

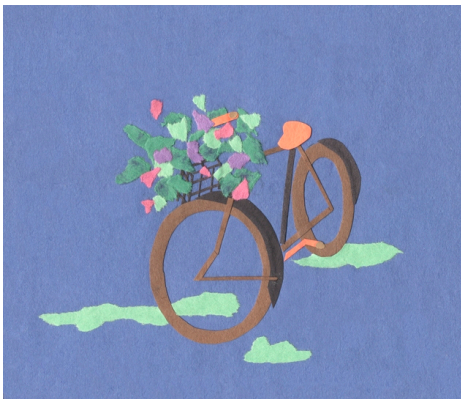
# The Cyclist's Vehicle

## EBC News

Last fall, a high energy annual general meeting was held at the Windsor Park community hall against a backdrop of good food, tunes, bikes (especially Chris' LED festooned trick bike) and Karly's computerized slide show. If you didn't make it out to the AGM, here's an update of all that went down.

### *BikeWorks Update*

The afternoon started with a well-attended BikeWorks organizational meeting. Participants discussed their visions for BikeWorks. The entire gamut of views were expressed from "shut it down" all the way to "go more commercial". The consensus was to affirm the important role that BikeWorks plays as one of the foundations of EBC's existence. That said, the practical business of running BikeWorks was next on the agenda. The importance of reliability was stressed and all in attendance put their support behind the outgoing board's plan to use volunteers to operate the shop over the winter. Many volunteers signed up for the two kinds of jobs required - meeter/greeter/phone answerer and mechanic. [If you're interested in volunteering at BikeWorks call the shop or email [info\[at\]edmontonbikes.ca](mailto:info[at]edmontonbikes.ca) - Ed.]. Since the AGM, BikeWorks has been open consistent hours and is well organized and tidy. Thanks to all the volunteers who are helping out!



*Diane Ellery's prize winning entry. Diane takes home an EBC bike for her efforts! Visit BikeWorks to see the original. A big thanks to everyone who entered the contest!*

### *AGM Highlights*

Highlights of the AGM included a treasurer's report prepared by Erich Welz (finances look good), a report on the BikeWorks lease (owner may sell building - request to keep your eyes peeled for a potential new location), a report about the new website ([www.edmontonbikes.ca](http://www.edmontonbikes.ca)), the presentations of the second annual Grainge Allsopp Memorial Award to John Collier and the announcement of last summer's art contest (Diane Ellery), and a lively board election.

### *New EBC Board*

There's lots of new blood on the board, along with some seasoned veterans. This makes for a great board of directors for the upcoming year! Welcome to new board members Michael Kalmanovitch (President), Adam Millie (Treasurer), Ray Provencher (Secretary), Alex Hindel, Janice Leduc, Zoe Todd, Scott McAnsh, and Steve Andersen and returning members Scott Harris and Karly Coleman. If you have any questions or concerns that you think a board member can help with, one way to get in touch is to e-mail [board\[at\]edmontonbikes.ca](mailto:board[at]edmontonbikes.ca) or call/visit BikeWorks. [🚲](#)

### In This Issue

Special winter "literary" issue! Check out the member-contributed stories by Molly Turnbull, Robert Drinkwater, and Karly Coleman (pgs 3, 4, and 6).

AGM and BikeWorks (pg 1).

This year's Grainge Allsopp winner is John Collier (pg 6).

New city Bicycle Transportation Plan is coming (pg 7).

Why winter cycling rocks (pg 5).

And look for regular features: EBCer Profile, Three for Free, Route Finder, and Dr. Cog.

