

# Chainlinks



**Model Communities**  
Promoting environments so  
cycle-friendly that they will  
seduce people to ride bikes

**CAN** 

ISSUE 4 DECEMBER 2007

NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

# Editorial

As we go into the year-end frenzy, we can take with us a sense of satisfaction; take time to look back and realise that we have, as cycling advocates, achieved a lot.

We spend so much time acutely aware of all there is still to do and the challenge that remains, and only occasionally do we take time to celebrate our successes. The Cycling Conference in November was such a time. It is not a CAN function, but a biennial New Zealand Cycling Conference, and most of the delegates were workers from government or local government, who were joined by two men from overseas who were able to put an international perspective on our NZ scene, as well as contributing ideas and experience from that wider community.

One of the big shifts from the last conference two years ago was the number of 'hearts and mind' people present; time was, it was mostly designers and engineers. Infrastructure is crucial, and having it well designed for cyclists can be the difference in it being safe and being used or not, but beyond that is the need to communicate the benefits of cycling for individuals, for us as a community and as a nation and it is the marketing, promotion, and communications, professionals and amateurs alike, who are working for the hearts and minds of next year's cyclists. Funding for promotion has become a crucial part of every new project, if it is to succeed.

CAN's new strategic direction, evolved in the annual CAN Do, is to get the 'Model Communities' initiative of LTNZ

## People will cycle when it is simple, it is safe and the system is set up to facilitate it

up and running. With LTNZ and Transit NZ due to amalgamate next year, this will be a real challenge, as restructuring absorbs a lot of time and energy, but a challenge with a well-rounded profile and pay-off (p6). A model community will be a good community for cyclists and walkers. It will be sustainable. Using a car will be possible but not necessary. Children will be free range, not imprisoned behind fences and railings. How on earth? you ask: read on to find out.

CAN is also edging rapidly into the online world: building membership through online communities is an initiative we can all contribute to from the comfort of our seats.

If you have never been to CAN's annual CAN Do, read about it from a novice perspective in this issue (p3). If

you couldn't make it, read the overview on p19. What do we have to celebrate? Read pages 5, 7 and 12.

We still have plenty to do: hearts and minds are not easy to win, and our infrastructure still needs to become as ubiquitous as that of the motorcars' but there is money out there to help us do it (p4). ■

Intrigue uncertainty and humour: the 3 key factors to change motorist behavior. Continuing with highlights from "Mental Speed Bumps: the smarter way to tame traffic", written by David Engwicht, which tells us how to tame traffic without speed bumps or traffic signs. You can buy your copy: [speedbumps.com](http://speedbumps.com). ➤

Cover photo: Miriam Richardson and Illona Keenan riding at the CAN Do in Napier. Photo John Baldwin.

# Letters to the editor

## Touring the South Island

The Editor, Chainlinks

In response to Bronwyn Newton's letter in the latest Chainlinks — we are a mature couple from Northland, and have circumnavigated the South Island several times on our tandem, and as Bronwyn says, seldom seen another NZer. It is understandable that most tourers are 'foreigners', but there are heaps of recreational cyclists about and the touring scene is bound to change as people wake up to the great pleasure of seeing and feeling our country at leisure, on two wheels!

Bronwyn's favourite stretches are exactly ours— likewise, her horror of those monstrous logging juggernauts on the narrow pinches above the Buller, heading into Murchison! A

tandem is a bigger target for them to aim at, we've decided! Just a momentary throttle-back is all we ask.

We are relieved to hear about the proposed upgrade of the Arahura bridge— in our experience the Taramakau is even worse. We came to grief there at rush hour on a cold wet morning a couple of summers ago, and had to be carted off to Grey hospital by some kindly and concerned commuters.

A footnote, now, for Ground Effect — leave the Heaphy alone! We do not endear ourselves at all by antagonising the tramping fraternity, and we have heaps of alternative mountain bike tracks anyway. And surely you guys sometimes use your feet?

