

ChainLinks

THE NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

ISSUE 1-2007



Gradually the mountains close in to create dramatic cliffs, farmland gives way to beech forest and the bird life increases. This is fat tyre touring at its best.

ISSN 1175-9364



Editorial

Welcome to my first issue as editor of Chainlinks!

Jean Dorrell ended her term as editor with the 10th anniversary issue, and we farewell her with thanks for all her time and energy on our behalf.

I am new to cycling so bring to the editor's role the eye of a novice: I hope this will draw others who are new into more knowledge and involvement. I am joining a team of very experienced cyclists, and their breadth of knowledge will enrich this magazine too.

This issue we celebrate the success of Bike Wise Week, and mourn 2 cyclists dead and 3 cyclists with serious injuries in that same week.

It is a salutary reminder of the value of the Cycling Advocates Network. The accident in Taupo happened at a black spot that Bike Taupo, for two years, has been

attempting to get action on. The local council is now listening. All the cyclists were struck from behind. There are two reminders for us in that: educating car drivers to respect the 1.5 metre Road Code recommendation, and making sure we are visible as cyclists. We do

not yet know the reasons for the accidents, but we do not need to wait to be reminded that our knowledge of cycling and roads, and our energy for action can make a real difference.

With this issue we are moving to a quarterly publishing schedule with larger editions,

and a supporting webpage. Let us know what is happening in your region, either with your group or for cyclists in general. Send us pictures. Found an excellent website or book? Share it with us. This is **your** magazine. Enjoy!

Miriam Richardson 🚲



Letters to the editor

Are "One Less car" backpack covers promoting bikes? or promoting cars?

I recently saw a very interesting DVD "The Secret", which outlines how the thoughts and messages that we project to the world can attract to us the very things that we are focusing on.

This is a double edged sword, as it also works on attracting negative things that we dwell on, that we do not want to attract!

Mother Theresa understood this when she said she would attend gatherings for peace, but she would never attend an anti-war gathering (as the anti-war gathering is still focusing on war).

The focus of the CAN "One less car" backpack covers is on cars.

If we want to attract more commuter on-road cycling, perhaps we need to shift the focus to an encouraging cycling message, i.e. "Bikes Belong".

Rob Davidson, Hamilton

Hi CANers,

Yesterday a large dog sunk her teeth into my leg as I cycled past. I was lucky to escape with pretty minor damage, although the treatment did involve a tetanus shot and a course of antibiotics. Anyway, today as I was putting my backpack into its official CAN cover, my wife commented that perhaps the slogan should be "One less car ... one more doggie treat."

Jeff Miller, Dunedin

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Next Quarterly Issue, June

Deadline: May 31st

Email your content:

chainlinks@can.org.nz

Pictures: 1024 x 768 pixels preferred

Advertising: secretary@can.org.nz

Webpage

<http://can.org.nz/chainlinks/links>

BikeWise update

An estimated 100,000 Kiwis ditched their cars for bikes during Bike Wise Week 2007. This year was the biggest yet with more than 500 events being run throughout the country.

Bike Wise Week is a national celebration of cycling. Last year's 94,000 participants had so much fun that they came back again this year with their friends and family!

25 Mayors donned yellow jerseys in a bid to win the Mayoral Challenge. At the time of writing the winner is yet to be announced but stories have come in from around the country. Rodney District Council gained permission to close State Highway 1 for their event while participants in Wairoa enjoyed a free swim in the community pool.

The Business Battle attracted more than 420 organisations — over double last year's number. Again the winners are yet to be announced but it has been pleasing to see very high participation rates from government agencies including Land Transport NZ, Ministry of Transport and Ministry of Health.

27% of Business Battle participants cycled more after the event

Battle showed that after the event 27% of participants cycled more and 44% of all (277) respondents chose to cycle

rather than drive.

Lastly, media coverage was way up on last year. If you missed Simon Kennett on TV1's Good Morning on the Monday, then you may have heard him on NewstalkZB or Radio NZ or seen the live cross on Breakfast from Auckland Go by Bike Day or seen the bike imports article on the news or seen Mohi the cycling meatworker in Maketu on Close Up or read any number of newspaper articles. Phew! Here's to a rest before Bike Wise Week 2008. 🚲



Minister of Transport Annette King got on her bike

Kevin Kozyniak and his daughters Jean (10) and Josie (9) biked 8 km from their Berhampore home, on their way across town to Sacred Heart School in Thorndon.



CAW members created a map to collect hazard reports from cyclists



Wellington City Council staff pitched in to help with serving breakfast

Highlights this issue

- 🚲 Bike Wise Week a great success: p3.
- 🚲 Pat and Simon take us with them on The Pioneer Heritage Trail and Rainbow Valley, in Westland/Marlborough: p5.
- 🚲 Canterbury gets its own Active Transport Forum. Read about the inaugural meeting: p6.
- 🚲 No matter what level or type of cyclist you are — what you eat will make a difference: p8.
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- 🚲 Contribute to CAN policy development— find out how: p14. 🚲

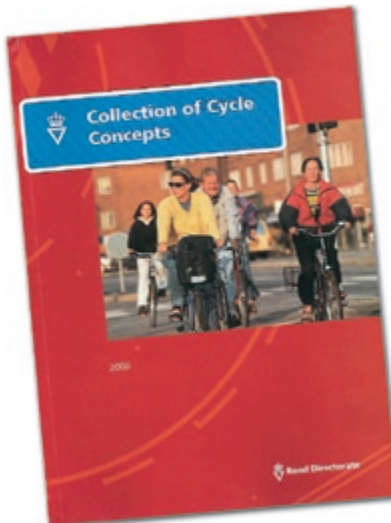
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Collection of Cycle Concepts

Library feature



This book is inspiration, overview and motivation for promoting cycle traffic.

Primarily intended for traffic planners, it is also valuable for urban planners, engineers, road administrators, politicians and groups such as ours.