Kent McPhee

Editor [🚲](#)

## EBCer Profile

This edition of EBCer Profile introduces a familiar face at many EBC events. Not only that, Chris is the face behind EBC's new website at [www.edmontonbikes.ca](http://www.edmontonbikes.ca)

### What is your name?

Christopher Chan

### When and why did you start bicycle commuting?

I moved to Waterloo to work a few years ago, and discovered that public transit there basically consisted of five bus routes that ran up and down the same street. I tracked down a place called Recycle Cycle, which is a lot like EBC, and was able to pick up a solid steel Supercycle 10-speed for \$10. I hadn't ridden a bike since high school (and then I never rode much), and had never been on a road bike before. I could barely stay upright on my way home. So much for never forgetting. But being on a bike sure made hauling quarts of apples from the farmers' markets a lot easier than walking everywhere.

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

Free Spirit road bike: All-year commuter, full fenders, rear rack, and one or two panniers depending on what I'm doing. \$5 at the police auction. Schwinn road bike: Backup and longer-distance bike. Rack, no panniers unless I need them, half-flat/half-clipless pedals, small front and rear fenders. \$40 at EBC. 3-Speed CCM Elan: The Light Bike. Loaded with a battery pack and microcontroller in the basket, and covered in about 130 LEDs (and electroluminescent things). For those special occasions. \$25 at the police auction (lights not included). Vitus Cyclocross bike: My baby. Just got it at the start of winter. It currently gets the least use because I'm still babying it. \$900 in pieces.

### What is (or was) your favourite bike?

The good ol' Free Spirit. It's the first bike I got when I moved back to Edmonton from Waterloo and found that I couldn't live without a bike anymore. I've been riding it for at least a few years, including 3 full winters.

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

In the dead of winter, about 10 hours, somewhere over 100km. In the summer, probably around 15-20 hours a week--maybe around 200km. I almost never ride purely "recreationally" -- nearly all of the time and distance on my bike is to get somewhere.



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

Faster than the average commuter, but not courier-style. My Free Spirit can't handle the rattling.

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

Go to concerts, volunteer, cook, eat, make music, listen to music. I only do things that make me happy.

### What's the best part of EBC for you?

Meeting fascinating bikey people. And BikeWorks, of course, since my personal bike tools are limited to an adjustable wrench and some tire tools.

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

I have a pair of Cannondale zip-off pants. They're water-resistant and have an inner mesh lining, making them good until about -25C before I need another layer. Since they convert to shorts, they're also perfect in the summer. Best of all, they don't look like wacky cycling pants, so I can wear them and look semi-normal. They've outlasted all my jeans. I haven't been able to find anything else like them. MEC has everything else I need, though.

### What kind of lock do you use?

Kryptonite U-lock. It cost eight times as much as my bike.


### Have you ever had a really good wipe out?

Only embarrassing ones, I'm afraid. Once I destroyed my front wheel because I was standing upright on my pedals, signalling a left turn, and, as I started into the turn, still signalling, I decided to scratch my itchy nose with my right hand. It was late, so no one saw my failed circus manoeuvre. My most triumphant moments are the ones where I manage to avoid wiping out.

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

Commonwealth Stadium to Garneau/Strathcona, because a lot of the places that I like to go and people that I like to see are along that route.

### Any bicycle commuting advice?

Have no qualms about taking your lane if it's needed to ride safely. There's no point in riding in the gutter if it means you're liable to hit the curb or a pothole (or a car door) and launch yourself into traffic. 



**Heads up! EBC's casino is an important fundraising event. This year, the casino is sometime in Jul/Aug/Sep (details to follow). If you think you can volunteer for the casino give Michael Kalmanovitch a visit or a call at Earth's General Store - 439-8725.**

## Flying Lesson Number One

*This piece is about a moment of discovery, when Molly found out that cycling is more than a hobby, exercise, or a brilliant mode of travel. Cycling is a passion and a love whose cadence can be heard in her pulse.*

The doctor smashes the cast off ruthlessly. I ask him for a referral to a physiotherapist. "Here, I'll show you what a physio does. 'Walk this way!'" He lurches around the room then corrects his gait. Shallow man, perched on high. It's the same prairie coldness I've heard all my life: "Pull yourself up by your own bootstraps"; "My Gramma broke her hip and still cooked for the workers, it was harvest"; "It's all in your head."

