

Chainlinks



CHAINLINKS 2009 Issue 4, December 2009

Preparing for a
new golden age of
cycling

CAN

A stylized graphic element consisting of two curved, overlapping lines that form a shape resembling a drop or a stylized letter 'C'.

ISSUE 4, December 2009

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

Editorial

From CAN's new chair Bevan Woodward

It's an honour and a pleasure to be elected as Chair of CAN. It is also a long way from my first involvement in cycle advocacy, when in 1999 I began writing letters to Transit asking about the possibility of a walk/cycleway on the Auckland Harbour Bridge.

Things evolved from there and a few years later I joined Cycle Action Auckland, having the role of chair from 2005 to 2008. I now live 85 km north of Auckland and cycle each day on rural (80 and 100 km/h!) roads to my office in Warkworth. I'm a self-employed transport consultant and am studying Transportation through Canterbury University's Post-graduate programme. I had a few previous careers, namely: Accountant, IT sales, and owning an outdoors store on the North Shore.

It's been an eye-opening experience to be an advocate for cycling. It's so fascinating and challenging, yet can be so frustrating! The risk of burn-out is a hazard we mustn't ignore. I urge all advocates to put self-care at the top of your "things to do", and check that your fellow advocates are doing likewise.

I'd like to thank the CAN executive and staff who have worked so hard to get CAN where it is today. Fourteen local

Letters to the editor

Dear Sir,

I fully support all that the CAN network strives to achieve in relation to cycling but I must express my extreme disappointment at its involvement with the 350.org campaign. Man made global warming is absolute propaganda and bullsh#@. The science is not settled and Al Gore and his cronies are complete scam artists and con men.

I thought CAN were intelligent but obviously not and have not done any thorough research before committing to this crap.

I will not be renewing my membership.

Regards

Craig Lawry

Responses in regard to CAN's involvement with other organisations, whose goals we don't personally agree with, are welcome, but please no letters that address the global warming debate itself. Ed



Bevan Woodward

groups, so many key projects, and an outstanding reputation for the quality of CAN's advisory work, is a great achievement.

The new CAN committee is a great bunch of talented folk who I'm excited to have the opportunity to work with. We'll be implementing a new structure for CAN which seeks to make the organisation more accessible to the local groups, and most importantly we're going to have fun doing it!

I'd welcome your ideas or questions, please don't hesitate to contact me, 09 425 1928 | 021 122 6040

chair@can.org.nz

Bevan Woodward ■

See Axel's farewell as CAN Chair on p12. Ed

Carbon Credits wanted for 'low-carbon tourism holidays'

Cycle Action Waikato wants walkers and touring cyclists to get credit for keeping New Zealand 'clean and green' as they go the slow, scenic way to see the nation's attractions.

Being the only travellers whose land travel is carbon-free, such tourists help save the planet as they enjoy the benefits of leaving no carbon-footprint on the environment. These tourists have no fuel bill, but they spend more on accommodation to stay along the way, because they don't move as fast as those who rely on the internal combustion engine.

If the carbon-free travellers could claim as credits half their budget on low-cost accommodation en

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Chainlinks March



Articles by **12 Feb**

Local group content : **27 Feb**

Bikewise stories and pics: **27 Feb**

Email content to:

chainlinks@can.org.nz

Pictures: 1024 x 768 pixels preferred

Advertising: patrick@can.org.nz by 19 Feb

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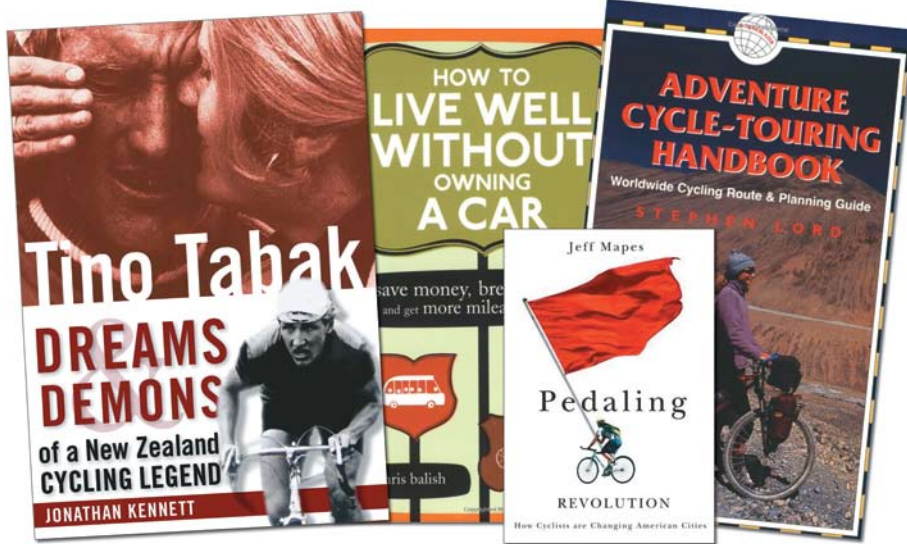
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The views expressed in Chainlinks are not necessarily those of CAN.

Cover photo: New Plymouth's coastal pathway attracts all sorts of bikers.

©2009 Patrick Morgan



Summer reading

Drugs. Scandal. Race-fixing. And cycling.

Tino Tabak – Dreams and demons of a New Zealand cycling legend

Reviewed by Patrick Morgan

Tino Tabak, New Zealand and Dutch cycling champion tells his story for the first time in this new biography by Jonathan Kennett.

Aggressive, rebellious, and unbeatable: conservative New Zealand in the 1960s wasn't ready for the raw talent and uncompromising attitude of the teenage star.

Dutch-born, Canterbury-raised, Tabak was the only rider ever to win all three major New Zealand tours (Tour of Southland, Dulux Six-day Tour, and Tour of Manawatu) in the same year — and he did it twice.

After winning everything New Zealand had to offer, he headed to Europe to prove himself against the best in the world, fighting his way through loneliness, hunger, unfamiliar languages and the arcane conventions of the peloton.

As Tabak carved out the best race record of any New Zealander in Europe, the offers and opportunities came — along with temptation. This book lifts the lid on a life of pro cycling, race-fixing, and drugs.

We follow Tabak as he goes wheel to wheel with Eddy Merckx, crashes on the Galibier, and cuts deals in the peloton.

Kennett has the sense to let Tabak talk. Passages extracted from interviews pepper the text, giving Tabak his voice:

“You become a professional because you're a good bike rider, of course, but it's

got nothing to do with pushing that bike. It becomes a business. If you're contracted to win, you've got to win. It doesn't matter how you do it. But if you get contracted to help, then listen mate, you just help. Don't you dare win!”

Readers looking for insights into the source of Tabak's extraordinary drive, or details of family life, may feel a little frustrated, but all will be awed by Tabak's passion as he tells it like it is from behind the handlebars of a professional bike racer. Plenty of fine photos complement a memorable tale of hardship, hard lessons and the fragile successes of a gifted rider.

Allez, Tino.

Published by Kennett Brothers Ltd
kennett.co.nz, 154 pages RRP \$20.00

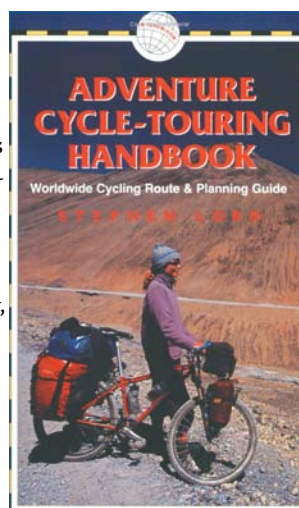
Adventure Cycle-Touring: 'The kind of book I wanted to read but couldn't find'

**Adventure Cycle-Touring Handbook
Worldwide Cycling Route and Planning Guide**

Reviewed By Cathy Sheehan

Adventure Cycle-Touring Handbook Worldwide Cycling Route and Planning Guide by Stephen Lord.

