commute by bicycle. It's enough of a novelty in my workplace to warrant co-worker queries about "what's it like" to ride a bike to work. A great way to evangelize bicycle commuting is to whip out a City of Edmonton bike map or go to Google maps (<http://maps.google.com>) and help them figure out a route from their house to work. A lot of people are scared to try cycling to work because they think they'll have to take busy roads the whole way. Maybe helping them find a quiet route will turn them to the good side of the force. Now that's route finding!

Today's route-du-newsletter was submitted by a reader who travels from NW Edmonton to the downtown core. She's found a route that involves mostly one of the lovely rails-to-trails pathways.

Picture if you will, a route connecting 118 avenue and the rest of the world and you have the Bicycle Highway. It runs along the old CPR rail right of way, at approximately 121 street and connects to everything you ever wanted in a Bike route.

If you are heading to the downtown core, off you go, via either the Oliver Square connection or 105 Avenue. Those feeling more adventurous can take 104 Avenue. Rush hour is a total adrenaline blast.

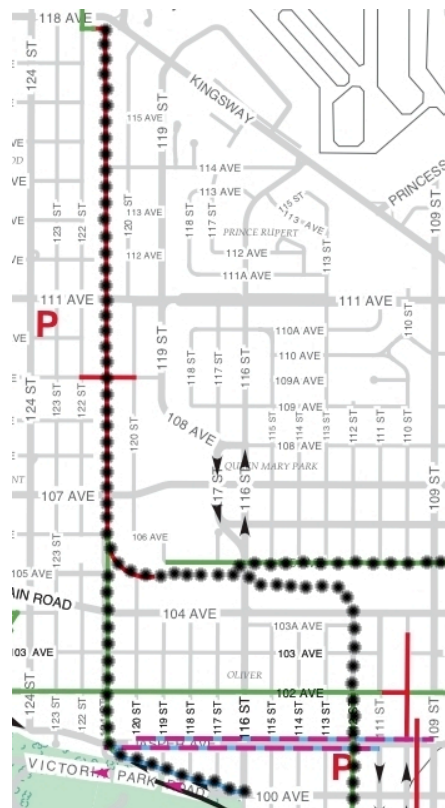
If your destination is south, you can hook up to 112 street, 121 street or 116 street as you wish. These streets easily make connections to the High Level Bridge including a lovely jaunt on the new contra flow lane on Victoria Promenade. 

For an official City of Edmonton bike routes map, come by the EBC worldwide

headquarters any time during BikeWorks hours. Jason will be pleased to make sure you get one.

Route Finder needs your help! Have you got good routes to get from point A to point B? Have you noticed a road that has been transformed from a pothole laden death trap to a smooth tarmac for transport? Has a great new pathway has opened up in your area? Let the Route Finder know by sending an email to:

[newsletter\[at\]edmontonbicyclecommuters.ca](mailto:newsletter[at]edmontonbicyclecommuters.ca)



**EBCer PROFILE****What is your name?**

Dan Johnston

**What do you like to do when you aren't cycling?**

I'm involved in recreational shooting – rifle, shotgun, and pistols – and I particularly enjoy Cowboy Action Shooting, which has nothing to do with shooting cowboys and far more to do with dressing up like a cowboy and shooting steel targets. I spend a lot of time with my family, and as much as I can spare keeping my bike working well via the EBC. Jason is the king.

**What are your favourite rides/routes around town?**

There aren't any real standouts in my book, but I always enjoy riding somewhere I haven't been before. A friend of mine introduced me to the new trail behind Fort Edmonton a few weeks ago, and I'd like to zip by there in a week or two when the leaves have changed.

**What is your current commute?**

Ridiculously brief but really very pleasant – about 12 minutes via the High Level and the rail to trail conversion along 109th. I love that route, and I really like the fact that the city converted wasted industrial space into something useable and pleasant – God bless Claire Stock. When I'm feeling like a change, I play in traffic. My ride is brief enough that winter isn't an impediment, so I do my route year round.

