

The Cyclist's Vehicle

EBC Annual General Meeting

The Edmonton Bicycle Commuters' Society is holding its Annual General Meeting on **September 30, 2006**. 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.



Date : Saturday, September 30, 2006

Time : 5:30 PM - 7:30 PM

Location : Windsor Park Community Hall 11840 - 87 Ave

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 its Board of Directors. Directors for the 2006/2007 fiscal year will be elected at the AGM. Interested individuals can contact EBC at 433-2453 (leave a message) or email [info\[at\]edmontonbikes.ca](mailto:info[at]edmontonbikes.ca)

BikeWorks Update

Jason is Moving On

The big news from BikeWorks is that our superstar mechanic and shop co-ordinator, Jason Wispinski, is moving on. Jason has already opened the next chapter in his autobiography and he'll be pursuing other exciting professional opportunities this fall and winter. Jason is known to all for his outstanding mechanical expertise. For five years, Jason has been the "face" of EBC to the members of the public who walk through the BikeWorks door. His wealth of knowledge won't be easily replaced. Thanks Jason for all your hard work, sharing of knowledge, and your patience! All the best!

You Can Help Out at BikeWorks!

Due to a variety of reasons, BikeWorks hours have been less than stellar this summer. Compared to previous years, we struggled with reduced and somewhat inconsistent hours. To fix the problem for this fall/winter season, the Board has decided to go to a volunteer system, just like in the good old days! The goal is to have BikeWorks hours that are convenient and consistent. BikeWorks veterans will train volunteers who want to come in and supervise BikeWorks. Duties include things like opening and closing up, handling cash transactions, answering the phone, greeting visitors and showing them around, etc. Volunteers are welcome to get involved in mechanic duties to the level at which they feel most comfortable. If you'd like to volunteer some of your time, please call 433-2453, email [info\[at\]edmontonbikes.ca](mailto:info[at]edmontonbikes.ca), or **attend the special BikeWorks meeting Sat. Sept. 30 at 4:30 PM at Windsor Park Hall (right before the AGM)**. Even taking just a 4 hour shift once per month will help out. Meanwhile, call BikeWorks or keep an eye on the EBC website for the new fall/winter hours! 

In This Issue

AGM and BikeWorks (pg. 1).

Volunteer appreciation (pg. 2).

Bikeology 2006 is over and was a success and here are a few pics to prove it (pg 2).

Meet Nadele in this edition of the EBCer Profile (pg 3).

You've heard of GeoCaching? Well, how about a little GeoCycling? (pg. 4).

Tire recycling is here! (pg 4).

Route finder brings you in safely and efficiently (pg 6).

Thinking about using a trailer to haul stuff? (pg 7).

Kent McPhee

Editor 

VOLUNTEER APPRECIATION PARTY!

by The EBC Board

A huge THANK YOU goes out to all the people who volunteered their time to EBC over the last year! This year's volunteer appreciation party is right after the AGM. Anybody who volunteered or who wants to volunteer is welcome. There'll be prizes, food, and much celebration of the volunteer spirit.


Sat. Sept. 30 7:30 PM - 9:30 PM at Windsor Park Community Hall 11840 - 87 Avenue 

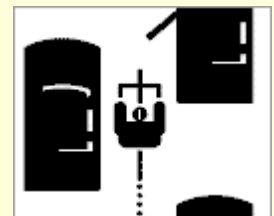
BIKE@LOGY

Bikeology 2006 occurred on a beautiful Saturday in June with about 650 people attending throughout the afternoon. Cyclists were out in full force and many enjoyed a pedal powered smoothie or a free mechanical checkup while listening to live musical entertainment, checking out Arvon's latest bicycle creation, or browsing the eco fair booths.