This book spoke to me. It has places I want to go to, and vignettes by and about people whose cycle adventures I follow on the internet. I picked up this book from the library, expecting over-generalised and out of date information that focused on the USA and Europe but I was soon jolted out of my jaded attitude. It is written with a real sense of achievable adventure that in-



spires the reader to plan a trip covering an impossible range of places immediately.

Author Stephen Lord said he aimed to write the kind of book he wanted to read but couldn't find, and he's succeeded.

The cover is a great start — it has a photo of the chic Cara Coolbaugh pictured against a desolate mountain landscape. She reviews bikes and other gear in the UK's Cycling Plus magazine and has cycled extremely rugged routes in the Himalayas. The book is divided into three main sections: Practicalities, Route Outlines and Tales from the Saddle.

Practicalities covers planning, health, documents and choosing a bike, clothing and other gear. Route Outlines includes interesting places such as Jordan, the Caucasus, Central Asia, northern India, Tibet, Indonesia, Patagonia and Algeria. Its page on New Zealand says: New Zealand's roads are narrow and in places crowded. Buses and trucks can pass by faster than any cyclist would like, and there are also a

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Government news

National Cycleway funding

Applications to the National Cycleway Fund are open until December 18th.
<http://tr.im/EYwP>

18 December 2009: closing date for concept proposals.

1 February 2010: Applicants notified whether the proposal will proceed to a feasibility study.

31 May 2010: Feasibility studies completed.

30 June 2010: Proposals to proceed to a business case will be notified.

30 September 2010: Business cases completed.

October 2010: Approved cycleways confirmed for detailed design and construction funding.

NZ Transport Agency funding cut has put cycle and walkways at a dead end in Hamilton

More than half of Hamilton's planned cycle and walkways have been scrapped or put on hold after the NZ Transport Agency cut \$3.2 million in funding over three years for the projects.

Hamilton City Council's transport committee was told 25 cycle and walkways, to be developed between 2009 and 2012 under the council's long-term council community plan, were now on hold indefinitely because of the pulled funding.

Committee chairman Dave Macpherson linked the funding cuts to the \$300m Waikato Expressway between Auckland and Cambridge, which the Government is fast-tracking.

<http://tr.im/waikatocuts> (stuff.co.nz).

Bike Wise Month - February 2010

Bike Wise Month is a great opportunity for communities to get behind a national promotion of cycling and really spur people to jump on a bike and try cycling.

The growth in popularity and number of Bike Wise events over the last few years has been great, as the benefits of cycling have been spread far and wide around NZ. For 2010 we have decided that it is time to grow participation in our existing events. This February we will be supporting up to 50 Go By Bike Day and 50 Mayoral Challenge events. Also, the first 150 school and 150 general events registered will receive a coordinators kit.

Registrations open on 9th November 2009, online at www.bikewise.co.nz

Dates for registration:

Go By Bike Day —
9th November to 11th December 2009

Mayoral Challenge —
9th November to 11th December 2009

School and General events —
9th November 2009 to 22nd January 2010

Bike Wise Challenge — formerly Bike Wise Battle

The Bike Wise Battle has a new name! From now on the Bike Wise Battle will be known as the Bike Wise Challenge. The competition is not a battle to cycle the most kilometres, it's not a fight to make more trips than your neighbour, and it's



not something we expect you to engage in to the death!

We wanted the name to reflect the spirit of the competition — a personal challenge to jump on a bike and give cycling a go, or try replacing car trips with bike trips, or some other personal goal that you want to achieve during the month. It's also an organisational challenge to see how many people within your organisation you can get cycling, and to support cycling as a fun, economical, healthy and sustainable activity.

If you are keen to get involved with Bike Wise Month 2010, check out the website www.bikewise.co.nz or email bikewise@nzta.govt.nz for more information.

Summer reading cont.

lot of old cars well past their scrap-by date which look none too safe from a cyclist's point of view. This indicates to me that the information about the other places is accurate too.

Tales from the Saddle is a series of essays including an account from the astonishing Beat Heim, who cycled from Switzerland to China in 2005, via Mt Kailash in Tibet. He's cycled across 36 passes over 5000m altitude and revels in snow. But the book doesn't make you feel you need to be a Swiss ski champion and highly paid software engineer to leave the armchair and hop onto a bike for an adventure journey.

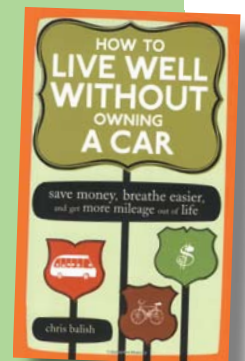
Interspersed throughout is a series of one-page trip reports that cover points such as 'couldn't do without', 'pleasant surprise', 'worst day' and the all-important but usually omitted 'cost' of the trip. So we find Kiwi Tim Mulliner's journey from London to New Zealand, (published in his book Long Ride for a Pie) took 14 months, cost 5,000 euro and incurred 20 punctures and two split rear wheels. Bridget Ringdahl's six months and 5,400km in Asia cost 2,000 pounds including flights, and her road philosophy was 'Be impulsive. Trust your instinct. Get up and GO!' Highly recommended.

Published by Trailblazer Publications, 2006, ISBN 1-873756-89-5. (A second edition is under way.)

Stephen Lord's website:
adventurecycle-touring-handbook.com

Swiss traveller Beat Heim subscribe to his newsletter: betzgi.ch/en/main.html

Crazy Guy On A Bike cycle tour accounts:
crazyguyonabike.com



How to Live Well Without Owning a Car: Save Money, Breathe Easier and Get More Mileage Out of Life

Chris Balish

Reviewed by xxxx

Some cycling advocates can already testify to the benefits of going car-free. For those of us still challenged by the idea of life without a car, this book does a fan-

Continues p6

Bikes on international flights

Terry Sumner

This born-again bicycle freak returned to the fold with a rush when I was told that it's possible to ride to an airport in one country, put your bike on the plane as luggage and ride out of the airport at the other end. The combination of this possibility with a tent, sleeping bag and cooker suggested independence, freedom of movement and economy undreamt of by most people.

I've since made half a dozen bicycle excursions overseas: three on my own, one with my two 14 year-olds and two tandem trips.

Only once have I boxed a bike, at the insistence of my stoker who worried about damage. The resulting 2.5 metre double bike box had to be taken to the airport on a car trailer, and through Manchester airport to the train station cross-wise on a luggage trolley. The woman in charge of cargo handling said I could use as much or little packing as I liked. She explained that the handlers take as much care as they can (but they do use a chute system). Awkward, oversize luggage items like bikes and surfboards go in a non-containerised hold on the plane. We brought our tandem back to NZ with a slit-open single bike box over the seats and transmission, and wheels protruding.

Weight is the problem. The usual allowance is 20kg in the hold and 7kg hand luggage. Your bike alone can use 15kg of this, and more packaging means more weight.

I clean my bike and equipment the day before the flight, especially if flying into NZ, because MAF officers check for mud on bike, shoes, tent floor and pegs. Once one even checked inside my panniers too.