Charles and Jo Le Heron  
Kerikeri

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# Observations of a Novice: CAN Do 07

John Baldwin

Kapiti Cycling's newest member John Baldwin recounts his impressions of this Year's AGM and CAN Do in Napier.

Meetings and me are like cheese and chalk. So when our tireless secretary invited me to this year's CAN Do in Napier, Liz was surprised at how hard it was to convince me to attend.

Well wouldn't you be?— Personally I can't think of anything worse: two whole days in sunny Art Deco Napier in the company of like-minded cycling folks coupled with the prospect of a bike ride home to Kapiti??

Yeah right!!!

I'll bus it there I thought, that way I'll be sure to get there on time! Arrived early afternoon greeted by a warm sunny Napier day (do they ever have bad weather here?) strapped the panniers and GPS on my trusty bike and Miss Navman guided me straight to Kennedy Holiday park where I planned to stay. In plenty of time for the AGM — which was not at the Crown Hotel after all, but at the War Memorial, a brisk 15 min ride away— and 12 minutes before AGM start time!! I worked up a right sweat making it just in time though, whew!!! all hot and bothered and as red as a beetroot (I bet everyone will notice!!!).

What ensued during the next hour and a half was absolutely riveting stuff and completely over my head! Come to think of it I was never much good at meetings. But everything seemed to run like clockwork mostly thanks to the expertise of Rob the nice efficient chairman person.

Intelligent questions were asked and to my astonishment sometimes even more intelligently answered ... often before I could even unravel the relevance of the question!

I did like the voting bit though. I am quite good at voting ... for some strange reason I find it empowering stretching and putting a hand up in the air like that — and I have been to



enough AGM's to realize that once a year yours truly has the power to actually knock an office holder or two off their perch. Of course I always try to exercise that power responsibly, but occasionally I have been known to put my hand up belatedly — just to remind the office holders who is wearing the pants!

One unkind lady actually voted against nice Rob the chairman person being voted back in!! I thought this was a bit on the nose. I learned later that Jane was Rob's partner!! quite a laugh aye? Some of these CAN people have a sense of humour — the next two days could be fun!!!

**...the programme was packed more tightly than a pair of bicycle panniers!**

I wasn't wrong. We certainly had some fun and laughs, but I can also report that the programme was packed more tightly than a pair of bicycle panniers!

Did you know what the "A" means in CAN?

I didn't. Not only can I now spell the word 'advocacy' I actually have a vague idea of what it means! We talked Advocacy, Strategy, Digital Strategy, P&P (no not People & Performance like I thought) it's all about Priorities & Participation, advised presenter Stephen McKernon. Fascinating stuff; if only I could remember half of it!!

Happily I do distinctly recollect all of the delightful details of our bike tour round Napier, the Good, the Bad and the Ugly, including lunch in a tranquil informal park-like setting on a glorious Napier day!! And then we were back into 'it' again.

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# Government news

## LTNZ promoting community-focused sustainable transport projects

LTNZ is encouraging councils throughout New Zealand to develop local sustainability-related activities and projects in their communities. There are many different approaches that councils could take, and these are discussed in a new LTNZ resource: "Promoting community focused sustainable transport projects".

This resource is available online at: <http://tinyurl.com/367c2r>

Guidelines are available at: <http://tinyurl.com/2k7y5m>

## Community Partnership Programme Under New Management

Simon Kennett

With BikeWise no longer a part of the Health Sponsorship Council, CAN recently inherited the management of the Getting There Community Partnership Programme (CPP).

Funded by Land Transport New Zealand, the CPP awards grants of up to \$1000 to projects which aim to promote cycling as a mode of transport. This year CAN had \$20,000 to award, and Living Streets Aotearoa (LSA) had the same amount to dish out for walking projects.

CAN and LSA decided to pool resources and co-administer the walking and cycling CPP's together. This led to a surprising number of applications for joint walking and cycling projects. In total there were 22 cycling applications, 14 walking applications and 15 walking/cycling applications. Nearly all were of a high standard, although a few were regrettably declined as they applied for funds to cover capital expenditure (which the CPP does not cover).