**What bike(s) do you ride now?**

I have a Jamis 1.0 that Young Doctor Wispinski was invaluable in helping me convert to single speed. I bought the frame from PinkBike and built it up as my winter commuting beast. Once spring arrived, I had become a fanatical convert to the Church of the One True Gear, and so sold my Trek 4300 to finance the construction of my road bike (new Oryx racing frame, many 20+ year old components from my now stripped Nishiki Tri A). Once I have the cracked seatstay welded on the Nishiki, it's going to become a single speed. Between my honey, my boy and I, we have six bikes.

**What cycling gear is a "must have" for you?**

The ultra-skinny, ultra-knobby Blackshark mud tires I have on my Jamis in the winter are God's Own Snow Tires. After several winters squooshing around on the fattest downhill rubber that would clear the frame, I hit on what couriers have known for years – skinny tires rock in slush. They're pretty squirrely on ice, but can't be beat in that brown-sugary crud that the city gets covered in between November and May. Generally speaking, I've learned that one should never, ever settle

for anything less than a good frame and decent components. With the help of the EBC, I've built something I love, and as a result, I ride more. A person doesn't need buckets of money to make this happen – watch for sales, and don't be afraid to use ancient technology – my 80's vintage Shimano 600 stuff works like silk on my road bike, and cost me exactly bupkis.

**How long have you been riding a bike?****When and why did you start commuting?**

I first rode a bike (a CCM Blackhawk) into a hedge at speed when I was six, kept at it through junior high, then quit in grade 9 because it wasn't cool and I had suffered the usual 40 point drop in IQ that comes with puberty. I rode periodically for about 15 years, and then returned to cycling in earnest five years ago when I got my job downtown. Common sense dictates that I ride the bike; it's faster than walking, cheaper and easier than driving, and as I figure I'll be underground long enough after I die, I shun the LRT.

**How much to do you ride in a week, say?**

Somewhere in the neighbourhood of 50 km, a bit less in the winter. Every once in a while I get in a minor epic and jack up the mileage a bit, but life requires I spend a lot of time off the bike. I squeeze in what I can where I can.


**What kind of lock do you use?**

I took advantage of Kryptonite's very responsible offer of a free replacement for my u-lock. I've also upgraded to Pinhead's locking quick-releases on my seat and wheels – since they moved to self marketing rather than going through an American company, the price is about two-thirds what it was. At work, I park my bike where I can see it. The price of keeping a good bike is constant vigilance.

**What is your riding style? Cruising? Fast? Etc.**

A little bit of everything. I'd like to develop range – a steady solid pace over great distances – but my short commute has made me a world-class sprinter over tiny, tiny distances rather than a steady long-range cyclist – more “grenade” than “diesel”. I go like Coppi for two blocks, then lay on someone's lawn until my eyes pop back into my head and the hallucinations stop.

**Any bicycle commuting advice?**

In traffic, operate at a constant “code orange” – heads up and eyes open. Ride with love in your heart for everyone around you – drivers, pedestrians, and cyclists – but assume they're all about to do something completely unexpected and absolutely irrational. You'll seldom be disappointed. 

### BIKES ON BUSES APPEAL

The EBC board is lobbying the City to include more bike racks on buses. As part of that effort we're asking that members write their councillors and the mayor to impress upon them the advantages of pre-equipping all new buses with racks. All councillors and Mayor Mandel have the same address:

2nd Floor, City Hall  
1 Sir Winston Churchill Square  
Edmonton, Alberta  
T5J 2R7

Here an example letter that you can use.

Dear Councillor \_\_\_\_\_,

It is my understanding that ETS plans to gradually replace old General Motor Coaches (diesel model buses) with low floor buses by 2012.