CANBIKE II

After the resounding success of the spring CANBIKE II course, another one is planned for this coming fall season. 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 20 hours of instruction **WED SEPT 27 (7 PM to 10 PM), SAT SEPT 30 (9 AM to 4 PM), WED OCT 4 (7 to 10), and SAT OCT 7 (9 to 4)**. The cost is \$115 which includes the text, *Effective Cycling* by John Forester, or \$80 if you supply your own text (e.g. borrow it from the library or from someone who took the course previously). Prerequisites include a bicycle, helmet, bell, and some road experience. Participants will come away with greater confidence in their ability to ride in traffic and an increased awareness of what it takes to make cycling a safe and enjoyable activity. If you'd like to participate call John Collier at 433-1270. 



EBCer Profile

What is your name?

Nadele Flynn

When and why did you start bicycle commuting?

I usually prefer to walk, if I can, but living 30 minutes from work precludes pedestrian activity so when I moved to Edmonton four years ago, I took up two wheels to commute rather than two feet. Walking makes me two tired (haha, ouch that hurt).

What bike(s) do you ride now?

Throughout my years of having bikes I've always had just one at a time. These days, through a series of fortunate events, I now have three bikes, each with its own personality. There is Blue, a baby blue 1974 Raleigh. I got Blue from Bikeworks when I was volunteering there. It is my commuter bike for getting to work and doing little trips around the city. It slows me down and gives me a great view of the world. Because you are upright it is easier to make eye contact with people and because I go a lot slower I end up stopping to chat with more folks along my route. For those feisty days that are going to have a lot of bumps along the way there is JH, a 1995 Rocky Hopper Specialized. This bike was given to me by a friend. I use it with my bike-trailer to haul swag around town – including my dog. Lastly there is Pender, a Jamis Aurora touring bike that I bought for doing longer tours. It is fast and agile, and it fits me well.

What is (or was) your favourite bike?

My favourite was an old mountain bike that I no longer have, JH's predecessor. It had seen me through several long winters and long tours – can't beat a good ol' Rock Hopper.

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

Depends ... anywhere from 50 to 200 km.

What is your riding style? Cruiser? Fast and safe? Courier crazy?

In town - cruiser. Out of town – speed demon ... that isn't saying too much though, I can't really bike very fast.

What do you like to do (or must do) when you aren't cycling?

What do you mean! Is there anything else? I must have been a turtle in a previous life because I love doing anything that requires living out of a backpack and exploring new places ... be it ski touring, kayaking,



hiking, climbing. I've been learning about bike mechanics here and there – primarily through BikeWorks. I have written half a dozen half songs. They usually come to me when I am biking, but unfortunately by the time I get to my guitar, they have already floated away. If I could play guitar and bike at the same time that would be awesome.

What's the best part of EBC for you?

I would say BikeWorks is a good framework (ohhh, the puns) for meeting new people and learning more about bikes.

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

Hmm, that would be my spectacles – classy orange – because it is important to protect your peepers. See the picture for my favourite biking outfit.

What kind of lock do you use?

Kryptonite U-lock; the model with the rectangular key.


Have you ever had a really good wipe out?

There was one time when I nailed myself on one of those path dividers by the Muttart Conservatory on my way to the Edmonton Folk Fest. I wasn't hurt but a lot of people watched me go down hard – I was a little embarrassed. By far my worst accident was when I was 4. I was riding my tricycle on our back porch. Feeling limited by the confines of my wooden-slat habitat, which my parents deemed safe for me to pursue my childhood whims and fantasy games, I decided to explore the rest of our property – maybe get as far as the driveway. So I took the quickest way, the only way I knew how, to get down – straight down the stairs on my tricycle. I don't claim to have been a clever child, but maybe I was an adventurous one. I still bear the scar on my inner lip where I bit right through it. I don't remember any actual pain. I think however, tricycles are not safe for me.

What are your favourite rides/routes around town?

I usually only bike around town to get to work and run errands. What I really love is to get out of town for some long rides. One route that I enjoy doing frequently, beams down 106th Street, hops over to 99th Street and then strolls along Ellerslie. From there, towards Tofield and Beaver Hills, there are some decent back-country roads.

Any bicycle commuting advice?

Know yourself - know your bike. 