You can read it start to end, or pick a topic and read that chapter:

- 'it's more than just cycle tracks'
- urban planning
- planning and design of traffic areas
- directions, signs and maps
- bike parking
- road maintenance and road works
- communication and campaigns
- examples: towns and how they have implemented it.

Produced by the Danish Ministry of Transport, it is very readable, excellently illustrated and a very practical book. Find out about different ways of managing cycles: at intersections, in relation to parked cars, around bus stops; and much, much more. 

Another idea: a cycle lift for a steep street: visit www.youtube.com, search for: cycle Norway.


How to borrow from the library:

Email to library@can.org.nz, and we will post the book out to you.

Government news

Choke the Smoke campaign encourages cycling


www.chokethesmoke.govt.nz

The Ministry of Transport's Choke the Smoke phase 2 campaign encourages people to 'go on the low carbon diet.' Reducing your carbon footprint by leaving the car at home and taking a bus, walking, or cycling; removing your car's roof rack; ensuring your car tyres are correctly inflated and car pooling so you use less fuel. 



BikeNZ update

BikeNZ's Strategic Plan (2007–10) identifies 5 key priorities

1. World-class performances: developing riders for the world stage.
2. Nationwide participation: growing the amount of cycling activity .
3. High awareness & positive profile: cycling being 'front of mind' with the general public.
4. Best practice governance and management: the most effective structure to develop cycling activity.
5. Adequate resources: supporting the development of cycling facilities and generating the required revenue to deliver our plans. 



Cargo bike, Holland

International

Belief in exercise may make it more effective according to the findings of a study by Harvard researchers.

Paris gets 14,000 bikes from an advertising firm which is also supplying Dublin with a fleet of pool bikes in return for advertising.

Vote4Cycling.com.au is a non-partisan campaign asking all candidates in a local election their views on cycling and to commit to increased resources and support if they are elected. This could be an excellent model for us in NZ.

1 million bikes for the poorest children have been pledged by the South African Minister of Transport.

A grandfather has cycled 100,000 miles around the world on a £15 second-hand bike he bought in 1956.

Bicycle sales in Australia ahead of cars: they totalled 1,273,781 for their fifth straight year of million-plus sales, more than 32 per cent ahead of the motor vehicle sales total of 962,521.

Australian cyclist numbers up, deaths down: figures show fewer cyclists are crashing on the roads, even though the number of bike riders is increasing as commuters leave their cars at home, according to research at the University of Adelaide.

Win-Win Emission Reduction Strategies are cost-effective, technically feasible market reforms that solve transport problems by increasing consumer options, removing market distortions. (Canada)

For links to the above articles visit <http://can.org.nz/chainlinks/links>

Pioneer Heritage Trail & Rainbow Valley

Patrick Morgan & Simon Kennet

Here's a classic fat-tyre bike tour.

Day 1, St Arnaud to Lake Rotoroa

Nelson Lakes Shuttles picked us up from Picton and whisked us to St Arnaud. We stretched our legs at the Teetotal Mountain Bike Trails, 1km from St Arnaud. After lunch we headed northwest up Highway 63. Turn off on Howard Valley Road and sweat up the gravel Porika Road through native forest to about 1000m. There are gold fossicking areas if you fancy your luck to strike it rich. Descend the steep road to Lake Rotoroa, where there is a campground, backpackers and a lodge. Have your insect repellent handy.

Day 2, to Murchison

Cross the Gowan River and ride the Braeburn Road. It's a half-hour climb on a gravel road. Kaka screech overhead. The descent into the Tutaki Valley is a sweet cruise through forest, crossing four fords. Continue to Murchison and cool off in the Buller River.

Day 3, to Lake Daniell campsite

Ride south up the Matakaitaki Road and over Maruia Saddle (580m) to Highway 65 — massive beech forest



and almost no traffic make the gravel on this stretch well worth the effort. The café at Maruia is a welcome pitstop. Carry on to Springs Junction (the last shop for 95 km) and then on towards Lewis Pass for another 5km. There's a great DOC camping area by the Lake Daniel track road-end.

Day 4, to Hanmer Springs

Follow Highway 7 over the beautiful Lewis Pass to the eastern

side of the main divide. If you feel good for a 90km long day, carry on to Hanmer Springs. There are shops and a full range of accommodation to choose from there.

Day 5, Hanmer Springs rest day

Ride the awesome Hanmer mountain bike tracks in Carter Holt Harvey's forest (maps available from the info centre or WildLife across the road) and enjoy a soak in the hot springs. There are also walks, rafting, mini-golf and good cafes to be enjoyed. We liked it so much we spent a couple of days here.

For more check "Classic New Zealand Mountain Bike Rides" by the Kennett Bros, and Terrainmaps 11 Kaikoura and 10 Grey for the details.

Day 6, Hanmer to Coldwater Creek

That was our plan but fierce winds hampered our progress and we opted to stay in the DOC hut just past Island Saddle. It sleeps five. The very first climb on this day is over 500 vertical metres, so take it easy at the breakfast table. The scenery is dominated by wide open spaces designed

wide open spaces that make humans feel very small

to make humans feel very small.

Day 7, Out to St Arnaud

The second half of the Rainbow Rd was closed due to slips when we rode through and the rivers and waterfalls were putting on a great show. Several fords lie in wait to test our skills, but overall, the riding is much easier than the previous day. Gradually the mountains close in to create dramatic cliffs. Later on, farmland gives way to beech forest and the bird life increases. This is fat tyre touring at its best. After the Rainbow Ski field turnoff, the road is sealed and there's just one moderate climb before enjoying fine food and showers at St Arnaud.

We caught the shuttle back to Picton and were back home in Wellington that evening, still buzzing from the whole experience. 🚲



Inaugural Canterbury Active Transport Forum



Fiona Whero, CAN

About sixty key walking and cycling stakeholders, from Waitaki in the South to Hurunui in the North, shared lunch and participated in three hours of presentations, brainstorming, and discussions.