Arriving at the airport early (when queues are short and the hold empty) I

make the bike as flat and small as possible. I remove the pedals and immobilise the cranks with a toe strap round the chainside crank and chainstay. I tie the chain back off the cluster to allow the bike to be wheeled backwards as well as forwards, and wrap the transmission in newspaper or plastic and tape it up to keep other people's luggage clean. Layers of paper can also be wrapped round paintwork. I turn the handlebars parallel with the front wheel on the chain side, lower the seat and tape the wheel quick-releases closed. I pack my folded front panniers and anything metal into my extra large rear panniers. The rest goes in a 40-50 litre backpack as hand luggage. I also carry my helmet.

I use the bike as a luggage trolley to the check-in desk and deflate the tyres there. I try to leave some air in for cushioning. Sometimes I have to convince check-in staff that I want no more protection, that I've done it before and that their baggage handlers are very good!

So far (touch wood!) my bike has suffered only minor scratches. Bikes that do get damaged are often boxed or covered. If your bike is naked, the handlers can see what it is!

Not all airports have scales capable of weighing bikes, so have a conservative figure handy. Emirates' hold luggage allowance is 30kg, which makes it a breeze. Two years ago Singapore Airlines were weighing in all bikes at a nominal 6kg (our tandem weighed 22.5kg!). Some airlines have an extra allowance for sporting goods and some, including Quantas,

LAN Chile and LAN Peru in 2006 insist on boxing. Do check your airline's policy on bikes. ■

ride to an airport in one country, put your bike on the plane as luggage and ride out of the airport at the other end.

Do check your airline's policy on bikes. ■

Do check your airline's policy on bikes. ■



In the baggage claim at Manchester Airport. May 2009

Dear Customer, Recently you submitted a question by e-mail to Air New Zealand. Below is a summary of your question and our response.

Response 19/08/2009

Dear Stephen,

The purpose of putting your bike in a corrugated bike box is both to protect the bike and any adjacent bags.

I also suggest packing any loose items such as bike pumps in your checked bag, because if a bike pump comes adrift when out on the tarmac, it does not seem to work so well if a Boeing 747 rolls over it.

If the bike will not be in a box, then it is recommended that the chain be wrapped so it does not wipe grease or drip oil onto other passengers' bags.

If the bike will not be in a box, then I suggest that any sharp parts on the bike (e.g handbrake lever, or the end of a brake cable jutting out from a nut and bolt) should be wrapped so they do not damage any adjacent bags.

If the bike will not be in a box, it is suggested that the handlebar be turned parallel to the front wheel. This is for ease of storing the bike in the hold.

You say you have also read the details we have on our webpage, so anything there which is not included in the above should also be taken into account.

I presume the reason someone suggested it was better not to box the bike was the difficulty of carrying the box while riding out from the airport! Gusts of wind can be tricky.

Regards
Paul

Air New Zealand Online Support ■

Editor's Note: Weight limits on Air NZ domestic flights have gone up to 25kg per piece, but only one piece is carried free, additional items are charged at \$15.



In touring trim — extra large rear panniers and hand luggage back pack in plastic on rear rack. June 2009

International snippets



Australian Cycling Conference
Adelaide 18 & 19 January 2010

There's a variety of topics related to cycling being covered at the conference: infrastructure, behaviour, social history, bicycle engineering history, encouraging people to cycle, mountain biking, funding and the media's approach to cycling.

<http://tr.im/ausconf>.

Cycle to Work Guarantee in UK

The UK Government launched the Cycle to Work Guarantee. It's a plan to encourage more people to commute by bike and so far over 70 major public and private sector employers have pledged to implement the new plan. Employers who sign up are committing to providing their staff with safe bike storage, changing and bike repair facilities, cycle training and the 'Cycle to Work scheme'.

Good bike routes improve house prices in London

Forget buying a house that's near to a station! Look for a secure place to park your bike and some nice cycle routes instead. According to estate agents, good bike facilities are pushing up prices in London.

<http://tr.im/ukcycling>

Cycling plan to blame UK drivers by default for all crashes

UK Ministers are considering making motorists legally responsible for accidents involving cyclists or pedestrians, even if they are not at fault.

Government advisers are pushing for changes in the civil law that will make the most powerful vehicle involved in a collision automatically liable for insurance and compensation purposes.

Policy-makers believe radical action is required to get people out of cars and onto bicycles or to walk more. Only 1%–2% of journeys are at present made by bike.

<http://tr.im/ukfault>

Summer reading cont.

tastic job of presenting the real costs of vehicle ownership. Chris Balish sets out to persuade the reader that big personal financial wins will come from getting rid of the car, or at least using it as little as possible, and — surprise — we might even find ourselves enjoying better health and a better quality of life too.

The book takes readers through the financial and quality-of-life benefits of life without a car, and has simple, direct advice and encouragement for leaving a car behind, plus stories to inspire your choice to live well without a vehicle. Although his statistics are based on US car and fuel costs, the author's arguments will be just as meaningful to Kiwi readers.

Of course he doesn't neglect to point out that the personal benefits of minimising car use will have global environmental

Pedaling Revolution: How Cyclists are Changing American Cities

Jeff Mapes

Oregon State University Press 2009

All passionate NZ cycling advocates who want to understand what works and why and which battles are worth fighting must get hold of this very readable 'can't put it down' book by Jeff Mapes, an Oregon journalist, and cyclist of course!

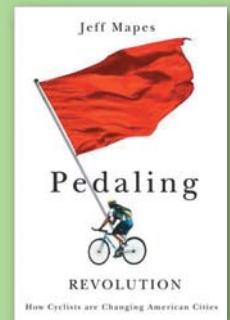
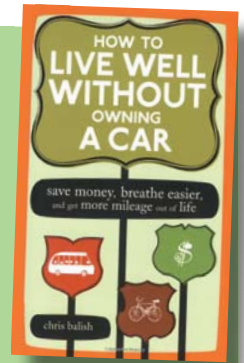
Mapes looks at the history of cycling advocacy in the US and Europe, describes current trends, and examines what really creates better cycling conditions: is it the advocacy groups or the politicians or the "bike personalities"?

When you read about the objections pedestrians made to sharing their space with the very first cyclists, the origins of different bike advocacy groups and their relationships, the magical transformations that happen when a city is gifted with a pro-cycling politician, council transport officer or chair of a transport committee — you will realise there is absolutely nothing new in cycling advocacy! He describes how wonderful cycling friendly towns can arise and then collapse under a new rule or change in demographics. He warns "never to mention Holland" — always

benefits too, but this book is really about choices at the personal level and how to make a big difference in your own life by getting rid of your car, or at least using it as little as possible.

An inspirational resource to introduce the benefits of reducing car use to car-dependant friends and family, and provide a little extra motivation to those of us who already love to ride our bikes and would like to make a clean break from our vehicle addiction.

How to Live Well Without Owning a Car: Ten Speed Press 2006



talk about your town — after describing his pure bliss biking in Amsterdam and Copenhagen. He gives insights into the motorists' point of view, describes today's urban cycling culture and the freedom and rebelliousness of trendy young cyclists expressing themselves on bikes, and looks at the results achieved by the belligerent determination of the

old campaigners.

a book for cycling advocates who want to understand what works and why and which battles are worth fighting

[Pedaling Revolution, Jeff Mapes](#), Portland, Oregon, USA, p.288, 2009.

You can buy Pedaling Revolution (their spelling) online at [Fishpond.co.nz](http://fishpond.co.nz) for \$40.97, or it is available from the CAN Library <http://can.org.nz/library>

If you would like to borrow a CAN copy of this

book, contact the CAN office in Wellington <http://can.org.nz/contact-can>

Other copies are held by local group members Barb Insull, Barb Cuthbert, and Robert Ibell — we're all reading it!