In late October CAN, with help from independent judges from LTNZ, LSA and Bennion Law, awarded \$19,800 in grants to 15 cycling projects and 9 joint cycling & walking projects. They spread from Northland to Central Otago and across to the Chatham Islands. The projects included cycle skills training, BikeWise week events, promotion of new cycle routes and a study into reducing barriers to riding to school. For a list of all the successful applications see [www.can.org.nz](http://www.can.org.nz).

We're hopeful that LTNZ will approve funding for another round of the CPP in the near future. The programme is an excellent way of turning micro-funding into something really significant through the magnifying effect of community enthusiasm, creativity and volunteer input.

## Transit NZ: notes from their cycle conference presentation

The Minister has directed the agency to consider walkers and cyclists intrinsic to State Highway planning. Including the needs of walkers and cyclists is now automatic for all State Highway projects, be they investigating an issue, designing improvements, managing the network, or influencing local growth and land-use planning processes. Transit is particularly concerned with safety issues and will alter the State Highway to make it safe when it is the 'most appropriate route' for walkers and cyclists, if this can be done 'cost-effectively'.

Transit has divided State Highways into 9 categories, and considered how walkers and cyclists can be catered for in each category. It is looking at the alignment between local strategies and what Transit is planning.

There are 4 relevant Transit policy documents:

- National State Highway Strategy
- Planning Policy Manual (which includes a walking and cycling policy;

comments before May '08)

- Environmental policy
- Travel demand management policy.

Transit failed to spend the \$3 million allocated to walking and cycling last year. They don't know why but are investigating. They did, however, spend \$30 million (2% of their overall budget) on improvements and capital maintenance to facilitate cycling and walking.

Transit has a lack of data and/or quality data on walkers and cyclists on the State Highway, and they are working out how to achieve this.

Transit's challenges:

- High speed plus low speed users create safety issues.
- Different types of cyclists have different needs.
- A lack of data and poor quality of available data.
- Retrofitting solutions on existing networks has problems.
- Funding allocation process needs improvement.

## Obesity Action Coalition seminar

Marilyn Northcote

Sue Kedgley, Green MP and Chair of the Health Committee opened the Obesity Action Coalition seminar in September and spoke on the recently released 'Inquiry into Obesity and Type 2 Diabetes Health Committee Report — The Way Forward' <http://tinyurl.com/23o278>.

**Would you like lies with that?** Ms Kedgley then launched the Coalition's new resource booklet 'Would you like lies with that?— Food, Kids and TV Advertising'. The other presentations are outlined below, and can be downloaded from the web.

## Project Energize

seeks to inspire the health and wellness of children and is based on a health promotion philosophy which promotes

*continues p11*

# Making cycling normal

Bob Chauncey speaking at the Conference

Miriam Richardson

People will ride when riding a bike is as safe, easy and as well catered for as the current family car: when cycling is 'normal'. Not a sport, not requiring new form-fitting clothes, not for the very fit, the good-looking, the well-muscled heroes, but simply an ordinary way for ordinary people to get about.



Bob's key points:

- Let's all try to look normal.
- Be humble: forget the sanctimony.
- Practice what we preach: how many cycled to the conference?
- Find partners: developers, religious leaders, insurance companies, health professionals. These partners all have good reason to support cycling, and the message is delivered and received differently from a non-political source.
- Stay on message: it's not about health or safety, it's about economic benefit.

**Let's get outraged about traffic deaths – they are crashes not accidents**

What is NZ's projected population increase over the next 25 years? Do we want to increase the roads, parking, traffic police at the same rate?

We already have non-polluting vehicles in people's garages: we don't need to invent something new and fabulous to solve the problem.

Do we want free-range kids, or kids imprisoned to keep them safe?