I understand as well that a new bus is between \$400,000 and \$600,000, and a rack is \$1,000. If the buses were purchased with racks on them, it would be much more economical and in keeping with multimodal transport and the active living that Edmonton is promoting.

Sincerely,  
[Your name here]

And another one. Feel free to make up your own too!


Dear Councillor \_\_\_\_\_,

For the past twenty years the Edmonton Bicycle Commuters' Society has been dedicated to encouraging Edmontonians to cycle more and to use public transit. We have also played an important collaborative role with ETS to ensure that bicycle racks are available on some city buses. Unfortunately, most Edmonton bus users, unlike those in many other Canadian cities, are denied the opportunity to use bicycle racks on their bus routes.

Given the escalating costs of fuel and the continued need to maintain clean air throughout the city we would like to urge City Council to commit more funds to increasing the numbers of buses fitted with bike racks. In particular, we feel that it would be more cost efficient for the city when purchasing new buses to have the bike racks fitted before taking delivery of the vehicles.

In addition, we would be supportive of any attempts by the City to vigorously expand their cycling infrastructure.

Sincerely,  
[Your name here]

To find out which ward you are in visit <http://www.edmonton.ca> (you can also email your councillor from that web site). 

### BIKEOLOGY 2005 SCENES

by Chris Chan



## Q&amp;A

**ASK DR. COG**

**Dear Dr. Cog,  
What type of chain lube should I use?  
- Lube Me Tender**

Dear Tender,

Lube, lube me do. You know I lube you. The Beatles had it right when they wrote that lyric, too bad about the unfortunate last minute in-studio transcription error. Your question is among the most common that are asked at BikeWorks. The question of what chain lube to use has as many answers as mechanics you ask.

Doc phoned five local bikeshops to see what they use. Hardcore uses Finish Line Cross Country, a wet lube that they say is not too sticky but holds on nice. They will use wax lube by request. Both Redbike and Pedalhead use Pedro's Extra Dry. The boys at Redbike also keep a bottle of Phil Woods Tenacious for some situations because they like the way it sticks to a worn chain. This famous lube is equally loved and hated. Doc likes it but it's sticky! Apply just a drop per link and wipe off the extra. United Cycle uses Tri Flow Dry because it comes in big barrels. The BikeWorks shop uses Finish Line Cross Country.

There are two basic categories of lube - wet and dry. Wet lubes tend to be tenacious and stay on the chain in bad conditions (which are usually wet conditions). They tend to attract more dirt but require less frequent application. You shouldn't use a wet lube in dry, dusty conditions. Dry lubes need more frequent application and will not stick around for very long in the rain and mud. They stay cleaner and, with religious application, will extend the life of your drive train. You probably would not use a dry lube in Vancouver.


Lube packages are like politicians, they all tell you what you want to hear. All the ones mentioned above will do the job as long as you look for "wet" or "dry" and use it in the right conditions. Doc uses White Lighting on "dry" bikes and on "rainy day" bikes it's Phil Woods Tenacious. Whatever you do, don't use WD-40 to lube your chain. It's a good degreaser or rust remover, but not a good chain lube.

- Dr. Cog 

**ELECTRIC ASSIST ... continued from pg 4**

The electric hub motor kit has a 30 km range and a maximum assisted speed of 30 km/h (on a 26" wheel). Faster than 30 km/h is possible, but on pedal power alone, or on a downhill! You can extend the range by upgrading your battery pack. To meet recent Canadian federal ebike legislation, the electric assist only cuts in after you've reached about 6 km/h by pedal power.