Barb Cuthbert mentioned this book while speaking at a consent hearing for the marine events centre in Auckland and the commissioners commented that they should all read it! ■

CAN Cycle-Friendly Awards 2009



The prize winners in each category were announced at a ceremony in New Plymouth on Thursday 12th November. The Member of Parliament for New Plymouth, the Hon Jonathan Young (on behalf of the Minister, Steven Joyce), presented the awards. The winners received a uniquely designed "bicycle-bell" trophy and certificate.

The Prime Minister, Hon John Key, said "I am delighted to have been selected as a finalist for this event and send my very best wishes and thanks, to CAN and all involved." Due to the fact that he is overseas at the time of the Award ceremony, the Prime Minister was unable to join us on this occasion.

Now in their seventh year, the Cycle-Friendly Awards are designed to acknowledge and celebrate some of the most notable achievements in the country that are helping to promote cycling and to create a cycle-friendly environment. The Awards are devised by the Cycling Advocates' Network (CAN), the national organisation promoting everyday cycling.

The lead sponsor is CAN and other sponsors are Avanti, NZ Transport Agency,



ViaStrada, Taranaki Regional Council and Ground Effect.

Avanti Award for Best Cycle Facility Project: CFA09 Facility Winner

Waitakere City Council for Twin Streams Walking & Cycleway

The nearly 10 kilometres of shared paths that are the Project Twin Streams walk and cycleways follow streams that lead into key town centres in Waitakere. They serve as a major backbone for the wider active mode transport network in their areas.

NZTA Award for Best Cycling Promotion: CFA09 Promotion Winner



Frocks On Bikes, Wellington for Frocks On Bikes

Frocks, where your ordinary clothes are the right "gear" for biking, is a new high profile cycling movement taking Aotearoa cities by storm. The Wellington originators have created novel, fun, glamorous bike events for wearing skirts and dresses, such as Frocktober, summer outings, and women's bike maintenance classes.

NZTA Award for Cycle-Friendly Commitment by Business: CFA09 Business Winner



Fullers Ferries for Fullers' Integrated Ferry and Bus Service

Fullers cycling initiatives began a decade ago, and are now evident in the wide and expanding range of services provided by the company; the approachable and responsive stance of the company's management, and can-do friendly attitude

demonstrated towards cyclists on a daily basis by Fullers' deck crews.

ViaStrada Award for Cycle-Friendly Commitment by a Public Organisation: CFA09 Public Org Winner



Police Nelson & Nelson City Council for Bobbies on Bikes

Bobbies on Bikes was set up as a joint initiative between Nelson City Council and local Police.

Putting police on bikes sends a powerful signal about the practicality of cycling for getting around and about the legitimacy of cyclists as road users. It was primarily to promote cycle safety but has many other benefits. Police officers ride cycles as a part of their normal duty, engage with the community, gain empathy for cyclists and promote safe cycling at the same time.

Taranaki Regional Council Award for Cycling Champion of the Year: CFA09 Champion Winner

Bevan Woodward - Auckland Harbour Bridge 50th Anniversary Event

Bevan organised a campaign that resulted in a group of up to 5,000 Aucklanders, young and old, massing at the foot of the Auckland Harbour Bridge, on its 50th anniversary, demonstrating a huge groundswell of support for the two halves of Auckland to be accessed by foot and bike over the Bridge.

www.can.org.nz/awards

The awards, celebrating achievements that promote cycling and create cycle-friendly environments in New Zealand, are for projects undertaken or completed in the 18 months ending in June 2009.



Communities, Connections and the Economy in focus at the 2009 cycling conference

Stephen Wood

Without a doubt the highlight of the cycling conference was the keynote speakers.

Phillip Darnton is the CEO of Cycling England, a government organisation tasked with getting more people cycling in the UK and is an engaging speaker. Rather than spread its effort too thinly, Cycling England has concentrated on specific "cycling towns". Phillip provided some interesting take home messages, such as it being more important to find and target the people who might cycle and listen to what they want, rather than listening to the people who are already cycling. He showed that there can be a good economic case made for cycling, even from the reduced cost of congestion alone, and that if environmental and health benefits are included as well, the case is convincing.

Other keynote addresses were Chris Rissel of the University of Sydney giving

a look at some of the specific health benefits of cycling, Lisa Rossiter from the NZ Transport Agency giving an overview of cycling from the agency's point of view and John Dunn giving an update of the New Zealand Cycleway Project.

The remaining sessions covered papers on:

- Developing great cycle rides within cities and regionally.
- Promotion and initiatives, looking at specific campaigns that have been run successfully.
 - Pedestrians and cyclists, looking at strategies to minimise conflict on shared paths.
 - Marketing and information, looking at product availability, and route planning tools.
- The case for cycling, looking at the dollars and sense of cycling.
- Physical activity and health, looking at health benefits of increased cycling.
- Inspiration from overseas, examples

a good economic case made for cycling from the reduced cost of congestion alone

target the people who might cycle and listen to what they want

of cycle initiatives from Australia and the US.

- Planning for cycling, looking at challenges for making cycling work on specific roads.
- Design and implementation, covering technical details of some cycle projects.
- making cycling happen, overcoming barriers and encouraging more cyclists.

In the evening between the two days of the conference there were the Cycle Friendly Awards and a conference dinner with an entertaining talk about providing for cycling in Perth. To finish off the meeting there was a retrospective look at the last 10 years of progress for cycling in New Zealand given by Roger Boulter, and some closing comments from keynote speakers and the conference organisers to wrap up.

And another take home message from Phillip. It's actually not about the cycling! If we do make the roads in the towns and cities we live in better for cycling, we also make them better for walking and other activities reclaim them as the kind of spaces we want to live in. ■

The 7th New Zealand cycling conference 12th-13th November, 2009, New Plymouth cyclingconf.org.nz

Carbon Credits wanted for 'low-carbon tourism holidays' *continues from p2*

route, Cycle Action Waikato believes the virtues of carbon-free travel on foot or cycle would quickly catch on for both New Zealand and overseas tourists.

Cycle Action Waikato called on the government to put 'Carbon Credits for low-carbon tourism holidays' into its Climate Change Response (Moderated Emissions Trading) Amendment Bill.

A public submission of Cycle Action Waikato on the Bill stated: — "Promote and encourage the use of the government's seven quick-start National Tourism Cycle Trails. For people choosing a healthy active recreational vacation on either the National Tourism Cycle Trails, the Te Araroa walkway, and also for long distance road cycle tourists, please create

"transform the cycle and walkways of our nation into a national asset and example to the world"

a system so that half-price accommodation discount is available e.g. at Youth Hostels, Backpackers, etc, for low-carbon tourism holidays to be funded through the Emissions Trading Scheme."

Cycle Action Waikato chair John Meekings, whose whole family cycles, says the clear message is: "Tourists who cycle or walk put no carbon-dioxide into the atmosphere other than the air they breathe out. There is a healthy lifestyle that promotes the good of the planet." "New Zealand's primary earners — dairy, meat, horticulture, and tourism — all depend on us having a 'clean and green' image. National cycleways and rail-trails of the future promote that image. Carbon-credits for half of the basic accommodation cost of tourists' along

the way when walking or cycling, saves polluting the planet by encouraging them to spend longer seeing New Zealand and to rely less on motor transport."

"Every day they go by bike or on foot, it lowers tourists' potential carbon-dioxide emissions, so they deserve credit for that. If they qualify for half-price accommodation on their journey, they'll come again — and tell their friends. All that will transform the cycle and walkways of our nation into a national asset and example to the world."