Focus on the big picture: e.g. if the big picture is 'more cyclists on the road, fewer injuries': does the current project/initiative further this?

- Have a big answer ready when you have convinced them it's a good idea.

Save the little ideas for later. ■

Bob Chauncey is the Director for Policy Analysis with the National Center for Bicycling & Walking, USA

## Conference highlights: 5 views

In the closing session, five people were asked to give their highlights from the conference



### 1: Robert Ibell: 5 themes

#### 1 Progress since the last conference, mostly good

- sophistication
- breadth and depth of knowledge
- coherence and direction
- cycle trends: things are not healthy even with what we have achieved

#### 2 Collaboration: working with businesses

- a change happening in NZ
- importance of cooperation between different transport professionals

#### 3 Need for robust data and evidence

- need more rigour
- Transit, and cycles on SH1

#### 4 Importance of the messages that get out to the public

- language used (eg., they are not 'accidents' they are 'crashes')
- the stories (not just deaths and injuries)
- misrepresentations about cycling

#### 5 Need to think about reorienting where we put the resources

- promoting cycling
- reducing motor speed

### 2: Glen Koorey

- More lower-speed zones.
- More integration of bike/bus, park/ride.
- More paths off-road.

- Reduce crashes: lower speed limits and fluoro clothing.
- Key action for kids: get parents involved in riding too, and get facilities.

#### Technical sessions

- Lack of consistency in standards.
- Implement lower speed zones — include in design planning.
- NZ Standard is still a supplement, not The Standard.
- Need an advanced cycle design training course.
- Rule review: be aware of existing rules.
- Need more NZ case studies.
- Investment split between promo/infrastructure: 20% / 80%.
- Advocacy: cycle skills training: more on-road.
- Working with partners: maybe a joint walking/cycling conference.

#### Recreational cyclists:

- how do we work with them?
- how do we engage with them?
- are they an untapped reserve?
- do we want them to commute? if so, then why?

*continues p6*

## Conference 5 views

continues

### 3: Peter Strang

(Bicycle Federation, Australia)

NZ and Australia share many of the same problems. NZ is better in some areas:

- Cycling training.
- Level of service (LOS), a tool for measuring outcomes for cyclists.
- Government support for cycling.
- Government department support for cycling.
- Bike Now project.
- Co-operation between advocates, councils, government.

### 4: Bob Chauncey (USA, Keynote speaker)

#### Lots of good news

- Great level of involvement: 142 people present from a population of 4m. Three weeks ago in Florida, a state of 8m, they had 150 at their conference. The Pro Walk/Pro Bike Lobby had 750 people from a population of 300m.
- Impressive breadth and brain power of those involved here.
- Bike sports and sales are up.
- Leisure cycling is up or trending in the right direction.

The chief concern is that the commuter cycling/mode share is going down.

#### Why not more commuter cycling?

Genetics? A mutant gene in the last 30 yrs? No. Psychology? We value looking/being fit less? No. We don't value sexy, tight clothing? No. Alternative entertainments? Time? No: it takes longer in a car.

What has changed is the infrastructure. Focus on simple things: infrastructure to help people commute.

Look at the best routes in our communities, then figure the promotion and infrastructure needed to make them work.

Why do so many go by car? It is simple. It is safe. The system is set up to facilitate it. Make biking that simple.

**Why do so many go by car?**

**It is simple. It is safe.**

**The system is set up to facilitate it.**

**Make biking that simple.**

# Starting up the model communities initiative

## CAN's strategy for the coming year

Stephen McKernon

Developing 'model communities' where walking and cycling are provided for in the best possible way is a key part of New Zealand's national 'Getting There' walking and cycling strategy. Unfortunately, the pedals aren't turning on the initiative yet – it needs someone to push it forward.

Usually a neighbourhood, town or city nominates itself as a would-be 'model community'; then puts a plan in place to achieve this, with support from key government agencies and funders.

During the CAN Do, some very smart CANners pointed out this initiative is probably the key to all the others.