I'm pretty good with pain, and know something is still very wrong. Constrained, hobbled, humbled, tired to the barely healed bone, I go.

The Sports Institute at the U of A is in the Butterdome is a huge yellow aesthetic blight. A doctor friend insists that I go see Ian there.

I remember my first tricycle. My second? - My best possession ever. It's a high red one with a white seat. Reaching for the pedals stretches my upper thigh muscles. Body memory. I can go and go and go. Me, fast in the world on my steed. Shiny black capital letters painted on the back of the seat by my Daddy's artful hand- MOLLY.

In the waiting room of the physio office there are signed photos of the Edmonton Eskimos. Hard, heavy, big muscular sweat is earned here. I try not to compare their amazing strength with new fear of stairs. I

by Molly Turnbull

stop looking at the framed photos of fame. Under my skin, since I broke my ankle, I've had a rippling dread: An unspoken fear of how this might constrain my abilities. I try to talk myself out of it, but I can feel it just under the surface on my chest and down my arms. It's uncontrollable panic.

Ian is calm. His favourite client is a 90 year-old whose 'sport' is to continue to be able to climb and descend the three stairs that separate his living room from the rest of the house. The man strains to stay home. 27 days and three visits; several soaks in the warm whirlpool; instructions on how to do nothing with my lower left leg: Nobody moves, nobody gets hurt.

Then I arrive for my fourth visit. Ian casually points to the stationary bikes, "warm up for 3 minutes".

I go: Deer in the headlights. The stationary bike - oxymoron - is in the corridor, visible from the workout stations and the waiting room. Shaking hand adjusts seat, shaking body straddles frame, shaking foot finds pedal. I'm feeling worthless, like I did at 14, cowering from the venomous math teacher, ex drill sergeant. I force breath into my lungs.

The first rotation.

No searing pain.

Around my legs whirl.


Pedal on, pedal on, pedal on for miles, pedal on. Laughing past the tears, I'm immune to the stares of those around. Kind Ian says "Are you all right?"

Oh yeah, it's all mine - I can fly. 

## THREE FOR FREE

**en.wikibooks.org/wiki/Bicycle** Everybody's heard of Wikipedia, the "open content" encyclopedia - but have you heard of Wikibooks, the open content textbook collection? The books are written by folks like you and me, anybody can add their expertise (but presumably you should know something about the topic to which you make a contribution)! The Bicycle book aims to produce a comprehensive guide to riding and maintaining bicycles, easily understood by the rank amateur whilst also being a primary reference book for experienced bike mechanics. If you want to share your expertise, why not contribute a chapter or two?

**www.allweathersports.com/winter/winter.html** An EBC winter newsletter without a few winter riding tips is like a summer in Edmonton without a cruise through the river valley. The All Weather Sports folks up in Alaska have thought a lot about winter riding and have whipped up this web page to share their tips and tricks. Some of the tips apply more towards "country riding" on soft snow (which is further explored in their Iditasport tips page). However, there's enough here that anyone will likely find a relevant and maybe even new and interesting tidbit of winter riding info.

**www.bicyclepaintings.com** Taliah Lempert is an artist and bicycle commuter in NYC. Her paintings of bicycles are beautiful. She describes her philosophy thus: "Painting pictures of bicycles satisfy what I want to say. Structurally they're beautiful & symbolically very positive. I love how a bicycle relates to the figure & I love exploring what each is specifically to the person who ride them. Many of the bikes I paint are used daily for transportation and/or for racing, some are necessary for the owner's career. They are worn and customized in unique ways, being at once a specific bike and a collective symbol of empowerment." 