GeoCycling


by Molly Turnbull

This is an article about watching my kids, Rory and Camilla, learn geography as they see the world through the windows or screen of a bicycle trailer. It's also about re-awakening to the pleasure of experiencing the environment through which I travel. I certainly have rekindled my joy of cycling as I've seen the world through my kids' eyes.

Back when my girls were less than a year old, I started occasionally riding downtown to the high-rise where my husband Paul works. Parading them through the office cheered Dad up and getting them there gave me a good ride. I hadn't done that for over a month when the most extraordinary thing happened. I strapped them in the trailer and rode downtown. Near Paul's high-rise, I could hear the gals exclaiming DAD! - but I hadn't told them where we were going! I pulled over to make sure I heard right and sure enough, they were excited that they'd soon see Dad. If they hadn't been such early talkers, I surely would have missed the exciting fact that, even at their young age, they perceived the relationship between specific buildings or sidewalk features outside the trailer and their Dad.

Since then I've been observing them soak in the geography - the height of bridges, the changing seasons, the smell of the river valley on a cool summer morning. All these things become real and important to them. I hear them chirp descriptions of their trips when making up stories at play and over meals. I like to encourage them to soak in their journey and pick out what excites them. When we go to the south side, I usually stop before or on whichever bridge we're taking to let them out of the trailer to take a broader look. Just recently over lunch, the now 3 1/2 year old girls were telling me about how high the High Level Bridge was, where the LRT bridge was in relation to it and where the LRT ran as opposed to where we rode on either bridge. They demonstrated this relationship by using their forearms and hands to represent the bridge decks. The river for them and me, serves as a landmark (watermark) from which we direct ourselves in the city: "The river goes toward swimming lessons"; "Groat Road is uphill after the river"; "Nan and Granddad live far from the river" etc. It's also provided a great way to experience the more dramatic aspects of the seasons: seeing and hearing the ice break up; watching Golden Eye ducks eagerly look for a nesting place; watching, listening to, and smelling the rain.


Sometimes we get out of the trailer for a picnic. When we stop they can engage with their surroundings more readily: we're not in a parking lot but by trees or other parked bikes or right near the swing set. When we have time we stop to pet a friendly cat or to walk with neighbours. Even when riding it's easy to give a smile and wave to people we pass. Consequently, the kids see their neighbourhood as a social network. In a car the world passing by is not as tangible; the experience is muted. In a car it's hard to pull over to see what's what, where we are and where we could be. No staring for 10 minutes in awe of the High Level Bridge.

A comfortable ride in the trailer offers the children an experience perceived by all the senses. While you ride, stop a while - refresh - think about your journey and the value of inspiring and beautiful things around you. The bike passes softly and quietly through the city's geography. If you love the journey your kids will notice - and if you take the time, they'll reintroduce you to the joys of experiencing geography. 



TIRE RECYCLING AT BIKEWORKS

by The EBC Board

In keeping with the EBC mandate to promote responsible cycling, we're happy to report that we've been working with the Alberta Recycling Management Authority, Mountain Equipment Coop, and a number of bike stores in Edmonton to pilot a project to collect and recycle bicycle tires. If you have old tires that you wish to get rid of, now is the time! There are collection bins available at BikeWorks (and MEC and participating bike stores) for tire drop off during shop/store hours. 

ASK DR. COG

Dear Dr. Cog,

When I first got my bike, the brakes worked and were quiet. Now they still work pretty good, but boy do they squeal when I use them. What up?

- Can't Hear for the Squeakin'