### 5: Roger Boulter

**Integrating cycling and walking theme.** Cycles are the main alternative to the car, and Transit now sees catering for both an integral part of maintenance.

**Model communities**, where land and transport planning is integrated. This is the next step, but it is tough, and slow to start.

**It's as much about promotion as it is about engineering** now: the

rise and rise of marketing. There are many communications and marketing people at the conference (it used to be mainly engineers and planners).

**NZ has not seen the big increase** in cycle numbers that Europe has experienced. ■

Since the initiative isn't yet in motion, our smart people suggested starting it would be an ideal project for the year — we could put our feet on the pedals first, as it were — and so aim to achieve something really significant. It would also give us an exciting focus for our various activities, such as cycle training, national election lobbying, the Networking Project, our communications, and so on.

As a result CAN's strategic project for 2007–2008 is starting up the model communities initiative. The beauty of this project is that the tasks we already had for the year now have a really tangible, worthwhile focus. For example, the CAN exec was in the process of organising itself into sub-committees to manage its workload better, and the model communities project is helping streamline these sub-committees and the work they do. Work smarter, not harder! Change into an easier gear!

The project needs an exec member to liaise between the model communities initiative and CAN's own project — exec member Axel Wilke is taking on this role. He will also 'project manage' CAN to make sure everything stays on target for the year. Rumour has it (after the Cycle-Friendly Awards) he will do this wearing a Blackadder costume...

You'll be hearing about this in more detail as the year progresses! ■

# NZ Roundup

## Bike Taupo wins Community Award

Bike Taupo recently won the Supreme Award at the TrustPower Taupo District Community Awards. For winning the Supreme Award, Bike Taupo received a framed certificate, a trophy and \$1,500 prize money.

Bike Taupo now has the opportunity to represent the Taupo District at the TrustPower National Community Awards, which will be held in March 2008 in Wanaka.

TrustPower Community Relations Manager Graeme Purches says, "the overall winners from each regional TrustPower Award, plus the overall winners of associated Community Awards in Wellington and Waitakere decide a National Award winner and runner up. Each region gives a 10 minute presentation about what they have done for their community and the winner is chosen by all the other regional teams, and an independent panel."

Bike Taupo's Richard Balm said winning the supreme award was an honour, "it was a complete surprise and it's great to have the efforts of all of those involved recognised." He says Bike Taupo have worked consistently over the last four to five years to provide walking and cycle tracks and improve safety and access for cyclists.

Bike Taupo was formed in 2002 with the aims of being a one stop shop for biking in Taupo. Its intent is to work alongside the Taupo District Council in promoting education, awareness and improving cycling infrastructure.

In the last year Bike Taupo has been involved in a number of projects and events, all to promote cycling in Taupo.

Bike Taupo completed the construction of a series of tracks through gullies in Taupo. Using existing drainage gullies and totaling 10 km in length,



A proud group: Mike Langley, Richard Balm, Lisa Rowland, Thomas Schwarz of Bike Taupo

they link neighbourhoods and are used by both bikers and walkers.

Bike Taupo completed the construction of the Bungy Track alongside the Waikato River. This track forms a vital link between the Taupo lakefront, Spa Park and Wairakei Forest. It enables bikers and walkers to avoid the very busy Spa Road.

**"It was a complete surprise and its great to have the efforts of all of those involved recognised."**

For the third year Bike Taupo ran a road safety campaign called "1.5 metres". This campaign comprising of road signs, signs on buses and newspaper advertisements, was designed to get motorists to give cyclists a minimum of 1.5 metres clearance when passing. The campaign is available free to any other organisation or Council.

Bike Taupo now manages 75 km of biking tracks around Taupo and Wairakei Forest. It has started construction on a 22 km shared pathway around the edge of Lake Taupo.

Taupo is known for its recreational cycling. The aim now is make Taupo known for its transport cycling. Presently Bike Taupo is discussing with the Taupo District Council the development of an integrated transport plan for the next 25 years to help achieve this.