Cycle Action Waikato loans fleet bikes to Hamilton businesses to encourage their staff to become eco-friendly. The fleet bikes give them a healthy alternative transport option to cars for work-related inner-city transport. ■



Cycling advocates coast into New Plymouth for the CAN Do

Kirsten Shouler

Who says cycling advocacy isn't glamorous? A fabulous evening of socialising in Pukekura Park's magical Fernery hothouse was a highlight of this year's CAN Do weekend in New Plymouth. A walk through the Park in the dusk had us arriving at the underground entrance to the magical Fernery, where the wonderful combination of exotic greenery and soothing music was a great background to a relaxing evening after a day of workshops and discussion.

We'd started CAN Do rolling on Saturday with some rewarding talk and discussion with Phillip Darnton of Cycling England and Fiona MacColl of the Australian Bicycle Council, who generously made time to come and talk to us. This was a great opportunity to talk to these two international visitors, and their advice and optimism was inspirational.

Expanding on themes from his presentations at the NZ Cycling Conference, Phillip gave us some new perspectives coming out of Cycling England's work.

Cycling England's mission is not to address the needs of existing cyclists or cycling groups. They think first of non-cyclists, ordinary urban families and towns people, and how the quality of life in towns and cities can be improved by the creation of liveable street spaces which provide walking and cycling friendly environments for everyone, improving the local environment, reducing congestion and providing health and fitness benefits.

Cycling towns

Phillip had some lessons to share with us from the success of the first six English "Cycling Towns", where Cycling England

works in partnership with local authorities to provide increased funding and cycling programmes tailored to local needs. The schemes aim to transform towns into areas where cycling is a really practical transport choice for local people. The results of this first wave of investment have provided impetus for the recently announced commitment to England's first Cycling City, Bristol, and eleven further Cycling Towns. It was encouraging for us to hear Phillip talk of a snowball effect as more towns see the benefits of commitment to improving active transport options for their communities, and real economic benefits are recognised in government policy.

The strong message for Phillip's CAN Do audience was his emphasis on prioritising recognition of the important economic benefits of increased walking and cycling in our towns, particularly the congestion and pollution reduction impacts. Think first of the non-cyclists needs, Phillip said, rather than the wish-lists of the already converted keen cyclists, and be aware that a co-operative voice for cycling interests is needed to get through to government.

Continuing the international lessons, we were lucky to have Fiona MacColl, of the Australian Bicycle Council, follow on from Phillip's discussion.

Kirsten Shouler, Paul McArdle and Pippa Coom at the Fernery, Pukekura Park



Vikki Shakespeare, Sally McAra and Liz Mikkelsen

Fiona spoke of the information, advice and help on cycling issues available to New Zealanders through the ABC, the Cycling Promotion Fund, and Cycling Resource Centre website.

Advocates from all over NZ share ideas

The CAN Do weekend, held over the weekend following the Cycling Conference, is a time for advocates from all over NZ to share ideas, talk cycling philosophies and pass on experiences.

CAN Do is a time to celebrate the impressive achievements over the year of CAN Local groups and volunteer members. Sharing the challenges and the success stories of each local group reminds us of the real impact of the work CAN groups do, and helps build the CAN network. CAN Doers had come from all over New Zealand, from Otago to Whangarei, and the sessions were a great chance to appreciate the many ways in which advocates can work towards a common goal of getting more New Zealanders cycling for transport.

Detailed notes on the CANDo can be found on the CAN website: <http://tr.im/cando2009>

First-timer impressions p11

The after-CANDo ride along the Forgotten Highway p16.

Strategy and planning & AGM

This year, the 55 CAN members who attended had plenty of serious work to do, discussing CAN strategy and planning for the coming year. Our AGM welcomed some changes to CAN's executive lineup and structure, including the election of new Chair, Bevan Woodward. And, as always, the weekend was a great chance to get together with members of other lo-

Continues p11



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Cycling advocates coast into New Plymouth continues
cal groups to swap ideas, build support, and work with CAN executive members.



Claire Pascoe and Páterick Morgan

New Plymouth's magic

But there was also time to enjoy ourselves and experience New Plymouth's magic. Bike rides along the waterfront pathway, and to local garden Te Kainga Maririre were highlights. Thanks from us all to local host group North Taranaki Cycling Advocates, the New Plymouth District Council, and all the locals who extended their hospitality. A

big special thank you to the crew at Fitzroy Beach's Boardriders' Club, who welcomed a horde of wind blown bike riders — the Spooks on Spokes bunch — for a BBQ on Friday 13th.

The mix of international lessons from our international guests, and a chance to talk about our own local hopes, dreams and plans for cycling in new Zealand, made this year's CAN Do a powerful weekend with plenty of thoughts and strategies to take away.



At the Friday 13th Spooks on Spokes ride

Watch out for news of next year's CAN Do — it's a weekend not to be missed. ■

Impressions of a first time CANDo attendee

The CAN Do has a reputation of being something more than just the annual get together of CAN. It is the AGM and around that there is a weekend workshop of some sort. I was a first time attendee and was curious — what makes it so special? I came away convinced.

It's the extra things that make CAN Do a thoroughly enjoyable experience. One is the presentations from local groups. It's amazing the variety of work that is being done and the different ideas people are trying. It's heartening how many groups have set up effective partnerships with local government or other groups in their area. Rotorua having critical mass rides in the mornings before work so more people can get to them, and working directly with schools. Nelson working with both council and police to get "Bobbies on bikes". The work with operators of other transport modes to make them more cycle friendly —

It's amazing the variety of work that is being done and the different ideas people are trying.

Continues p18

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Good-bye from a fellow human being

Axel Wilke, retiring CAN Co-Chair

It was at the 2nd New Zealand Cycling Conference in Palmerston North in July 2000 that I joined the CAN Executive. Nine years later, I feel a need for retirement and have not put myself forward for re-election.

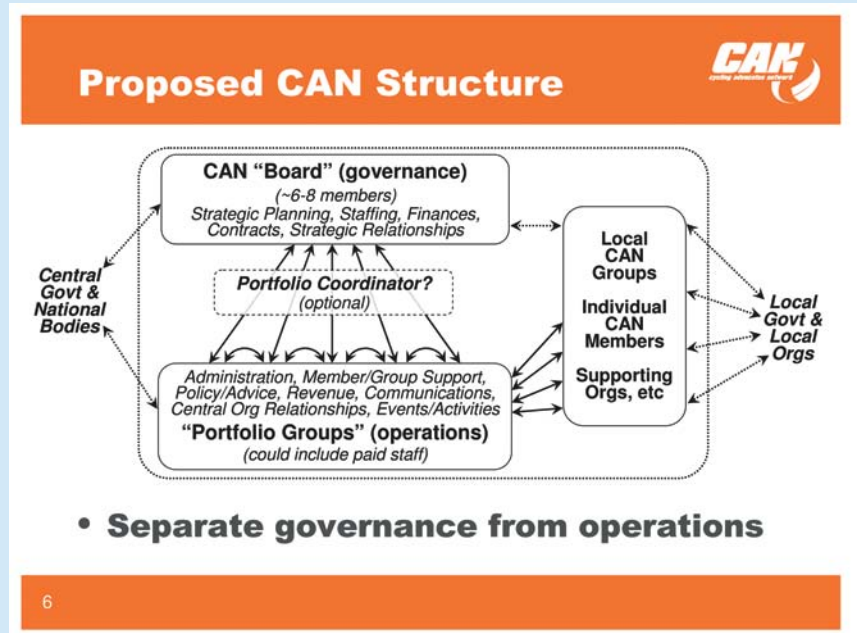
Over the last year, Glen Koorey and I have served as co-chairs, and I have enjoyed our close working relationship, supported by the rest of the Executive, our staff and other CAN members. It was nice to get words of thanks from so many fellow CANners at the CAN Do for my role. Over the last year, I would have liked to give more to CAN, but being time-poor sometimes means that some things don't get done, at least not in a timely manner. But it has certainly been an immense privilege to have helped shape the organisation, which has changed hugely over the years since I became involved.