Organised and facilitated by CAN staff, Fiona and Simon, the result was to inaugurate the Canterbury Active Transport Forum and a working subgroup to draft the detail for future forums.

There are already three forums meeting quarterly in Auckland, Greater Wellington, and the Nelson-Tasman Region. CAN's Networking Strategy aims to build cycling networks and strengthen user groups so it can contribute in an active and useful way locally, regionally, and nationally. The goal is to implement New Zealand's national strategy "Getting There — On Foot, By Cycle".

Regional forums enable better sharing of resources and initiatives throughout the region, leading to 'best practice' and greater efficiencies and effectiveness for walking and cycling.

In Canterbury, the Timaru District Council has shown leadership in commissioning an internationally renowned consultant, Rodney Tolley (who spoke at the Living Streets Walking Conference in November

last year), to prepare a "way-finding" strategy for pedestrian movement in and around the Timaru CBD. This includes providing guidelines for the location and content of signage. The objective is to provide good information (directions and walking time) to pedestrians on local destinations, features and areas of interest that encourage walking as the preferred mode of transport. Rodney will also look at the connectivity of walking routes and provide general principles on walkability that will assist with future urban design projects.



It took a lot of time, energy, and resources to achieve this but it should pay great dividends for Canterbury pedestrians and cyclists. Thanks to the CAN Executive and others for their ideas and help with the planning for the Forum.
Fiona Whero, (CAN Project Officer)

Christchurch seems to be relatively well off with cycle lanes compared to most other parts of New Zealand, due in part to topography (it is flat, the CBD is fairly contained), and it has a long history of cycling, but also due to the talented and effective local cycling group, Spokes Canter-

bury. Even so, there are still a lot of cycling issues in Christchurch and Canterbury including the bridges across our braided rivers being long and too narrow for cycle lanes.

Most of the District Councils have, or are formulating, cycling strategies; some are in the implementation stage. This new Forum will enable good ideas and experience to benefit the whole region.

The next Canterbury Active Transport Forum is scheduled for the May 15.

See <http://can.org.nz/chainlinks/links> for links to 3 forum presentations, including the Ministry of Transport update about the Getting There Strategy, Living Streets Aotearoa information, and Environment Canterbury talking about the Regional Land Transport Committee and Strategy.



Cargo bike, Holland

New Zealand roundup

Bike on buses soon in Canterbury

Environment Canterbury is putting bikes racks on 6 buses in March. Congratulations to Spokes advocates for their hard work on this issue.

Bikes outstrip cars

TVNZ reports 230,000 bikes were brought into New Zealand in 2006, outstripping the number of motor vehicles by 30,000. CAN and Bikewise both featured on this TVNZ news item on Feb 1st. The video is online, <http://tvnz.co.nz/view/page/975671>.

NZ Green bikes is on-line

www.nzgreenbikes.co.nz Watch out for the launch of their Tertiary Green Bike Program. Earn a free bike. Ask for a free bike (truly). Donate unused bikes.



Janet Pottinger and Terry Sumner in Westport's Christmas Parade. Photo, Sheree Cargill

Christchurch City Council offered \$5,000 for signs

A Christchurch man who cycles 400km per week has offered \$5000 to the city council for cycle-safety-awareness signs. The Council are currently investigating where they might put signs on existing cycling routes and black spots.

Another company has also offered \$5,000 towards the project, and there have been other pledges too.

Whangarei Girls' High School wins Cycle Friendly Employer Award

Whangarei Girls' High School has won Whangarei's third annual "Cycle Friendly Employer Award" beating eighteen other highly commendable entries.

Part of Bike Wise Week and Sponsored by Bike!Whangarei, the Cancer Society, Northland Health and Sport Northland, the award brings to an end a very

successful Bike Wise Week for Whangarei.

A healthy morning tea shout and a spectacular bike wheel trophy with plaque was presented to the staff at Girls' High, a fitting reward for up to 16 cyclists who regularly bike to work at the school.

Paul Doherty from Bike!Whangarei was astounded by the quality of the nominations. "All of the entries deserve acknowledgement", Mr Doherty said. "Cycling as a means of getting to and from work really is catching on, and it's great that so many employers are doing the right thing to encourage this healthy and fun transport



The Crown Park cycle facility in Taupo enables students to practise cycle safety skills in an off road and safe environment.

mode. I am especially pleased that the staff at Girls' High are being such great role models for their students."

Entries were judged on a number of criteria – the quality of bike parking provision, lockers, showers, changing rooms and the number of people

from the workplace cycling.

18 entrants in the competition

Carters Whangarei, Whangarei Testing Station, Bush Road Medi-

cal Centre, Work and Income NZ, Ballance Agri-Nutrients, The Warehouse, Town Basin Medical Centre, Bream Bay Medical Centre, Cook Costello, The Mad Butcher, McRaes Engineering, Northland Regional Council, Northland Pathology Lab, Northland District Health Board, Raumanga Medical Centre, Ford Design.

More on Bike Week on page 11

Cycling, Portobello to the aquarium, Otago Harbour



Food and fluids to keep you fit: the power of Real Food

Liz Cutler

Life is about good food. It's the centre of our very existence. It makes us feel good when we eat with family and friends and we can use it to perform better, physically and mentally.

But some people seem to view food as just a "fuel", forgetting all those essentials that surround what good food can mean in our lives.

So, why is it that so many of us give little thought or attention to the quality of what we put in our mouths when good food can do all these things as well as ward off serious illness; help beat tiredness and fatigue; give vitality and energy for life; help you stay at a weight that is right for you, boost your immune system, delay the effects of aging and enhance your ability to concentrate and possibly alter your mood.

Most importantly, it can improve your cycling performance.

Following the golden rules of healthy eating will ensure you never run out of puff on your bicycle and will see you out there pushing those pedals for many more years to come.

No matter what level or type of cyclist you are — what you eat will make a difference to how you perform and how much energy you'll have. If you haven't given much thought to the foods you choose, check out these tips to get on the right track.