## Million-dollar cycleway proposed to link Ngongotaha with central Rotorua

The 5.7 km sealed cycleway will run from the central city to central Ngongotaha running along Parawai Rd, following existing railway tracks.

The cycleway had been identified as a main project in the council's "Bike Rotorua" strategy.

It would be six years before the project was completed with Rotorua ratepayers expected to contribute almost \$400,000. The council will apply to Land Transport New Zealand for the rest.

**"Trucks cut the corner to get around: I have to jump the curb to get out of the way, otherwise I'd be under the wheels. A cycleway will be a Godsend for Rotorua's cycling community." Local commuter**

Rotorua District Council works manager Peter Dine said the council was negotiating with Ontrack, which owns the railway tracks, about sharing the corridor. If negotiations with Ontrack were unsuccessful, the council would consider another route, possibly along Koutu Rd, he said.

Read the full story by Abigail Caspari and Mathew Martin in the Daily Post <http://tinyurl.com/3ad4m5>.

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## Working towards a Southland idyll

The green paddocks of Southland and the blue waters of Foveaux Strait bring to mind idyllic biking conditions, but Invercargill and the surrounding area have challenges for cycling advocacy.

The rural and state highway road network of the region has a significant amount of large trucks rumbling down it. The situation is also discouraging for cyclists as some of the heavier traffic corridors have little or no shoulder to bike on.

Invercargill Council has been proactive in recent years by installing a network of bike lanes in the city. However, many of the routes have significant gaps, there is a lack of bike parking in the CBD, and some of the older bike facilities are now considered to be of substandard construction.

Like elsewhere in New Zealand, driver education focusing on cycling is paramount. Recently five cyclists were

driven into by a motorist on a country road. It appears the driver of the truck failed to give way at a t-intersection. And many people who commute by bike find it hard to negotiate traffic in the wide streets of Invercargill.

Presently a core of interested cyclists is coming together to discuss concerns for cyclists and what can be done to help improve cycling conditions in Invercargill and Southland. If you are interested in finding out more call Ken at (03) 217 2571.

Ken Wuschke

## Auckland City Council's Go by bike breakfast

Wednesday 27 February 2008, 6.30am to 9am, Aotea Square: Diarise this! A fun morning with a free breakfast for cyclists, free bike checks, great prizes, entertainment, bike tricks and displays, goodie bags for cyclists, and much more!

Team up and dress up! There'll be prizes for the best fancy dress, special recognition for the biggest team in uniform, and spot prizes for just turn-

ing up on a bike.

Auckland City Council organises this popular event each summer to promote cycling as a fun, healthy way to get around the city, and to reward cyclists with a free breakfast and a great morning of entertainment. It is for all levels — first-time and infrequent bikers through to seasoned commuters and recreational cyclists.

The popular "cycling buses" will again be arranged so that people can ride to Aotea Square along with others for company. Leading up to the breakfast, the Council will be offering "have a go" sessions where new cyclists and people wanting a refresher can come along and try riding a bike, get riding and safety tips, and see how to mend a puncture.

Auckland City Council's Go by bike breakfast organiser is Bronwen Jones 027 480 7823, bronwenj@xtra.co.nz. ■

Traffic signs kill intrigue. Standardised signs do not require the storyteller in our head to be engaged.

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# International snippets

## 3 bicycles built every second

The 'world clock' from the paradoxically-named [chippynews.com](http://www.chippynews.com) is a macabre but mesmerising digital counter that logs in real time the global number of births, marriages, divorces and deaths etc. But nestling in the midst of the sombre statistics is the number of bicycles produced — over 80 in the time it's taken you to read this story. [www.chippynews.com/worldclock.htm](http://www.chippynews.com/worldclock.htm)

## The richer people become the further they cycle

The richest fifth of the (UK) population cycle on average 2.5 times as far in a year as the poorest fifth. The Department for Transport's National Travel Survey indicates that the poorest fifth, despite being five times less likely to have access to a car, are very unlikely to consider cycling as a solution to their transport needs.