The other person who retired from the Executive is Robert Ibell, who is one of the founding members of CAN. I have an enormous amount of respect for Robert and wish him all the best. I welcome Bevan back onto the Executive and into the role of chair.

I'm leaving the leadership role at an interesting point in time, as the restructuring with the aim of separating governance and operational matters is certainly the beginning of a new era. The article on this page gives more background on the new governance structure.

Over recent months, the strained relationship between some motorists and cyclists has been in the media, especially after the Tamaki Drive incident. There is a lot of polarised opinion out there. I suggest that we all make an effort and display courteous behaviour. A smile, a wave or a thumbs up to fellow road users might help to work towards improving attitudes. Nonetheless, many motorists think of cyclists as lower class citizens.

I don't like the label 'cyclist' and I don't really see myself as one. And given the negative connotations being a 'cyclist' might have with many fellow road users, I don't think that it's a helpful label. Whilst I might most often travel



The new tasks required as a consequence of CAN having both staff and government contracts have led to "burnout" of both previous and existing Executive members. Also our NZTA funding is nearing an end (June 2010) and we need to consider CAN's future.

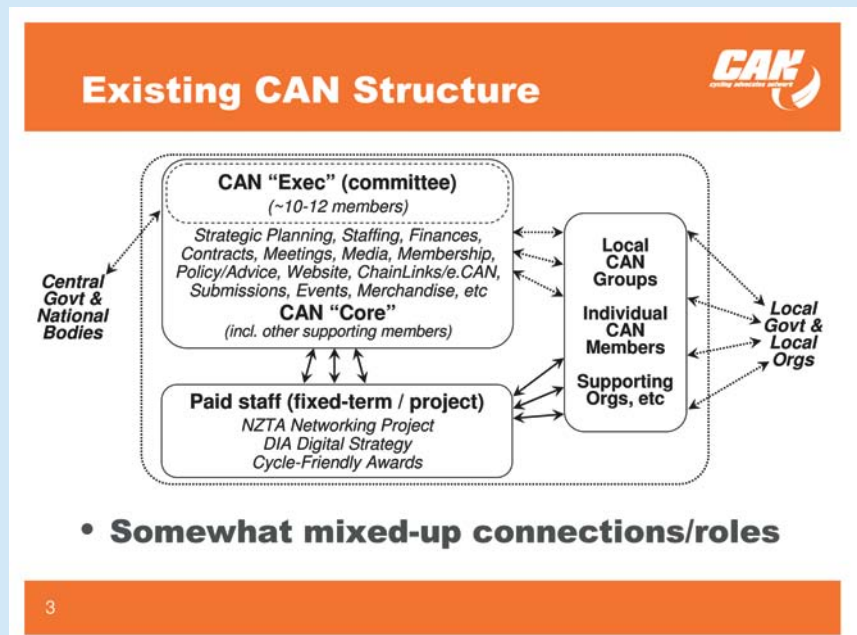
This has led to the proposal of a new structure, which was developed at a strategic planning workshop in September.

CAN wants to be a credible advocate for everyday cycling to central government and national bodies and to sup-

port local groups to advocate to local government for improved cycling. The new structure hopes to achieve that.

It's also important to provide a rewarding experience for all members and staff of CAN. The plan was endorsed at the 2009 CAN Do and so the new committee will become the CAN Board and portfolio groups will soon be defined.

If you want to know more about the plan, contact a member of the new committee or watch for news on the CAN website.



by bike, I also use the bus a lot, I drive myself or get driven in a taxi, I walk many places, and I fly much more than is good for the planet. As such, I think that 'human being' is a much more appropriate label.

Whilst I don't think that I can stay away from CAN for long, and I will certainly continue to contribute past the AGM, for the time being it's a good-bye to you all from a fellow human being. ■

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For the full list of CAN roles:
can.org.nz/can-roles

Contact CAN: can.org.nz/contact

Bike Mirrors: Do they work?

Fiona Whero

A year ago, I was feeling bullied on Christchurch one-way roads. When I wanted to change lanes I was turning, checking, waiting, turning, checking—and suddenly a door would open, yikes!

So I bought a mirror.

Now, I look in it to spot a gap, then turn and check. I'm looking ahead more, with hands on brakes and eyes peeled for opening car doors. I'm converted. Mirrors are safer, especially with lane changing.

However, Alastair Smith has given up on mirrors. He disliked having to adjust them whenever he got on his bike, and found them a distraction. He notes that only 5% of cycle accidents are rear-end, 'so vehicles behind aren't worth worrying about.' He says, 'If you're changing lanes you should look behind anyway, not rely on a mirror.' For all that, Alastair concludes, 'If I did long commutes, I'd probably go back to using a mirror.'

I agree that a handlebar mirror makes you look down, but only momentarily. Using a helmet mirror takes practice because you have to 'sweep' its narrow field of view. At first, you may get confused between what's in the mirror and what's in front.

Its minor disadvantages aside, my mirror helps me enjoy my ride with less neck and shoulder

effort. On the open road, a mirror is a definite asset.

Stephen Wood says, 'Recently I biked in Auckland, Dunedin and Boulder, USA. I forgot to take my bike mirror to Auckland and missed it. In Boulder, having it on the left side reminded me which way to look. My mirror attaches with a Velcro strap; it's a bit too easy to move around, but I can easily put it on different bikes. I once tried a helmet mirror, but I broke it before I'd got comfortable with it.'

My own mirror inserts into the handlebar end. The packaging said it was for a mountain bike, but I don't see it lasting long on a cross-country ride. When you park your bike, your mirror often gets bumped and needs re-setting.

When I borrowed a bike and found myself looking in a mirror that didn't exist, I realised that I'd fully adapted to a mirror. I recommend you try one.

The last word on bike mirrors goes to Chris Surname, a recumbent rider. 'Love 'em, been using them for decades. A mirror attached to my glasses or handle-

bar works well for me, but a helmet mirror vibrates too much. A mirror must be convex, because it's about keeping tabs on what's behind, not judging distance. A wide field of view is important, particularly on my recumbent. Laid back and loving it! ■

When I borrowed a bike and found myself looking in a mirror that didn't exist, I realised that I'd fully adapted to a mirror. I recommend you try one.

CAN delivers bike parking solutions

Patrick Morgan

CAN was approached by Andrew Wilks, a facilities manager at Victoria University of Wellington, with a view to creating new bicycle parking.

The university has a travel plan to ensure that current and future needs can be met. Although cyclists currently form a relatively low percentage of students and staff, less than 5%, there was a recognition in the plan that existing facilities could be upgraded – and that new parking was needed in certain locations. In the short term, the priority was to create parking for buildings at the Kelburn campus and the new Marine Laboratory at Island Bay.

David Laing and Trevor Woodward worked with the university to identify appropriate locations. They decided that the installation of bike hooks would provide the best value for money, particularly given the tight budget and space restrictions at the two locations.