Make sure you are eating enough carbohydrate

If you bike to work or cycle for recreation — you need carbohydrate to

fuel your muscles. Everyone knows pasta and rice are carbohydrate foods — but are you aware that fruits, vegetables, baked beans, kidney beans, hummus, crackers, scones, pancakes, rolled oats and weetbix also contain carbohydrate? All the different varieties of bread are good sources of carbohydrate too and if you choose any wholegrain or wholemeal varieties they provide an added bonus by

No matter what level or type of cyclist you are — what you eat will make a difference

reducing your risk of things like heart disease and some cancers. They also help you keep a healthy weight as they are more filling than the more refined versions.

Don't rely on highly processed foods and choose mostly whole-grain carbs when possible.

Choose high quality protein

You don't rely on protein to fuel your muscles but you do need it to repair damaged muscles, to carry oxygen around the body and to help prevent illness. You can get enough by eating the low fat varieties of animal foods such as chicken, beef, pork, fish; low fat dairy products (e.g., milk, cheese and yoghurt) and eggs and vegetable-based foods such as legumes (e.g. soybeans, kidney beans) and nuts. One to two servings a day is enough to meet most people's needs.

Make sure you include some protein at breakfast and lunch to help delay hunger pains.



Watch out for hidden fats

Make sure you include a variety of natural fats into your daily diet such as nuts, oils, seeds, cold-water fish, olives and avocados. Try to avoid large amounts of saturated fat from foods such as butter, full-fat dairy products, deep-fried foods, cakes, biscuits and pastry etc, as they increase your risk of some diseases.

Keep hydrated

You don't need to sip all day from a water bottle but you do need to aim to drink at least 6–8 glasses of fluid a day — more if it is really hot. A glass or 2 of wine or 2–3 cups of coffee can contribute to your fluid intake but any more can act like a diuretic.

For those who prefer your meals without meat — go for it

There is a lot of evidence for the benefits of choosing a predominantly plant-based diet. Experiment with all the varieties of canned beans, find your favourites then learn how to cook your own and freeze some. This is a lot cheaper and the taste is superior. Check you are having a good source of vitamin C (e.g. a tomato or citrus fruit) with your legumes as this helps with iron absorption. If you want to completely avoid animal products and go vegan, then find yourself a book written by someone qualified in the field of nutrition or seek out a dietitian to help you plan your meals.

Choose foods with the least processing, as they are less likely to have added fat (and sugar and salt) in them.

Instead of this ...	Try this.....
Chips and dip for a snack	Vegetable sticks with hummus or salsa
Hamburger on a white bun	Lean mince, or vegetarian pattie on wholegrain bun with lettuce, grated carrot, cucumber and tomato.
Cake or giant cookie	Fresh fruit dipped in natural peanut butter or thick yoghurt
Meat pie	Baked potato stuffed with baked beans or tuna and tomato mixed and topped with grated cheese
Takeaway pizza	Takeaway or homemade kebabs in pita pockets
Hot chips	Baked stuffed potato

What about all the expensive sports foods?

Many speciality sports foods are available at pharmacies and supermarkets. Unless you are a serious cyclist competing in events, you probably won't need them. Save your money for real food and plan ahead to make sure you aren't out cycling on an empty stomach. If you are out for a while, foods such as fruit cake, fruit buns, dried fruit, muffins, fruit loaf, fresh fruit, fruity biscuits and bars etc, all survive well being carried on your bike and will help keep your blood sugar levels up.

Sports drinks are expensive and not necessary for recreational cyclists. If you don't like water — add in some fruit juice or squeezed orange, lime or

lemon juice.

If you want a carbo-booster — make up a fruit smoothie by mixing 1 cup trim milk with 2 tablespoons skim milk powder. Add in a banana or any fruit you like and 1/2 tsp vanilla essence and blend. Flavoured milk, yoghurt drinks or 'Up and Go' is good too and is great after a long ride or when a friend suddenly turns up wanting you to ride and you haven't eaten in a while.

Don't leave your choices to chance — plan ahead so you have the right food on hand.

Happy pedalling! 🚲

Liz Cutler is a Dietitian/ sports nutritionist in South Canterbury

Bike Culture

Culture *n* 1. the total of the inherited ideas, beliefs, values, and knowledge, which constitute the shared bases for social action.

This issue's surprising example of bike culture entering the mainstream arrived in my letter box (despite a 'No Circulars' sticker, now somewhat hidden by a rampant hebe).

Issue 22 of the 'Tommy's Real Estate Lifestyle' magazine side-stepped the recycling bin and settled in our lounge for a couple of days. That was just long enough for me to notice a page three article entitled 'Pedal Power in the Capital'.



Cargo bike, Holland

Wellington is not renowned as a cycle-friendly city, for good reason. It's windy and hilly, the roads are narrow, the council often indifferent, and many of the drivers somewhat clueless around bikes. But as Nicola Young pointed out in this article — "First impressions aren't always right".

"The city's compactness makes pedal power feasible. Cycling has become increasingly popular, and it's not just a reaction to the council's savage hike in parking charges a few years ago. It's a great way to get fit, plus it's fun, economical, convenient and oh-so eco-friendly. It's just a shame about the Helmet Hair."

The magazine, which had a print run of 20,000 copies, devoted a whole page to cycle commuting, with a couple of photos of happy cyclists to complete its positive tone. Presumably, with the real-estate industry on our side, every location is a great location for cycling! 🚲



Cargo bike, Holland

More on Bike Wise Week

Aucklanders go by bike

Auckland City Council's Go by bike breakfast brought more than 570 cyclists to Aotea Square.

Mayoral Challenge a hit in Central Otago

100 people rode along the Rail Trail from Clyde Rail Head to Airport Road and back, behind Mayor Malcolm Macpherson, including a man on a wind-propelled bike. Ages of the participants ranged from 2 to 70+.