<http://tinyurl.com/25eacm>

Elgar gained inspiration for many of his greatest music from his rides around Worcestershire, Gloucestershire and Herefordshire.

Elgar was a keen cyclist and bought his first bike, a Royal Sunbeam, in August 1900.

## 9% of Barcelona adults sign up for pool bikes

Barcelona is to increase its number of pool bikes from 1,500 to 6,000 by March 2008. More than 90,000 subscribers — 9% of the adult population — have signed up, and more than 2 million trips have been made across the city.

## Parisians are using their city's new 'Vélib' bikes to flirt

The 14,000-strong fleet of bikes has spawned a typically-French sub culture. On [www.blogvelib.fr](http://www.blogvelib.fr), riders can leave messages on a forum called 'Coup de foudre à Vélib' Hill (Love at first sight on Bike Hill). "You were

magnificent in that dress, your long hair shining in the light ... I drew breath again watching you disappear in the bustle of the boulevards."

<http://tinyurl.com/2loew4>

## Cardiff's paramedics on cycles to respond to 999 calls

Paramedics on mountain bikes are being tested in the shopping streets and malls of Cardiff city centre — and so far they've proved a major success.

On average, the cycling paramedics are reaching patients within a couple of minutes — much faster than the normal response times of a frontline ambulance. <http://tinyurl.com/2txfkf>

## Toledo bike police on a roll

Since its inception 5 years ago, officers on the mountain bike unit have arrested 7,441 people, taken 75 guns off the street, and confiscated \$365,501 in cocaine, marijuana, and cash.

"They're able to do things that no other unit in the police department can do because of the fact that they are on bicycles," the chief said. "It offers a tremendous tactical advantage."

<http://tinyurl.com/3xrvzz>

## London's first freewheel: roads in Central London closed off for 40,000 cyclists

Youtube video:

<http://tinyurl.com/38j94q>

## Seven US communities earn bicycle friendly community status from the League of American Bicyclists

[www.bikeleague.org](http://www.bikeleague.org)

Santa Cruz, Calif., strongly enforced guidelines to protect the safety of cyclists during road construction.

Steamboat Springs, Colo. has a strongly integrated off- and on-road bicycling system.

Lexington-Fayette County, Ky. just passed a new bicycle-pedestrian mas-

ter plan with \$2 million for trail development and bike lanes.

Liberty Lake, Wash. built bicycle infrastructure from the ground up.

New York City, N.Y., has completed the most thorough crash analysis of any city in the country which they are already using to improve cyclist safety.

Santa Clarita, Calif. has installed extremely sensitive bicycle-detection technology to cater for cyclists at intersections.

Spartanburg, S.C. recently completed a two-mile rail-trail through downtown.

## Encouraging people to drive less is neither painful nor expensive

A new UK government report found that personal travel planning can cut car use by 10%. "Encouraging people to drive less is neither painful nor expensive. The best results don't come from throwing money at building projects, but from small change spent on 'hearts and minds.' Cycle training is a particularly effective way to help people kick the driving habit," CTC Campaigns Manager Roger Geffen said. <http://tinyurl.com/>

## Edinburgh affirms that bikes win the commuter challenge

<http://tinyurl.com/29ewfp>

## Melbourne cycling on slow rise

Six thousand more people are riding to work in Melbourne than five years ago, the 2006 census shows.

However Melbourne University transport planner Paul Mees said the increase — from just 1% of all trips to work to 1.3% last year — was a blip compared with 1951, when 10% of trips to work were made on a bike. <http://tinyurl.com/3d2epc>

## Motion for free bikes for primary school kids presented by the Dutch Socialist Party

According to the party, half of primary school pupils in the Netherlands cannot participate in school bicycle tests because they have no access to bicycles or do not know how to ride one. <http://quickrelease.tv/?p=207> ■

# African Queen

Dave Mitchell

Some smart-arse once muttered, “it’s not the things you do in life that you come to regret but the things you don’t”. So I quickly say “Yes” to John Etherington when he invites me on one of his Escape Adventure trips through East Africa.