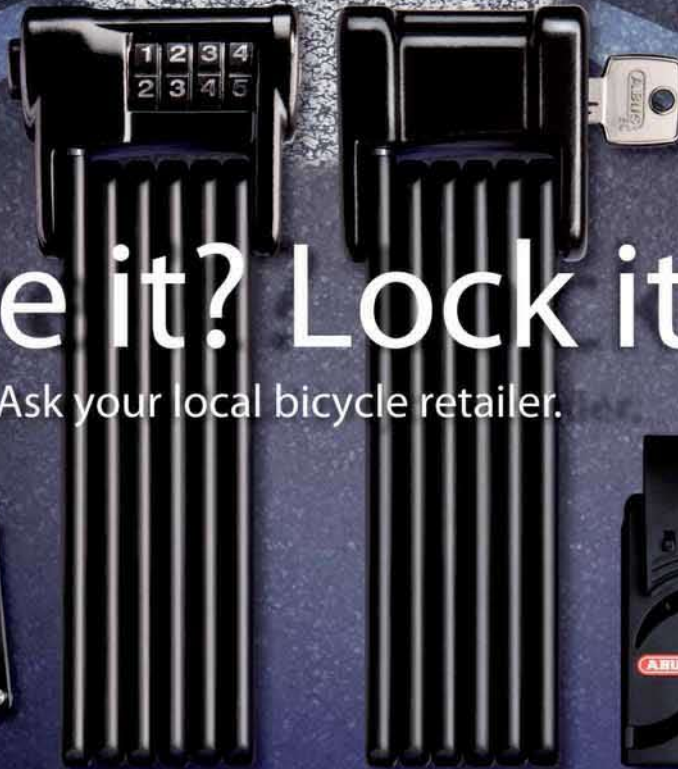
A total of 11 hooks were installed in two locations at the Laby Building, and a further 7 hooks at the Marine Laboratory.

CAN is developing a range of services to help businesses implement travel plans. Contact: Patrick Morgan, patrick@can.org.nz ■

CAN is developing a range of services to help businesses implement travel plans



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A brief history of cycle commuting

Part 4: The second golden age of cycling

Stephen McKernon, CAN

The first golden age of cycling began with the dream of mass personal mobility for adults. It died in the 1950s when the motor car took over as the preferred mode — same dream, different vehicle.

The second golden age grew from the dreams of children, and they weren't dreaming about getting from A to B. They were dreaming about fun.

The death of utility cycling

Up to the 1950s the bicycle had been practical, cheap and rugged — it was essentially a 'utility' vehicle — for travelling from A to B. So most people could ride and had ridden in their childhood at least, if not in early adulthood. Most adult riding was actually quite mundane — short trips to the shops, to work, to visit friends or go somewhere with friends, and even as part of one's job. While there was much recreational riding and touring, the emphasis was on the practicality of the bicycle. In the UK, about 20% of the workforce commuted by bicycle, and a similar proportion would have cycled to work in NZ.

If you get the chance, have a look at a bike of the 1950s. By today's standards it might seem awkward: a heavy frame, cluttered with mud-guards, chain guards, carriers and bells, that forces you to sit upright. But that's the point — the bicycle aimed to provide mass personal mobility, and that means simple, sturdy, cheap, comfortable and practical for all possible riders. People had fun on their bikes, but the bike itself was rarely fun.

So why did utility cycling die? The truth is that from the 1930s, the number of cars per household began to overtake the number of cycles. The trend was inevitable, and the Great Depression and Second World War only delayed the reality of change by two decades. By the 1950s mass production technologies had evolved enough to offer relatively cheap cars on a mass scale. Car marketers offered status, luxury, glamour, speed, power, convenience, pleasure, freedom and fun — everything the bicycle had already done, only without having to sweat.

The real second golden age: the rise of fun in cycling

History is full of ironies. The story goes that the Raleigh 20 (and its small-wheeled cousins the Brompton, Moulton, Healing Loline and so on) was developed as an adult utility bicycle (the original was developed for paratroopers in the Italian army around the 1930s).

Raleigh wanted to reverse the decline of adult cycling, and it's probably fair to say adults hated it.

The irony is that kids fell in love with it, claimed it as their own and so revived cycling. Yes, cycling was rescued by school kids. The wonderfully adjustable Raleigh 20 could be made to fit any child, and by this means became an icon of kids' cycling from the 1960s. The Raleigh was soon followed by the Chopper and Cruiser, which added modern styling and themes (such as the Chopper's allusions to the motorcycle) to older forms.

The photo shows three girls with a classic Chopper-style bike in an Auckland department store. What could be less practical for everyday travel, but more cool for neighbourhood fun than a chopper rip-off?!

From the 1960s onwards, cycling was all about fun — the bikes were fun, the kids had fun and the decade encouraged radical fun. By pushing fun to dangerous extremes, kids accidentally invented new forms of cycling and marketers were very quick to respond. The BMX and mountain bike grew through suburban Ameri-



can kid and teen cultures, and within a decade, had prompted global changes in cycling. We can trace major jumps in the popularity of cycling from these stylistic milestones — the small-wheeled bikes of the 1960s, the ten-speed of the 1970s and the mountain bike of the 1980s. From then on, it's the popularity of events that drives jumps in cycling. Around 25% of New Zealanders now cycle in a given year, and virtually all cycle for fun.

Being an advocate, you'll be wondering if the carless days of the 1980s, the introduction of compulsory helmet-wearing, and the recessions of 1990s and 2000s had any effect on levels of utility cycling (such as riding to work). Bad news: at best, the evidence points to a delayed and marginal effect.

Why? Because today's cyclists just want to have fun. In spirit the second Golden Age of Cycling is a cycling event, where people do crazy stuff on bicycles for the thrills and the glory. Even utility bikes are going crazy stylish — retro fixies being a clear example. The second golden age is not a bicycle trip to the dairy. It's a cycling street carnival! ■

Regional groups

Cycle Aware Wellington update

Life continues to be busy for Wellington cycle advocates. Several Cycle Aware Wellington members are part of a group consulting with Wellington City Council on how to implement the newly established Cycling Strategy. It's quite a change to be asked to suggest (and prioritise) initiatives, rather than having to campaign for them.

The Great Harbour Way, Te Aranui o Poneke, the walking and cycling route around Wellington harbour, continues to make progress. An extensive report on the concept by the consultants Boffa Miskell has been released to agencies and local authorities, and a group of officers from Wellington City Council, Hutt City Council, and NZTA, is being formed to coordinate the project.

200 Wellington cyclists marked the International Day of Climate Action on 24 October by riding the Te Aranui o Poneke/ Great Harbour Way route from Day's Bay to Wellington, and from Seatoun to Wellington. The (roughly) 350 degree circuit equated to the aim of reducing the carbon dioxide content of the atmosphere to 350ppm.

CAW has also been organising Bike-ability workshops, where intending cycle commuters learn everything they need to know about commuting to work or school.

Another summer activity will be the Ob-cycle workshop, where Wellington's waterfront will be transformed into a cycle skills testing ground.

Recent submissions by CAW include a successful lowering of speed zones in Tinakori Road and Aro Street, which will make cycling through these areas safer; and submissions on development of the Wellington Waterfront.

An exciting regional development is the launch of Greater Wellington Regional Council journey planner (www.gw.govt.nz/journeyplanner). This gives directions and a map of the optimal cycling route between two addresses, as well as an elevation graph and an estimate of the calories burned. A rumoured enhancement for Wellington's café cyclists will rate and optimise the café stops along the route and calculate the number of flat whites required to restore the cyclist's energy levels. ■

Alastair Smith

16 Chainlinks 4, December 2009

After the CANDo: Riding the Forgotten Highway

Patrick Morgan



John Baldwin and Robert Ibell cruise the Tangarakau Gorge

Talking about biking can be fun, but riding is even better. That's why each year CAN members saddle up and put some k's under their wheels following the CAN Do. Last year it was the Little River Rail Trail on Banks Peninsula, and this year a bunch of 13 rode east from Stratford on the 150 km Forgotten Highway to Taumarunui.

This is a classic back-country tour, through dairy and sheep country to a corner of heartland deep in Taranaki.

woken by a dawn chorus led by a certain rooster.