Motueka family day

More than 170 people turned out for the Family Fun Ride along Motueka's coastal walk and cycleway with Mayor John Hurley.

600 riders in Nelson

Mayor Paul Matheson and Tasman District Deputy Mayor Tim King led around 600 riders of all ages.

Red carpet and politicians for commuter cyclists in Wellington

Around 720 cyclists rode up the carpet and into Civic Square for Go by Bike Day breakfast, where they were offered food, drink and spot prizes, as well as free bike checks. Speakers included Trevor Mallard (Minister of Sport & Recreation), Annette King (Minister of Transport) and Wellington Mayor, Kerry Prendergast.

Dunedin

278 people took up the challenge in Dunedin as Mayor Peter Chin and Deputy Mayor Syd Brown led the cyclists around a circuit from Logan Park.

Hundreds of cyclists in Invercargill

Gore District Mayor Tracy Hicks, and Invercargill Mayor Tim Shadbolt led hundreds of cyclists off on the start of the Bikewise Mayoral Challenge in Invercargill. 🚲



Jas, a Chainlinks reader, found this bike rack in Wroclaw, Poland.



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:: Include order, contact and delivery details.

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secretary@can.org.nz

Ground effect

Hira Forest, Nelson

Where Flat, Dunedin

Makara Peak, Wellington

Ground Effect Grinder 03 TO BUZZARD 04 COLES KILLER 05 SWITCH BACKS 06

Over the Moon, Taupo

Port Hills, Christchurch

Wittananga MTB Park, Wittananga

Bernagui MTB Park, NSW

Becher's MTB Park, Victoria

The Heaphy...with luck

Eskdale MTB Park, Hawke Bay

Trails for your Treads

Since Adam rode a hard-tail, Ground Effect has provided foot soldiers and cold cash for the cycling revolution. Each year we hand out thousands of dollars from our 'Slush Fund' to help local track builders expand the mountain bike playground. In addition, Ground Effect staff work with other advocates and land managers on local issues and national campaigns like the battle to reclaim access to the Heaphy. **If your club has a worthy project that needs funds to make it real, bang a note to slushfund@groundeffect.co.nz**

The office end of cycle commuting

Miriam Richardson

Where to put your cycle safely and easily when you get to work is a key issue in choosing to commute by cycle. The days of chaining your bike to a stand in the street ended when the cost of a good cycle rivalled that of a small car. And there are too many small and valuable parts on a bike: you can't chain them all.

Hefting bikes up stairs, contorting them into lifts, stashing them in cupboards: commuting cyclists have used many strategies to keep their bikes safe.

And this comes at some cost to a building, I discovered, talking to Warren Press, the manager of 24 Blair St in central Wellington. Apart from the inconvenience of bikes inside offices, there are nicks and scratches in the lifts and stairwells, and persistent black rubber marks left by tyres, particularly at corners. "It's not my problem," Warren said "storing bikes", but looking after the building is his problem, so he looked for ways to cater for the needs of cyclists and the building at the same time.

24 Blair St is an old and rambling building that has been converted into shops and offices and there are a number of small spaces tucked



around the building with limited usefulness — in fact other than storing cycles the only other use

could be storing files. Cyclists, Warren has found, are fussy about who they share bike storage space with: they like to know and trust the people who will have access to their bikes, and are reluctant to let in a new and unknown employee of another office. 24 Blair St can cater for this, however: each small space can fit about four bikes, so each office has its own space. (Well, the spaces can fit six bikes if you are an experienced commuter cyclist with many years experience of jigsawing bikes into small spaces; four, for the rest of us.)

Of six offices in the building, three have cycle storage spaces at the moment. One of these rents space for bikes as they included bike storage as part of their employment contracts. The others get free storage — but they don't get remote controls to access the garage as the fee-paying cars do, so they need to use their access cards to get in and manually activate the garage door.

Andrew Wheatley of Hunt Davies Tennent Ltd is one of the cycle commuters working at 24 Blair St. He



Johanna outside 24 Blair St, Central Wellington

has been bringing his bike to Blair St for 5 years, but is a committed cycle commuter who has been cycling to work for 10 years. Of the 16 people in his office, eight commute by bike, and they have two small storage spaces for the eight bikes. Two are new converts to cycle commuting having seen the benefits of avoiding peak-hour traffic hassles in a car or bus.

Cycles in the city

Andrew's impression from his cycling

friends is that most buildings now have storage for cycles, and show-ers too: the other essential part of the equation when cyclists have travelled far enough to get up a sweat.

Should cyclists rent storage space the way cars rent parks in the central city? If car spaces, which have such a premium in Wellington, are converted to cycle spaces, then a parking fee would be likely, and, shared amongst a number of bikes, is probably manageable. But as long as there are small corners with few or no other uses, cycle commuters can continue to appreciate the good planning of building managers such as Warren who cater for cycles as well as cars. 🚲

1996 DiamondBack

(a.k.a 'The Yellow Bullet')



This is a retro-tested review: This bike has been used over a long period of time, long enough for its foibles and advantages to become apparent.

Technical review

This bike started life as a top-end mountain bike racer. It's 'welded carbon fibre' frame is the same as Susan DeMattei rode on to a podium finish at the 1996 Atlanta Olympics.

Sounds flash — but really it's a very traditional frame design with steel lugs and stays, and just the three main tubes made of simple carbon fibre. The same frame featured on the next two DiamondBack models down and you can pick up something like this on TradeMe for a few hundred dollars.

I only raced the Yellow Bullet off road for a few months before moving on to a full suspension bike, but it was so light and comfortable on roads (both sealed and unsealed) that it stayed in my stable. In late 1996 it had carrier bolt holes drilled and tapped into the rear dropouts, panniers fitted and began life touring with a trip from Christchurch to Picton via the West Coast and Rainbow Valley. Despite its


racing pedigree, it performed superbly under load, on this occasion.