Adding electric assist to a pedal bike has some distinct advantages. First, it allows you to use your "already favourite" bike and make it a more versatile and useable vehicle, with longer range, higher cruising speed, and help for hills, headwinds, or plain old fatigue. Second, the existing pedal drive and the electric assist are two separate systems which can be used together, or independently. If either system develops problems, you have a backup way of getting home. You choose how much or little electric assist to use by engaging a thumb throttle. Third, ebiking is a low cost, environmentally friendly form of commuting. I estimate my 11 km daily commute costs about \$.06

of electricity per day. Fourth, electric assist has the possibility of making bike commuting more accessible to more of the population - those with health concerns, people who don't consider themselves athletic, and those who are concerned about obstacles such as large hills or prevailing winds on their route. A related benefit is arriving to work less tired and sweaty, depending on how much assist you choose to use. Fifth, the initial cost of ebiking is much less than other environmentally friendly commuting systems, such as hybrid cars, or even small gas cars. Under new Alberta legislation, (see <http://tinyurl.com/78des>) no insurance, registration, license or plates are required for electric bicycles. You may need to add other accessories, however, like headlights and tail lights. My setup has worked so well for me that I've started helping others get up and running. If you're interested and want to know more call me (Garry Engler) at 909-4096, email me at [ebikeconversions\[at\]yahoo.ca](mailto:ebikeconversions[at]yahoo.ca) or visit my web site at [www.ebikeconversions.com](http://www.ebikeconversions.com) Happy biking - see you on the road! 



## THE RHYME OF THE ANGRY COMMUTER

by Riley Geary

There once was a motorist in LA  
Who drove to work every day.  
Though he didn't live far,  
He'd travel by car,  
And swear at all who got in his way.

He tried to stay calm and genteel,  
But each time he'd take to the wheel  
He'd scream and he'd curse  
As the traffic got worse  
Until rage was all that he'd feel.

He never stopped to ask why or to think  
That we all might be close to the brink.  
He was truly a twit,  
For he cared not a whit  
About getting his life back in sync.

Then one day from out of the blue,  
He flashed on just what he should do--  
He'd give up his place  
In this asinine race,

And adopt an alternative view.

No more would he just sit and stare  
While his car kept on fouling the air.  
At this moment in time,  
With an insight sublime,  
He dared to assume his fair share.

He found a new use for his bike,  
That was kinder by far on his psych.  
On his daily commute  
He now wears a gym suit,  
And can park wherever he'd like.

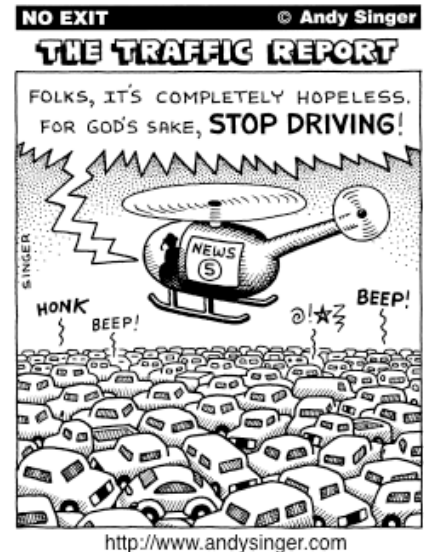
Though his pace may not seem quite as fast,  
And his colleagues at first were aghast,  
He's managed to cope  
And inspire new hope,  
For he seldom to work arrives last.

To those too blind yet to see,  
He offers advice here for free:  
"Don't be a knave

Or petroleum slave,  
You still have a choice--follow me!"



© 1999 Riley Geary



### THREE FOR FREE *Providing interesting web links to Edmonton's bicycle commuters since last Wednesday*

**<http://www.carfree.com>** This is the web site that goes with the book *Carfree Cities*. In their words, "Carfree.com is dedicated to the proposition that urban life is not only possible but also better if transport is organized so that private automobiles are not used on the city's streets." In other words, these people are our friends. The site has tons of interesting information on designing carfree cities and living life in a carfree manner (ha ha!). Examples of carfree cities are shown and specific problems in moving people and moving freight are solved with aplomb. With lots of pointers to resources and a good forum, carfree.com is full of utility. As an extra bonus, the site is nicely designed and fun to explore!