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



## Wine and Cheese

A while back, I got a call from my bike friend, Bill, about a wine and cheese at a local bike shop. It would be hosted by a cycle touring company, he said, and while he realized I was a cheap, cheap bastard who would never buy a tour (I'm actually on Interpol's list of bad tippers) he figured I wouldn't mind the chance to gulp down free Shiraz and Triscuits. I told him he was absolutely right!

True to his word, there was plenty of plonk, pate, and crackers when we arrived, which was all very pleasant to gulp while the energetic tour leader made her presentation. Her company, which was owned by a prominent bicycle manufacturer, offers luxury bicycle tours. I won't say which bicycle company it was, only that LANCE RIDES ONE. This was stressed several times by the tour leader, so I'm guessing it meant the tours were pretty good. Anyway, I bided my time and tried to make as many trips to the drink table before

by Robert Drinkwater

anyone figured out that week-long packages with her company cost about twice as much as my car. Young employees of the bike shop who guarded the table eyed me with suspicion, but were hesitant to cut me off. Thankfully, the tour leader's slide show was long enough for me to get a delightful buzz before she began working the room to make more personal sales pitches.

Now, people like her can normally avoid wasting time on cheapskates like me because they notice things like Triscuits and cheese stuffed in our pockets. But Bill presented a problem. She had high hopes of making a sale to my cycling buddy, who if I may say, has always been a good tipper. Bill paid as much for his car as some people pay to ride with LANCE for a week, and is welcome in automobile dealerships, the Hotel Macdonald, and upscale furniture stores.

... continued on pg 7

## ASK DR. COG

Dear Dr. Cog,

**I notice that the brake and gear cables on my bike have little knobs on the ends. What are they for? I have a strange urge to turn them, should I?**

- What a Knob

Dear Knob,

When faced with an unknown knob, there are two kinds of people in the world – those who turn it to see what happens and those who ask Dr. Cog to explain. First, your instinct to turn the knobs is a good one. At one time or another everyone needs to turn those little knobs. When, you ask? Let me 'splain. It all begins with Frank Bowden back in the late 1800's. Frank, you see, was a sickly man whose doctor recommended cycling as therapy ... er ... I think this is going to take too long. Those cables on your bike? Frank invented them. They work by pulling an inner cable (the "wire part") inside an outer housing (the "other part"). The housing stays put and the inner cable slides. Notice that the housing is always anchored to something that doesn't move (like a frame boss or a brake lever). Now, the thing the inner cable is pulling is often very sensitive to the length of the inner cable ... the length has to be "just so." You can adjust the length of the inner cable directly by changing the spot along its length that is anchored to the thing being pulled. But Frank figured out a different way to get the same effect. He realized that the length of the inner cable *relative* to the length of the housing is what matters – make the outer housing a wee bit longer and you've effectively made the inner cable a wee bit shorter! Those little knobs are part of what is known as "adjusting barrels" because they *adjust* the length of the outer housing and they look like *barrels*. "Loosening" the knob will make the housing longer and, relatively speaking, the inner cable tighter. There are two common situations which compel you to turn the knobs: cable stretch and brake wear. The inner cable tends to stretch a small amount over time and the adjusting barrel is perfect for tightening it up a commensurate amount. The stretch is most often noticed by a tendency for index shifters to stop working with the smoothness that they had when you got 'em new. As brake pads wear, the inner cable needs to be cinched up to keep the pads close enough to the rim to prevent the brake lever from bottoming out. Tightening up the inner cable works for a little while (if the pads wear down too much you have to resort to physically shortening the inner cable, or better yet replacing the pads). I encourage you to give the knobs a turn and see what happens!

- Dr. Cog 

### Q&A

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

## Route Finder

### St. Albert to U of A

The route featured in this edition comes to us via the way-cool [www.bikely.com](http://www.bikely.com). User drennie shares his commute from St. Albert to the University of Alberta. Visit [bikely.com](http://bikely.com) for the full interactive experience!

**0 km** Here is the beginning of the St. Albert to University of Alberta commute. I like to start at the bus terminal to remind myself that I am saving money not having to ride the bus.