Dear Squeakin',

Squeaky brakes are, along with squeaky chains, right up there on the Doc's list of telltale signs that a bike needs some TLC. You probably haven't adjusted your brakes in a while and your bike is trying to embarrass you into doing it. The first thing you should do is make sure everything's clean. Wipe your rims (don't use anything greasy to clean them), wipe your brake pads, and wipe that smirk off your face. Well, maybe not the smirk. Actually, take the pads right off and examine them carefully. First, are they worn down enough to need replacement? If so, then my advice is to replace them. Are there bits of things embedded in the rubber? If so, dig the offending particles out since they are probably tiny rocks or bits of aluminum gouged from your rim last winter. If the pad surfaces look shiny they may have glazed over - usually a light sanding will restore them to their rubbery best. When you reinstall the brake pads, make sure they don't end up loose and rattly. The bike brake pads should also be "toed-in," which means the trailing (relative to rim movement) end of the pads should touch the bike rim with the brake applied lightly. From the point of view of the hub, the two pads will form a slight V shape that points in the direction of rim movement. Apply the brake hard and the pads should squish a little and you'll get full contact to the rim. With most steel brakes on older bikes, you carefully bend the caliper arms to get proper toe-in. With the aluminum alloy cantilever bicycle brakes found on a lot of road, mountain, and all other bikes, set the toe-in by adjusting and re-tightening the brake pad fixing bolts. Do not bend cantilever brakes, or brakes on old Italian bikes because they are made from a more fragile metal or mounted on posts that can be damaged.

- Dr. Cog 

Q&A

Have a question for Dr. Cog? Let him know by sending an email to [drcog\[at\]edmontonbikes.ca](mailto:drcog[at]edmontonbikes.ca), by sending a note to the EBC, or best of all, by asking Dr. Cog or one of his helpers at BikeWorks.



Winner of this year's Most Bizarre Puncture award

Local commuter Ron snagged a nail last Monday morning and ended up with this little treat!

On the plus side, now he's got a spare valve stem hole :-)




THREE FOR FREE

We waste time surfing the net so you don't have to.

www.sturmey-archerheritage.com History buffs and especially aficionados of the hub we all love will enjoy this pictorial history of the Sturmey-Archer cycle hub, or should we say the Sturmey-Archer-Reilly-Pellant-Mills three-speed gear as it was known in 1903. An interesting mix of photos and diagrams of the hubs themselves along with scanned manuals, advertisements, newspaper clippings, and even the company's original incorporation papers. Covers the entire life of the hub from its original patent in 1902 right up to the company's demise and resurrection at the beginning of this century.

www.geezmagazine.org/demotorize Do religion and the car-free movement have something to contribute to each other? For the past 100 years the average speed at which human beings and their souls travel has steadily increased. But what if we're not meant to go that fast? What if it's spiritually unnatural, and slowly messing us up inside? Can we live at an ever-escalating pace without it affecting our spiritual health? In the spirit of holy mischief, De-Motorize Your Soul frames the move away from oil as a practical experiment and an irresistible spiritual adventure. It proposes a set of spiritual exercises that offer alternatives to the internal combustion engine while also nurturing the soul.

www.carryfreedom.com/bamboo.html These Bamboo bicycle trailer plans allow anyone to build a trailer out of practically anything with hardly any tools for free. The plans (which are free to anyone who wants them) allow a builder to make a simple bicycle trailer from recycled materials, with pinned joints, and no bending or welding. Whether its made from titanium or bamboo, this is a stiff and light bicycle trailer. It can be varied in width, length, and strength, and made to fold. Best of all, the bamboo trailer web page has a list of links to eight other DIY trailer designs published on the internet so you can compare and contrast the different designs. 

Route Finder

Route Safety

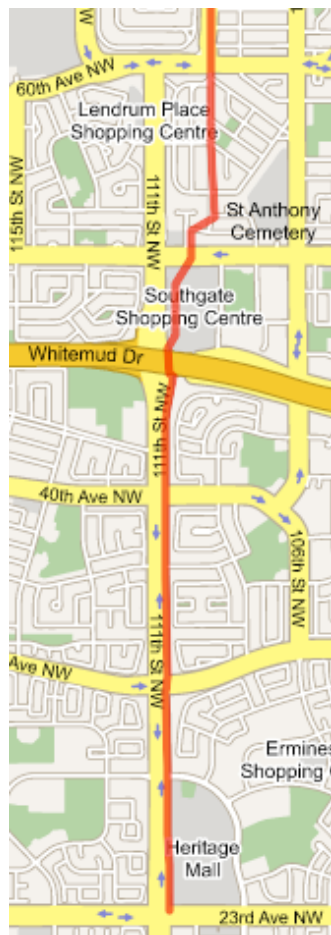
According to the US Bureau of Transportation Statistics, high-traffic streets are not significantly more dangerous than low-traffic streets. One study raises the likelihood of having an accident on a busy road by about 25%, far below what you'd expect. And the real fear in heavy traffic - being hit from the rear - is mostly unfounded. Only 4% of bike-car collisions are of that type. Most of them are on turns at intersections.