A couple of years later, however, some of the lightweight components started to fail. First the brake springs, then the rear hub. To be expected perhaps, given that it was still being ridden over some fairly nasty terrain, but it's marginal reliability saw it languish in the basement for a year. Then my friend Jonty Ritchie took it away, turned it into a commuting machine and returned it with a new lease of life.

Jonty (now of Revolution Cycles) replaced the suspension forks with some rigid ones, and the triple crankset with a road one (just 39/50 tooth chainrings) and gave it a new set of cables and bearings. We also found an old set of wheels in good condition and bought some 1 inch slick tyres to finish the makeover. All of a sudden it felt very fast and acquired the 'Yellow

Bullet' moniker. There's nothing quite like commuting on a bike with such good handling and acceleration that it puts a smile on your face after the first couple of pedal strokes.

Co-incidentally this was about the time I enjoyed renewed enthusiasm for racing. Not having a 'proper' road bike, the Bullet was used for local road races and carried me 160 km round Taupo in well under 5 hours. A few months later, knobbies replaced the slicks and it was off for a mountain bike tour in the Snowy Mountains. Back home it resumed life as a beast of burden in the concrete jungle.

Now eleven years old, the Yellow Bullet continues to serve as a trusty commuter-come-sometimes-road racer/tourer/mountain bike. The only original parts are the seat post and front shifter, but the frame looks likely to last another ten years. And this frame — the heart of the bicycle — has proved to be light, durable, versatile and extremely comfortable. If you're lucky enough to see one of these on TradeMe, I'd certainly recommend it as an all purpose cycle. 

Simon Kennett

What to do with old bike parts...



Milano Lounger and Loveseat by Bikefurniture.com

Getting There By Bike NZ Cycling Conference '07

1st - 2nd November
(Thursday, Friday)

War Memorial Centre
Napier

The 6th New Zealand Cycling Conference will be a time for celebrating our progress so far, and will help to map out future paths for cycling.

New Zealand now has a cycling strategy (Getting There— on foot, by cycle) with a plan for its implementation. Local authorities and Transit NZ are looking for ways to include cycling in their work programmes, and consultants are grappling with planning and designing in the new policy environment.

More people are buying bikes than cars, and are wanting to find safe and pleasant places to ride them. Workplaces are looking for ways to reduce emissions and costs, and encourage employees to be active, healthy and productive.

This conference will bring these themes together, alongside international experiences.

Call for presentations

Transport professionals, policy makers, advocates, elected representatives and researchers:

- **Abstracts** (up to 300 words) by Friday 20 April

More: www.can.org.nz

Please send to:

Cycling Conference 07

PO Box 25-424

Wellington

phone/fax: +64 4 972 2552

email: cycleconference@can.org.nz

CAN Press releases

New cyclist guide supports Going by Bike (Mar 07)

The CAN guide brings together seven things that make cycling great now, and will help more cyclists enjoy it in the future.

Shock at Cyclist Deaths (Feb 07)

We would like to express our deepest sympathy and support for the families of the three cyclists who were struck by cars this weekend, two of them fatally.

Help CAN Policy Development

CAN is in the process of further developing its policies on all things that effect everyday cycling, and would like some help from its members.

So far, we have draft policies on a raft of issues such as the minimum driving age, speed limit enforcement, bikes on buses, and shared pathways. We want to expand our range of policies to include all the things that our members have concerns about — if you have an issue limiting your ability to get a good night's sleep, you may be just the right person to do a little bit of research about the problem and draft us a policy.

Issues raised at recent advocates' meetings include:

- Broken glass
- The minimum passing gap
- Bike theft prevention
- Share the Road campaigns
- Fixing accident black spots
- Use of cell phones
- Under-taking slow moving traffic.

There are many more concerns: if any of these are of interest to you, flick an email off to CAN's policy co-ordinator at policy@can.org.nz and he can set you on the right path to help develop our policy for the future. 🚲



Stephen McKernon

Member profile

Stephen is a member of the CAN executive, and convenes the media and marketing working group.

Stephen McKernon is a design researcher by profession. He currently manages Supplejack Ltd, an Auckland-based company using research to help design products, services, brands and communications. He has ridden since the age of 4, with a gap from the ages of 24 to 38 due to a disastrously misguided corporate work ethic. When fitness allows he



loves long distance cycling and favours carbon fiber road cycles for their lightweight comfort. He loves classic cycles, and

is restoring a 1950s Humber Men's Roadster, and a 1960s Lady's Raleigh (for wife Nicky), and a 1970s Humber delivery bike. The latter will feature in grocery shopping and joy-rides with Nicky and miniature poodles Max and Flash. He dreams of riding over Auckland Harbour Bridge early on a fresh summer morning, free as a bird, whistling ditties and singing at the top of his voice. 🚲

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- :: **Media/Communications/Marketing**: Stephen McKernon
- :: **Information Centre**: Thomas Schwarz

Representing CAN

- :: **Cycling/Walking Steering Committee (HSC)**: Robert Ibell
- :: **LTNZ Research Reference Group**: Andrew Macbeth
- :: **BikeNZ board**: Axel Wilke
- :: **Getting There**: Jane Dawson, Andrew Macbeth, Stephen McKernon, Thomas Schwarz

For phone numbers check out:
w www.can.org.nz/contact

Back pedalling

Chainlinks in years gone by

The second issue of ChainLinks came out in October 1997. The first interim chairperson was announced – Sally Stevens of Dunedin Cycle Action, and CAN set up its bank account with donations of \$200. CAN's first membership form was nearing completion.

There was a small piece on attempts to get Transit to provide for cyclists on state highways after a rider was killed on a bridge near Levin. In the last decade Transit have put some effort into providing safer routes across or below bridges on that section of State Highway 1.

Cycle Aware Wellington was profiled. It is one of the few advocacy groups to pre-date CAN, having been set up in early 1994. By 1997 they had 95 financial members – similar to today's number, but now supported by hundreds of non-financial members. ChainLinks reported that building membership was a "constant challenge" for CAW.