**0.9 km** You will be merging onto St. Albert Trail. I like to give myself a nice gap in traffic before turning.

**1.2 km** There is a nice shoulder here to ride on.

**1.4 km** You may see jealous bus patrons at the stop up a head. Be sure to wave like a total J.O.

**2.1 km** There is a right hand turning lane up ahead. Typically, I choose to stay out of it and pass through the intersection in the right hand non-turning lane. I found this minimizes the number of cars that will cut you off to turn right.

**2.3 km** Here is the end of the wide shoulder. It is fairly narrow all the way to Yellowhead so be sure to cautiously assert your presence and don't ride in the gutter.

**2.7 km** This area is notorious for a bunny infestation. There are usually >15 bunnies at a time.

**3.9 km** Again, try and avoid riding in the right hand turning lane.

**5.3 km** Drivers have a nasty habit of rushing into traffic from the this parking lot. Watch out for coffee laden maniac drivers. Because of these drivers speedy habits, there is now a small, yet pronounced pot hole here.

**6.3 km** Watch out for cars here. I usually dismount to reap the full pedestrian legal benefit.

**6.4 km** The second reason why I like to ride the sidewalk under the bridge is that it sets me up nicely to avoid this uncomfortably narrow bridge.

**6.5 km** I usually merge into traffic from this turning lane. Note: There is an alternate access road parallel to St. Albert trail. It is a good option for those who like to go at a slower pace.

**6.8 km** Here is the turnoff for the adjacent access road.

**7.6 km** On your left; Source Adult... despite what you may have heard they do not have a bike rack in front. A real shame.

**7.7 km** This traffic circle here is somewhat confusing for drivers. Be sure to obey the street lights, and make other drivers aware of your presence and where you intend on going (straight).

**7.9 km** There is another access road here. It is good to ride on, but a little bumpy for my preference.

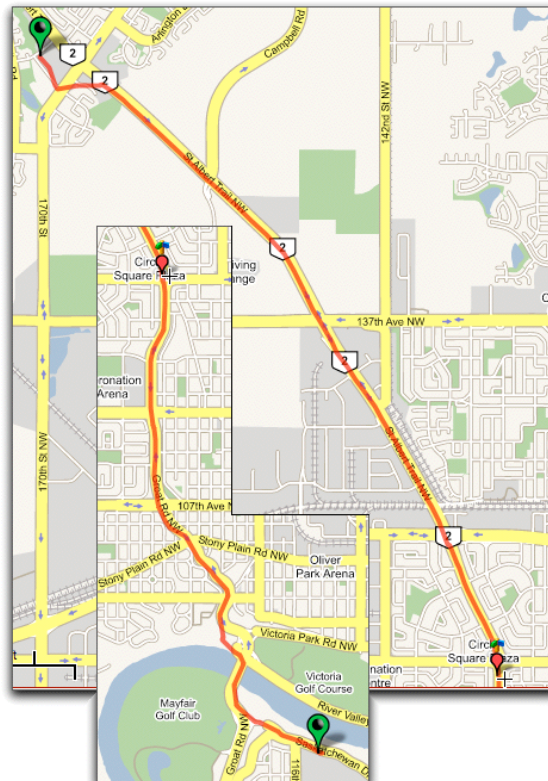
**9.5 km** I take the 107st off ramp here to avoid going down Groat Road.

**9.9 km** Observe the right-of-way here. Wait until there is a gap in traffic and progress to the sidewalk break across the street.

**11 km** Exercise caution here. This is a blind bridge, and there is usually up-hill traffic.

**12.2 km** Watch out for the pole. And other cyclists too.

**12.4 km** Here it is... Emily Murphy Hill. Watch out for old professors and



pesky undergrads.