Curiously, freeways are probably safer than any street - wide, smooth, flat shoulders, easy grades, limited access, and good distance from motorized traffic. Unfortunately, most do not permit bikes.

Whatever your route, work it out and stick to it, even if it gets dull. "The safest cycling records are held by commuters" says James C. McCullagh, editor and publisher of *Bicycling* magazine. "They travel the same route repeatedly, so they know where the dangers are and what to avoid."

Heritage to Downtown

The route featured in this edition brings commuters on a 9.5 km route from south Edmonton into downtown. Commuters originating in the south west parts of Edmonton find that they can make their way towards downtown using a fast and wide path that parallels 111 Street from about 23 Avenue all the way up to Southgate Shopping Mall. It's a sidewalk style path with plenty of room for safe passing of pedestrians




and slower cyclists. It starts out on either side of 111 Street and jumps to the east side just north of the remains of Heritage Shopping Mall. Because 111 Street is a transportation corridor there are few intersections which makes for much uninterrupted cycling joy.

After crossing the Whitemud the route dips into the Southgate parking lot and emerges at 110 Street. One block north it's over to 109 Street and a straight run to the High Level Bridge. In the morning, most of the northbound 109 Street has a restricted bus/taxi/bike lane ... good for legally blowing by the cars stuck in rush hour traffic.

At the "bicycle bottleneck" (Saskatchewan Drive and 109 Street), cross 109 Street to get to the west side of the High Level Bridge. On the north end, stay right and you'll end up at the start of the "Rails to Trails" path, this path forms a corridor pretty much all the way to Grant MacEwan College. Getting across Jasper Avenue is a little tricky. While the trail appears to end before Jasper, it really dekes into a little alley, then down a short contra-flow bike lane on 110 Street. The trail continues on the north side of Jasper. You can, of course, jump off when you get to an avenue that leads to your eventual destination.

Bikely Rocks

For an online Google maps version of this route, check out the way-cool www.bikely.com and search for "Edmonton", then look for a route named "Heritage to Downtown". 

Want to share your favourite route? Let the Route Finder know by sending an email to: [newsletter\[at\]edmontonbikes.ca](mailto:newsletter[at]edmontonbikes.ca)



From the cycling semi-celebrities file Sam Javanrouh's daily dose of imagery is the number one photoblog site on the net. Sam's a bike commuter in Toronto who often includes bike shots on his blog. <http://wvs.topleftpixel.com>



Haulin'

by Roderick Van Speek

Bicycles are a fantastic way to get yourself from point A to point B. You're getting exercise, emitting zero emissions, enjoying the outdoors, saving yourself a few bucks, and just generally experiencing the freedom of self-propelled travel. If you're like many avid cyclists, you start hauling things on your bicycle. It starts innocently enough with maybe work clothes or a few groceries. Then one day you find yourself trying to figure out how to get your brother-in-law's lawn mower over to your place by bike.

At this point, you can give up and use, ahem, some other vehicle; or you can step it up a notch and upgrade your bike haulin' capabilities with a bike trailer!

Many people know about the usefulness of kid haulin' trailers. In addition, you're starting to see more of those one wheel trailers showing up behind touring bikes. But the uptake on trailers for hauling stuff around town seems to be slower than it should even though a well designed trailer is neither difficult to pull nor awkward to maneuver. Trailering possibilities are endless, a handy trailer is great for more than just haulin' your brother-in-law's lawnmower. You can use a trailer for major grocery runs, carrying building supplies home from the architectural recycling centre, bringing a dead bike down to EBC's BikeWorks for repair, carrying your tools and spares over to a friend's place to help her fix her bike, bringing even more work home with you (well, maybe that's not a great idea), creating a kick-ass Silly Summer Parade float, helping out in a bike move [see sidebar - ed.], bringing a swack of stuff to the recycling drop off, carrying a whole bunch of library books home in style, ... and the list goes on.