CAN was involved in the review of the Road Code in late 1997 and looking forward to a revision of the Bike Code. The Road Code was about to be issued on a newfangled CD ROM.

October that year also saw cyclists meeting with TranzRail to improve access to the network. Cycle parking

and lockers were on the agenda – obviously still a work in progress, however it is pleasing to see cycle lockers being well utilised on the Kapiti Coast stations.

Finally, the LTSA's 1976 bicycle lighting regulations were under review and looked set to allow flashing LED bicycle lights as an alternative to steady-beam lights. 🚲

The bike shed

It needs to keep your bike secure. It needs to hold many bikes. It needs to be located strategically.

Industrial design students put their mind to this humble problem.



Regional groups

Bike! Whangarei

Bike!Whangarei are running an adult cycle education programme for “Nervous Nellies”, plugging an education gap they see in the local Council’s draft walking and cycling strategy. Read about their very successful Cycle Friendly Employer Award on page 7.

North Taranaki Cycling Advocates

Advocacy work of different kinds has kept them busy in Taranaki. Submission to the Regional Council Walkway and Cycleways Strategy; an article in support of cycling for the Taranaki Daily News; and marshalling at the Mayoral Challenge.

Cycle Action Auckland



Auckland City Councillors Christine Caughey and Richard Simpson at the Auckland Go by Bike Breakfast

CAA signed up 280 ‘Friends of CAA’ and 16 financial members on Go By Bike day. It celebrated the opening of its new office, and is carrying out a feasibility study for a Bike Station in the Auckland CBD. A Bike tree, p 15, perhaps?

Cycle Aware Palmerston North

Cycle Aware has been continuing to promote more cycle-friendly infrastructure in Palmerston North by giving feedback to PNCC on recent traffic calming initiatives and plans for new major projects beyond 07/08. We are looking forward to a visit from Simon Kennett in April.



© Virginia Munro

Bike Taupo

Bike Taupo has arranged several meetings this week with the Mayor and the District Council Roading Department to resolve issues with the cycle lanes on one of Taupo’s busiest roads. We have been working on this for 2 years now, but since the dangerous road design has contributed to a fatal accident on the weekend, things are on the move again.

Cycle Action Waikato

Cycle Action Waikato chairman John Meekings responded in the Waikato Times after the tragic death of a 74 year old Matamata man, urging cyclists to use their lights and wear bright clothing or high-visibility gear and motorists to take more care.

Sport Waikato put on an excellent breakfast on Bike to Work day.

Hamilton’s Western Sector residents are strongly opposing a move to remove car parking and install cycle lanes near one of our largest secondary schools.

Spokes/Canterbury Cyclists Association

A combination of advocacy action, public activities (the Supermarket Challenge, for instance), educational work and rides has kept Spokes members in the news.



Kapiti Cycling making movies

The video from the 2006 College Cycle Promotion has had its premiere for the students involved and their parents. Kapiti Cycling has also been working to keep the Millenium Cycleway, along the Coast from Paekakariki to Otaki, on the Council’s cycling agenda.



Movie shoot near Pekaheka
©2007 Ralph Bolton, Waikanae

Cycle Aware Wellington

CAWellington is running a petition to put a cycle lane the length of Thordon Quay. This patch of angle-parking lined road just south of the Hutt Cycle Lane is the worst accident spot in Welly. The WCC tried, but could not get agreement with the local businesses on the best solutions. We launched the petition 10 days ago and have over 300 signatures so far. You can find out more (and comment) at www.transport.org.nz.

Stuart Edwards regularly commutes 15 km between the Hutt Valley and Wellington. He also transports his two children on his extended-length Xtracycle. He says, “You don’t need to shave your legs to ride a bicycle!” Big and hairy is no obstacle for Stuart who



Spokes ride, Bexley Wetland, Lower Avon River, Canterbury

Naked Bike Ride BLIP: Bike Lanes in Paradise

Part of an international cycling awareness movement, this was the only New Zealand ride this year, from Tarakohe along the coast road to Pohara Beach, Golden Bay. 




Awards and prizes: Best dressed; Least likely to eat a rata; Most beautiful mussels; Jury's decision; Most amusing; Most accountant looking; Safest looking; Most skin.

Working together Bicycle Nelson Bays:

Advocates, councils and health boards working together to support active transportation.

With funding and support from the NMDHB and both Nelson and Tasman Councils, Bicycle Nelson Bays is able to run Upcycle! a programme designed to boost the confidence of cyclists.

Extending the distances people are confident to ride, it promotes regular cycle use for transportation and health and also reduces traffic congestion. 

Join online or clip this form

Join online at www.can.org.nz/join
Post this form to us with your cheque:

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Please email the e.CAN email news fortnightly.

Please send me information about 'cycle safe' insurance.

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How did you find out about CAN?

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Whangarei: Bike! Whangarei

Paul Doherty 09 436 0033 paul@cycletours.co.nz

Auckland: Cycle Action Auckland, www.caa.org.nz

Bevan Woodward 021 1226 040 chair@caa.org.nz

Hamilton: Cycle Action Waikato

Rob Davidson 07 856 5217 rob.davidson@actrix.co.nz

Taupo: Bike Taupo, www.biketaupo.org.nz

Pete Masters 025 294 7120 admin@biketaupo.org.nz

New Plymouth: North Taranaki Cycling Advocates

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Wanganui: Wanganui Bicycle User Group

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Dunedin: Spokes Dunedin

Dick Martin 03 453 6667 dick@stonebow.otago.ac.nz

Dunedin: Harbour Cycle Network www.hcn.co.nz

Niki Bould 03 472 8947 harbour_cycleway_network@hotmail.com

Supporting organisations

Dunedin City Council
EDS New Zealand Ltd
Energy Efficiency & Conservation Authority
Engineering Outcomes
Environment Canterbury
Francis & Cambridge
Greater Wellington Regional Council
Ground Effect
Hamilton City Council
Living Streets Aotearoa
Massey University
MWH NZ Ltd
Palmerston North City Council
Palmerston North Green Bike Trust
Pulp & Paper Kinleith
Rotary Pathways Trust
Rotorua MTB Club
SafeKids
Tasman District Council
Taupo District Council
University of Canterbury
URS NZ Ltd
Vorb
Wellington City Council

Welcome to our new supporters:

Traffix
Natural High
Waiamakariri District Council



Handy tips: turning right

Matthew Cutler-Welsh, Natural Resources Engineer, MWH NZ Ltd

One of the hardest things for cyclists to do when riding is to make a right turn.