**13.5 km** Here you are, The University of Alberta. Hopefully just in time for Bio 108. P.S. I park my yellow bike here, feel free to park near me. We can be commuter buddies! So far there hasn't been any issues with theft, but be very cautious. I use a 2x U-locks, and a cable lock. 🚲

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

## The Promotion of Cycling in Canada

Chris Tomasini has put a petition online titled "The Promotion of Cycling in Canada". The petition lists the environmental and health benefits of cycling, and mentions several ways that the Canadian federal government could entice more Canadians to become bike commuters. The petition is at <http://www.gopetition.com/online/10170.html> and currently has over 2300 signatures. Toronto NDP MP Olivia Chow has agreed to present a paper & ink version of the petition to Parliament in 2007. A petition only requires 25 signatures to be valid, but he is hoping to collect an overwhelming number of signatures and shock the MPs into realizing that a great number of Canadians want cycling to be promoted as a legitimate means of transportation. 🚲


## JOHN COLLIER WINS GRAINGE ALLSOPP MEMORIAL AWARD

*Awarded in memory of Jack Grainge and Dale Allsopp, two EBC members who were loved by all. Both these men contributed to cycling in Edmonton and to the Edmonton Bicycle Commuters in countless ways with selfless hard work, humility, humour, and dedication. If you know of somebody who should be recognized by Edmonton's bicycling community, you can nominate them for next year's award by contacting anyone on the board or e-mailing [info\[at\]edmontonbicyclecommuters.ca](mailto:info[at]edmontonbicyclecommuters.ca)*

Congratulations to John Collier, the winner of this year's Grainge Allsopp Memorial Award! Over the years, John's involvement with utilitarian cycling in Edmonton has been wide ranging. From bicycle recycling to sitting on city transportation committees, from mechanics to safety advocacy and training, John has done it all. And John has had a long connection with EBC, having served as President of the society on two separate occasions.

Even though he is a self proclaimed "EBC elder", last year saw no decrease in John's contribution. At many EBC sponsored events John worked to better the lot of bicyclists in Edmonton. He could be relied upon to show up when asked, to do what was necessary (and a lot more), and to act as a backup at the last minute. At bicycle parking events, John helped with hauling racks, setup, takedown, and attending the bicycles. He's well known for his mechanical knowledge and ability - putting those skills to work by mentoring and serving BikeWorks users and volunteers, and providing mechanical help at bike month events.

John has a belief that bicycles are a fun and practical method of transportation that all should be able to enjoy safely. Two expressions of this belief are his involvement in teaching CANBIKE courses to adults and "learn to ride" courses to children with physical challenges. Recently, John has achieved National Examiner status for CANBIKE and has already begun the process of training more CANBIKE instructors.

John's enthusiasm brings positive energy to any gathering of bikey folk. His depth of knowledge - both bike knowledge and EBC lore - and his willingness to share are appreciated by everyone who has benefited from them. John and his family live in Windsor Park - if you're in the area and see a family on a tandem with a trailer bike, say hello to the Collier family out for a ride! 



## Flying Lesson Number Two

by Karly Coleman


It is a crisp October morning. The kind of morning where you cuddle close into the blankets, regretting the alarm. Once up, with the morning regimen behind you, you dress for the trip to work - gloves, helmet, balaclava, glasses, sweater jacket, bike shoes, bike... each step brings you closer to your personal nirvana, a daily bit of heaven.

Outside you glide down the street over the new mat of yellow leaves, skimming past neighbours who, to a person, exit their homes and drive somewhere. The sun is low in the east, making drivers blindly creep along, seeking their Timmies and their cell phones. You briefly enter the slipstream of traffic, dally there awhile then pick up the bike path, and zoom away from their frustration and inattention.

You know that closer to downtown the sun will have risen those precious few inches making you visible to the world. The path is calm, meditative as your legs pump and your mind wanders. Some challenges arise

at intersections and parking lots but for the most part you slide past, unheeded.