One reason we don't see more trailers on the road might be the relatively high cost of buying a manufactured trailer. Perhaps it's hard to justify spending the big bucks on hauling a few extra groceries home. But there's good news! The economics of the situation

can be whacked firmly into the do-able realm by making your own trailer. For some folks, this is the ticket to greater car independence! There are a ton of DIY trailer designs out there [see **Three for Free** for one of them - ed.] and, for the tinkering masses, what could be better than designing your own custom trailer? A lot, if not all, of the raw materials needed to build a trailer are available down at BikeWorks and you're bound to meet someone whose tried it before and has good advice.


Moving by Bike
Talk about "critical mass" ... one way to put your trailer to work is to participate in a bike move! The idea is to get a ton of bikey folks together and help

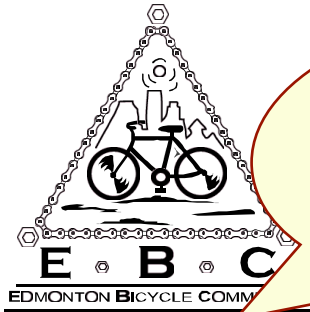


someone move house. Not only do many hands make light work, so do many wheels! With good trailers, even the big things can be moved with ease. Google "moving by bike" to see how others have done it with style!

When designing a trailer or picking one of the many DIY designs, you are faced with a number of choices. The major ones being whether to employ new or used/scavenged materials, whether to weld or bolt it together, and where to put the hitch - on the bikes axle or higher up on the seat stays or rack. Some of the commercial trailer manufacturers sell replacement hitches and other parts which can be complicated to build yourself. It's quite common to see large plastic bins in use as weatherproof compartments on bicycle trailers, but make sure they are removable for those times you need a "flat-bed" for hauling bulky stuff like an easychair or your brother-in-law's lawn mower.

There are a few tips that make trailering safer. First off, don't overload your trailer beyond your bike's braking capacity or the trailer's carrying capacity. Balance the load just in front of the wheel axles to keep just the right amount of downward force on the hitch. Secure the load with straps, especially on bumpy roads. When pulling, don't go around corners too fast when the cart is empty - it'll flip over. For that matter, don't go around corners too fast when it's heavily loaded either - the sideways force on the wheels might make them buckle. Axle-based hitch designs are more prone to damage if you jack-knife the trailer when backing up or taking a turn too sharp.

Happy haulin! 



NEWS FLASH!
New website and e-mail!
www.edmontonbikes.ca

Edmonton Bicycle Commuters

PO Box 1819 STN MAIN
 Edmonton, AB T5J 2P2
 Phone: 780-433-BIKE (2453)
 Web:
 www.edmontonbikes.ca
 Email:

newsletter[at]edmontonbikes.ca - for newsletter related items
 info[at]edmontonbikes.ca - for general inquiries
 (Email works now and the website will be up in mid-September
 2006, so if it isn't up when you read this, it'll be up soon!)

cycling as everyday
 ns by providing bicycle
NS
 ed by the Edmonton
 . Want to contribute ideas
 onist's Vehicle? E-mail or snail
 man your contributions any time.

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

BIKEWORKS FALL/WINTER HOURS

433-BIKE (2453) - call ahead for changes to hours
 10047 - 80 Avenue (in the alley)

Targeted Fall/Winter Hours starting in October:

Mon & Thurs Evenings, Saturday days (see pg 1)
 Call or check the website for up to date hours info.

Would you like to volunteer at BikeWorks? **CALL!**

JOIN THE EDMONTON BICYCLE COMMUTERS! or RENEW YOUR ANNUAL EBC MEMBERSHIP!

Join the Edmonton Bicycle Commuters in person by dropping by **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.**

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

We support the manufacturing and production of recycled materials.
 Printed on 100% recycled paper.
 Happy Cycling!