Those who dislike riding up hills noted that the little-used railway line along this route looked like a good candidate for a rail trail conversion.

Day two was 70 km of quiet roads through bush, unsealed tunnels and over a few saddles to a DoC campsite at Ohinepane. From there it was a 17 km hop to Taumarunui to catch the train and head for home.



Barbara Cuthbert escapes Whangamomona.

Highlights include visiting the arboretum at Te Wera, 12 km of gravel road through the Tangarakau Gorge, and camping on the banks of the Whanganui.

Tailwinds pushed us along although overcast skies blocked views of Mt Taranaki and Ruapehu. We spent the first night at Whangamomona, population 30, mixing with the locals at the pub and being



Adrian Croucher and Sally McAra emerge from the Moki Tunnel.

Great company, great scenery, great riding. Put it on your to do list. ■

More information on the route can be found at windwand.co.nz/heritagetrail.htm



126 Sheep thrills: traffic congestion on the Forgotten Highway near Taumarunui



The doctor is in: CAW member Robert Ibell gives bikes some TLC.

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Waimakariri District Council
Wellington City Council

buses in Christchurch, trains in Wellington, and ferries in Auckland. The “Frocks on bikes” events that have now run in three main centres. It shows there is more to cycle advocacy than writing submissions to local and central government, and leaves you wondering what new things you can try in your own local area.

The other workshops sessions covered a variety of things. The first presentation was an introduction and discussion of CAN’s restructuring proposal. Then there were short presentations from Philip Darnton of Cycling England and Fiona McCall of the Australian Bicycle Council, both sharing ideas of how cycling promotion and advocacy worked in their respective countries. There are some impressive achievements in both countries that serve as an inspiration for us, cycling cities in the UK, and places like Melbourne in Australia.

Rides, meeting people, a movie

However the thing that makes CAN Do special is the time spent on other activities. There was the “Spooks on Spokes” ride on Friday the 13th in and around the centre of New Plymouth (including the town cemetery) which then led on to a ride along New Plymouth’s impressive coastal path to a wonderful BBQ tea at the “Surfriders” club at Fitzroy Beach. Each day of the CAN Do started with a hearty breakfast provided at the venue, the Bellringer Pavilion overlooking the Pukekura Park cricket oval with its terraced embankments.

Saturday’s lunch was a 15 minute bike ride away, including another cemetery and some off road tracks, to the wonderful international garden areas of Pukekura Park. On Saturday evening, a drinks and nibbles function was held in the Fernery, one of the covered gardens in the park. After that many watched a screening of the movie “VEER”, about the cycling culture in Portland at the Shoestring backpackers, accompanied by wine and pizza. All



Jan Nisbet tries an electric bike

these activities serve to provide breaks from the workshop sessions and get to know or catch up with other like minded people.

Avoiding burnout

A highlight for many was Bevan Woodward’s presentation on avoiding burnout. Bevan fronted the GetAcross campaign this year which organised the May protest rally on bicycle access to the Auckland Harbour Bridge. Bevan’s advice

to watch for signs of burnout and to take time out for yourself were well received as many listening could recognise the situations he was describing.

There were also a number of “sound bites” — short presentations on a variety of topics to assist groups and individuals in cycle advocacy — media skills, understanding the regional land transport plans, advice on making oral submissions and how to make a treasurer’s work easier.

AGM

Of course there was the AGM in which a new committee was elected. Glen and Axel stood down as co-chairs and the new Chair is Bevan Woodward from north of Auckland. Adrian Coucher and Liz Mikelson were re-elected as secretary and treasurer respectively. The

there is more to cycle advocacy than writing submissions to local and central government — what new things you can try in your own local area

new committee consists of these three and then five more members. Graeme Lindup, Glen Koorey, Anne Fitzsimons, Jane Dawson, and Christine Cheyne. This is a smaller committee than last year’s, reflecting the expected transition to the committee being a governing board and more people involved with doing the work of CAN in various portfolio areas.

The CAN Do is a thoroughly energising and enjoyable weekend, put together by a lot of hard work by our three networking staff, Kirsten, Fiona and Patrick, the local NTCA and the CAN Exec. Thank you! If you possibly can, do plan to be there for the next one, it’s well worth it! ■
Stephen Wood

The bike truck

Steven Muir

Alistair is trying to live without a car. A growing family means he needs a larger fridge, which he buys from Noel Leeming.

The problem is how to get the 70kg load home without admitting car-free defeat by borrowing a friend's car and trailer, and without paying for delivery.

The solution is my home-built three-wheel bike trailer. It's welded up from box-section and angle steel, with 20 inch bike wheels behind and a wheelchair caster in front.

Our plan is to lie the fridge on its side, but the Noel Leeming man tells Alistair that this is not the done thing; so we place it upright on the trailer as per manufacturer's requirement. Fortunately it squeezes in between the wheels OK.

It's a slow journey, but it goes smoothly and the fridge arrives home safely. Alistair takes his old fridge to the second-hand dealers the same way.

The wheelchair caster makes the unloaded trailer wobble at low speeds. Replacing it with a 12 inch bike wheel

and revising the fork angle does the trick, and a couple of weeks later my trailer provides a stable chariot for the Walk for the Planet. ■



Steven with some passengers on the Walk for the Planet



GETACROSS The Auckland Harbour Bridge

To the 11,170 GetAcross supporters.

We've been working hard to find a way to get the walking and cycling pathway over the Auckland Harbour Bridge happening soon. We see a viable alternative...

Now, would you be prepared to pay \$1 to use it? <http://tr.im/getacrossurvey>

Other ways you can help:

Cycle Action is a supporter of GetAcross and a voice for cyclists who would like to see cycling in Auckland made safer and easier. Join up and support the cause: www.caa.org.nz

Please make a donation to help cover our administration costs. The GetAcross bank a/c is: 12-3057-0824362-01 (ASB Wyndam Street) ■

I also make small lightweight aluminium trailers. Anyone who would like to try one out is welcome to contact me at steve@cycletrailers.co.nz or 03 365 8238.

Steven Muir is a Christchurch cyclist and author of PROSAC: Profound Revelations of Sunday Afternoon Cycling Church. His main mission from God is to make [bike trailers](#) and get people using them as a way to save to planet. <http://www.cycletrailers.co.nz/>



On the web

BEAUTY AND THE BIKE

Beauty and the Bike follows two groups of young women from Darlington and Bremen as they discover what stops teenage girls from cycling. An 8-minute version is now online and you can read all about the project on the Beauty and the Bike website.



The DVD and accompanying book chart the journey of the Darlington girls, as they discover the results for cyclists in the UK of transport policy failure. But they also get a glimpse of how it can - and will - be in the future, as the crises of climate change and obesity demand a radical rethink.

<http://tr.im/beautyyoutube> (8min video) bikebeauty.org



iBike

The iPhone might not be able to cook (yet), but it can help you monitor and share your biking experiences — measure average speed, distance, elevation, compass heading, time elapsed, and calories burned. Maps, rides, photos, and ride history are saved on EveryTrail.com, a platform created for geotagged, user-generated travel content." <http://tinyurl.com/nqg9k3>

There is one NZ bike trip online so far: <http://tr.im/otago-fatty> ■



Photo: Dave Mitchell



Gap Creek, Dunedin



Waihi, Waikato



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromboli, Canterbury



Port Hills, Otago



Bamburgh MTB Park, Victoria



Bamburgh MTB Park, NSW



Whare Point, Dunedin



The Heaphy... with back



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, bring a note to slushfund@groundeffect.co.nz**

and gear for the cycling revolution

Only available directly from Ground Effect. Call free on 0800 655 733 in NZ or 1800 145 333 in Oz.

www.groundeffect.co.nz