The prospect of moving into the middle of a road (often crossing busy traffic to do so), then waiting there (often unprotected) until a gap appears, can deter many cyclists. Indeed, some will choose an alternative, more indirect route to avoid having to make a difficult right-turn.

So how can we make life a little easier when needing to perform this task? Here are a few ideas:

Claim the lane

Sometimes the best solution is to simply “claim the lane” and turn like a motor vehicle. A little daunting for some but, where the relative speeds of motorists are sufficiently slow (e.g. well-designed roundabouts), then the maneuver is quite safe. So find your gap, signal, and go. Remember, motorists don’t want to hit you either!

Find a gap

Often all you need is simply sufficient time to find a gap in the following traffic to get across to the turning lane. So make sure you start checking behind yourself well in advance. To help with this, some locations have additional extended turning areas for cyclists ahead of the standard right-turn lane.

Hook turn

“Hook turns” are a means of turning right at crossroad signals without ever leaving the left-hand side of the road. To make a hook turn, continue on your current street to the other side of the side road and then turn yourself right and wait with the side

traffic. When the lights change you can now cross straight over to the right-hand side.

Cyclists right-turn lane

Sometimes there’s a right-turn lane just for cyclists so that you don’t have to battle it out with the turning motorists.

Stop boxes

Advanced Stop Boxes are sometimes placed in front of through-lanes at signals to help cyclists turn right (this is also very handy when you have a combined straight/right lane). While the traffic is waiting to go, you can come up on the left-hand side and then move over to the right-hand side of the box, ready to turn from the correct position. Just be careful about doing this when the lights are about to change (or the traffic is already moving...).

Use pedestrian features

Features to help pedestrians cross may also be useful for cyclists. For example, central refuge islands also provide a physical shelter for turning cyclists. If one is located near a side road, cyclists can wait in the “shadow” of it when trying to cross. Cyclists could also use pedestrian crossings (zebra or signalised) to get to the other side; however, just remember that you should dismount while crossing.

Remember, no matter how you make your turn, make sure that you SIGNAL your intentions well in advance! This will help following motorists know what you’re planning and they’re likely to be a bit more forgiving if you don’t quite get your gap judgment right. 🚲



CAN 2006 conference

2007 events

25 March

Bike the Bays, Auckland

22 September

World Car-Free Day

1/2 November

Getting there by bike:

NZ Cycling Conference 2007

3/4 November

CAN Do & AGM

24 November

Round Taupo Cycle Challenge

Go to the chainlinks webpage
for links to these events

List your event here:
chainlinks@can.org.nz

Cargo bikes

Throughout this issue have been pictures of cargo bikes, part of a collection of photos by CleverChimp. For a video about cargo bikes visit youtube.com and search for dutch cargo bikes. For a video of the world championships, search for



Cargo bike, Holland

cargo bikes. Links at


<http://can.org.nz/chainlinks/links>

<http://todd.cleverchimp.com/blog/>

How to give up cycling

Following the shocking revelation that heat generated by vigorous exercise is a major contributor to global warming we are all having to reassess our own activities.

It comes as a major surprise to many of us that storing energy in human fat is actually a valuable way of reducing our impact on the environment. Government may be introducing plans to extract this fat by large scale liposuction programmes and storing it underground but we all have a responsibility to reduce our participation in ecologically hazardous physical activity.

Looking at my own lifestyle, it was easy to identify my cycling habit as a major problem. I'm only too aware of the amount of heat that cycling can generate but cutting down was not going to be easy so six months ago I turned for help to my friend Jeremy. He has not cycled since he was a child and is a respectable three stone heavier than me. He now runs a consultancy helping people like me to face up to and overcome our environmental deficit. Continues ... 
www.redsmoke.co.uk/How_to_give_up_cycling.htm

On the web

Couch biking in New Brunswick

While Constable Demeau couldn't cite any specific laws or regulations concerning wheeled furnishings, he put together some pretty solid arguments against our chosen means of travel. Much of the trouble had to do with the width of our contraption. At nearly seven feet across, it was three inches wider than a Lincoln Navigator. And then there was the question of whether or not it qualified as a bicycle at all. If it did, then we were in violation of New Brunswick's helmet law. Continues ...
www.bikeforest.com/cb/cb.php

Naked streets

The new approach to traffic engineering is a recognition that the way you build a road affects far more than the movement of vehicles. It determines how drivers behave on it, whether pedestrians feel safe to walk alongside it, what kinds of businesses and housing spring up along it. Naked streets only work if there are a healthy number of soft and squishy urbanites wandering about. Podcasts and videocasts on cycling :<http://tinyurl.com/3ypu5o>

How do we manage to stay up on a bike?

It's not a gyroscopic effect says Jonathan Woolrich in the New Scientist.
<http://tinyurl.com/36etdn>

Updated: <http://tinyurl.com/363vb2>

Gyro bike: A bike that cancels out gyroscopic effects, created by Hugh Hunt of the department of engineering at the University of Cambridge:
<http://tinyurl.com/3ydv7>

More at the Physics Forum :
<http://tinyurl.com/2rq3eg>

Links at

<http://can.org.nz/chainlinks/links>



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i-Drive™ 5 2.0

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- Shimano XT/LX 27-speed drivetrain with Deore shifters
- Truvativ Stylo Gigapipe triple crankset w/ outboard BB bearings



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