Once downtown, you re-enter traffic, judging the distance, the speed, the intensity and snake your arm out indicating your intent, demanding entry into the lane. Joy seeps into your day as you shoulder check, signal, connect with the driver, check again to see that it is still clear and move into the lane. Accelerate, exhilarate, the moment is profound, sacred. There is a sense of harmony and grace, of precision and skill, of give and take. You manoeuvre almost effortlessly through traffic, check, signal, check, move, check, signal, check, move... Adrenalin streaks through your veins as you cross the sea of cars on your bike demanding and receiving entry, making turns, weaving your way to your destination.


In the elevator someone asks "Did you bike to work?" You say yes, to be polite; the reality is you flew. 



## CITY TRANSPORTATION UPDATE

by Claire Ellick

The City of Edmonton is about to commence on an update of the 1992 Bicycle Transportation Plan. The Bicycle Transportation Plan (BTP) is one of the guiding documents for the City of Edmonton's Transportation Department, dealing with how bicycles are integrated into our transportation system. Does Edmonton accommodate cyclists in bike lanes or wide curb lanes? Route expansion, maintenance and engineering standards will be examined, along with bike parking and connections to transit.

A significant portion of this update will be stakeholder consultation, during which it will be important to communicate with groups such as the Edmonton Bicycle Commuters' Society, Alberta Bicycle Association, the Trails, Paths and Routes Advisory Committee as well as cyclists of different ages, interests and abilities. The updated plan is anticipated in October of 2007 and will go to City Council for approval in January 2008. If you have any questions or would like to be involved as a stakeholder, please contact Claire Ellick at 496-2615 or [claire.ellick\[at\]edmonton.ca](mailto:claire.ellick[at]edmonton.ca) for further info. 

**a turn of the crank  
is all that you need to start  
a revolution  
- Scarlett Parker**

## Wine and Cheese ...continued from pg 4

The conversation started something like this...

**Leader:** *Might you guys be interested in a tour?*

**Bill:** *Well, I might be, but you'll probably have a hard time convincing my friend Rob here.*

**Leader:** *We always stay in the best hotels available.*

**Me:** *I like to stay in cemeteries.*

**Leader:** *That's crazy!*

**Me:** *Hey, I avoid the fresh sections. That would be just creepy.*

Shaken, the tour leader tried her best to politely ignore me and focus on Bill. She explained that the tours were accompanied by a sag wagon if you or your spouse didn't feel like riding that day. Even massages were provided.

The sag wagon concept appealed to Bill. His wife isn't all that keen on bicycling. (I'm not sure how keen she is on me, either, come to think of it. She's done a commendable job of making Bill suitable for polite company, and I suspect she worries I might be contagious.)

**Leader:** *We have packages that start as low as \$2000.*

**Me** [interrupting]: *I spent two months riding in southeast Asia and didn't spend that much! And that included two train trips and an emergency airfare.*

**Leader:** *Emergency? Did you have an accident?*

**Me:** *No, no. It was a romantic emergency.*

At this point, I detected a look on the tour leader's face that made me believe she wanted to yank the wine glass from my hand and boot my tipsy arse out the automatic sliding door. The bike shop employees who had been guarding the booze, now seemed amused and were bringing the bottle to me.

Still hoping to sell to Bill, the tour leader described the type of bike that the touring company supplied.

As the company produced Tour de France-quality Lance Armstrong-favoured bikes, you obviously got

the amazing privilege of riding Mr. Armstrong's brand.

This is where things got really weird. For me, of course, the bikes were way too fancy. I've toured on three continents and never paid more than \$50 for a bike. But Bill is a shameless gearhead, and the touring company's mounts just didn't cut the Grey Poupon.

**Leader:** *Last year, everybody got to ride the Cannontrek CBC B-747, but this year we've upgraded to the CF-18 FBI WMD 5.0!*

**Bill:** *Can you bring your own bike?*

[The tour leader's mouth drops open from shock.]