**<http://ghostcycle.org>** The folks in Seattle have invented a truly unique way to recycle old bikes and simultaneously raise awareness of bicycle safety issues in the Pacific Northwest. The ghostcycle.org folks have placed all-white bicycles near locations where bicycle accidents have occurred. The accidents are documented on their web site and a sign on each bike names the web site. The bikes are old clunkers that are otherwise headed for the scrap yard. Maybe the Edmonton Bicycle Commuters' Society should try something along these lines? If you think so, come on out to the AGM on October 23 at 3PM at Windsor Park Community Hall and let the board know how you feel. Better yet, run for a spot on the board and make it happen! (see pg 3 for more AGM information and pg 1 for 25 anniversary party information).

**<http://www.bikexpert.com/streetsmarts/usa>** This URL points to an online version of a booklet all about bicycle safety called *Bicycling Street Smarts: Riding Confidently, Legally and Safely*. It contains lots of practical and good advice on topics like "Where to Ride on the Road", "Riding Through Intersections", "Getting Across Non-standard Intersections", "Steering Out of Trouble", "Using Your Brakes", "Riding in Groups", "Riding in Rain and Darkness", and "Ways to deal with Tough Situations". The presentation is clean and simple, with each chapter boiling down to a series of useful bits of specific advice. It's also easy to read and it has many nice graphics to show you what they are talking about. And don't forget, to get the ultimate in bike safety instruction the EBC will be holding CANBIKE II course in May 2006 (see pg 4 or call John Collier at 433-1270 for more information).



**Edmonton Bicycle Commuters**

PO Box 1819 Main Post Office  
Edmonton, AB T5J 2P2  
Phone: 780-433-BIKE (2453)

Web: [www.edmontonbicyclecommuters.ca](http://www.edmontonbicyclecommuters.ca)  
Email: [newsletter\[at\]edmontonbicyclecommuters.ca](mailto:newsletter[at]edmontonbicyclecommuters.ca)

**THE EBC MISSION**

To promote and facilitate cycling as everyday transportation to Edmontonians by providing bicycle services and resources.

**NEWSLETTER CONTRIBUTIONS**

The Cyclist's Vehicle is published by the Edmonton Bicycle Commuters' Society. Want to contribute ideas or articles to the Cyclist's Vehicle? Email or snail mail your contributions any time.

The opinions expressed here are not necessarily the opinions of the EBC Board of Directors or editorial staff.

**JOINING THE EDMONTON BICYCLE COMMUTERS**

Join the Edmonton Bicycle Commuters in person by dropping in to BikeWorks at 10047 - 80 Ave (in the alley) or by mailing this form and a cheque to PO Box 1819 Main Post Office Edmonton AB T5J 2P2.

<p>Today's Date _____</p> <p>Name _____</p> <p>Address _____</p> <p>City _____</p> <p>Postal Code _____</p> <p>Phone Number _____</p> <p>Email Address _____</p> <p>New Member or Renewal? _____</p> <p>Do you want to volunteer? _____</p> <p>    Newsletter? <input type="checkbox"/>      Bike Parking? <input type="checkbox"/></p> <p>    BikeWorks? <input type="checkbox"/>      Bikeology? <input type="checkbox"/></p>	<p><b>Membership Costs and Benefits</b></p> <p>Family: \$25.00 <input type="checkbox"/></p> <p>Individual: \$20.00 <input type="checkbox"/></p> <p>Low Income: \$15.00 <input type="checkbox"/></p> <p>Supporting Member: \$55.00 <input type="checkbox"/></p> <p>Donation: \$ _____ <input type="checkbox"/></p> <p>The privileges of membership are receiving this newsletter, BikeWorks discounts, social events, bike store discounts, feeling good by supporting Edmonton's cycling community. Thanks!</p>
---	---

We support the manufacturing and production of recycled materials.

Printed on 100% recycled paper.

Happy Cycling!