**Bill:** *Yeah, I really wouldn't want to ride on anything less than my Canneloni 10W30.*


**Me:** *I got a terrific bike last summer from the dumpster behind this store.*

Okay, so I was a being an obnoxious showoff. I'm sure the tours were really great. But we all like to make fun of softies who take luxury package tours or pay \$8,000 for a bike. It's a way to show how rugged we are.

The trouble is, there's always somebody crazier than us. My punishment for giving that poor tour guide such a hard time will to one day have to meet that Survivalist nut-job on Outdoor Life Network. You know, the one who gets dropped at the North Pole or the middle of the Outback with nothing but a dull Swiss Army knife and a pack of gum.

I imagine the conversation would go something like this...

**Me:** *I paid only \$2 a night for my hotel in Phnom Penh.*

**Nut-job:** *What a waste! You can kill a croc and sleep in its belly for free!* 

### Winter Cycling Route Maintenance - Who You Gonna Call?

by Scott Harris

With at least a month of winter still left in our fine city, chances are pretty good that Edmonton cyclists will once again be faced with the prospect of slogging through snow-covered multiuse trails and transportation corridors while drivers cruise by on plowed and sanded roadways. While the City has done a much better job this winter than in previous years, there are still too many instances of paths being untouched and impassable for days after a snowfall. If you think that the City needs to treat the routes and infrastructure used by cyclists and pedestrians with the same priority as those used by automobiles, let them know the next time there's snow! Call the Citizen Action Centre, which is the mainline for citizen concerns and/or complaints, at 496-8200 or email them at [cacentre\[at\]edmonton.ca](mailto:cacentre[at]edmonton.ca). You can also send an email to all city councillors and the mayor (or just some of them) by going to the City of Edmonton website ([www.edmonton.ca](http://www.edmonton.ca)) and follow > City Government > Mayor and City Council > Interact with Council. Some points you may want to consider:



1. Numerous Edmontonians (including you) depend on multiuse trails and corridors to commute, not just for recreation.
2. Clearing of multiuse trails should be prompt and consistent to allow people to plan their commute and travel in safety.
3. Clearing major multiuse corridors should be treated with the same priority as clearing major roadways for traffic, given the relative ease and cost of doing so.
4. You may wish to thank them for the improvement to trail clearing over previous years, but encourage them to do better in terms of promptness and consistency.
5. If there are specific routes you are concerned with personally, be sure to mention them.
6. Remember to be polite, brief, and request a response.

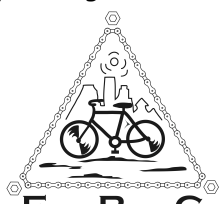
### BIKEWORKS FALL/WINTER HOURS

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

**Saturdays noon-5pm; Wednesdays 5pm-9pm.**  
Call or check the website for up to date hours info.  
Would you like to volunteer at BikeWorks? **CALL!**

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

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



EDMONTON BICYCLE COMMUTERS

PO Box 1819 STN MAIN  
Edmonton, AB T5J 2P2  
Phone: 780-433-BIKE (2453)  
Web:  
[www.edmontonbikes.ca](http://www.edmontonbikes.ca)  
Email:  
[info\[at\]edmontonbikes.ca](mailto:info[at]edmontonbikes.ca)  
[newsletter\[at\]edmontonbikes.ca](mailto:newsletter[at]edmontonbikes.ca)

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

### Why winter cycling is actually better than driving

1. No need to plug in the block heater.
2. You don't need to scrape the windshield.
3. You don't need to wait for the engine to warm up.
4. Bike lanes have no winter traffic jams.
5. You don't get distracted by adjusting the heater.
6. You don't wonder if you should take off your gloves now that the heater is kicking in :(

### by Garry Engler

7. Car drivers give you more space because they question your sanity.
8. People get hurt driving cars in winter...
9. You can use home-made studded tires - try THAT on your car!
10. You become interested in / fascinated by global warming.