Now, I’m genetically reticent about commercial gigs, but am easily seduced by the promo blurb; and the reality that I will probably never cycle Africa under my own steam. John’s route follows the back roads and trails over sixteen days, from Nairobi in Kenya through Tanzania to Dar es Salaam. Apart from the Economist’s ramblings and the occasional wildlife skit, I am blissfully ignorant of Africa and eager to make amends.

From Nairobi we ride to Amboseli National Park. Giraffe, zebra and gazelle cruise across our path. A support vehicle named Turtle carries our camping kit. It’s like a Swiss Army knife with a foldout kitchen, slide-out pantry, pop-up roof tent and hidden attachments too numerous to name. John was a motor mechanic in a past life — a handy skill on these remote trips. His sidekick Mandy is in charge of food, while a Maasai dude named Nash drives the Turtle. Lucy from London, Lynda and Glenn from Canada and myself complete the rogues’ gallery.

At the edge of the Amboseli we swap our bikes for the security of the Turtle. It’s safari time. Herds of zebra, wildebeest and elephant trundle around beneath the omni-present Mount Kilimanjaro. Hippos wallow in the muddy water. As we make camp for the night, Kili’ shakes off its cloud layer and the moon rises over its snowy slopes. Magic. Leaving the park we ride along the cracked surface of the dry Lake Amboseli. Far ahead, a mirage of water

evaporates as we approach. At the edge of the lake, giraffes glide towards the mountains — their bodies shimmering and heads bobbing above the heat haze. That evening we clamber up a craggy ridge behind our campsite.



A few wealthy Maasai men have black Chinese or Indian-made bikes

Behind us the sunset plays on Kilimanjaro’s snow capped summit, below the villagers herd their cattle and goats into thorn bush corrals for the evening. Later, we visit the village and are treated to a demonstration of the Maasai matchbox — a stick of soft-wood spun against some hardwood with dried goat dung as the primer. Be nervous

Monsieur Bic.

With land and property a Maasai man can have up to four wives. A few wealthy men have black Chinese or Indian-made bikes. They look hilarious as they pedal the dusty tracks between villages, with spears strapped to the top tube and their mates perched on the carrier. John told us that he had previously sold Mandy for thirty cows, but the deal was annulled when they discovered she was no longer a teenager. We managed to sell Lucy for fifteen cows but had to lie about her age.

Local kids cheer us on — I imagine that it’s a World Cup race.

We head for the mountains, and eventually roll across the border into Tanzania. Greenbacks validate our visas. Before dawn we’re off to the Ngorongoro crater, climbing through lush green rain forest into the mist shrouded tops. Descending the crater we emerge from the mist to discover a lost world. A soda lake of pink flamingos lies to the west. Zebra and wildebeest cruise the crater. A herd of hyena eye some hippos moving from one mud hole to the next. Time slows as a cheetah stalks a gazelle. She accelerates and turns it before tripping it up. Her three cubs assist with the final kill. To complete the show, we spot a

couple of rhino in the distance as we prepare to leave.

As we make camp for the night, Kili’ shakes off its cloud layer and the moon rises over its snowy slopes. Magic.

Continuing south we hit the Maasai Steppe. Baobab trees with their oversized trunks and leafless branches dominate the savannah. They look like they have been uprooted and planted upside down. We travel beside a railway that services the sisal industry.

Disused water tanks and filler nozzles remain, not used since steam trains plied the route. The sisal industry almost folded with the advent of synthetics but is now thriving with the renaissance of natural fibres. Our camp on the Pangani River offers a hot shower and stunning sunset while monkeys jump between treetops. Crocs lurk unseen in the river.

Leaving the plains, we climb to the Usambara Mountains and the town of Lushoto. Grand old German colonial homes look somewhat out of place amidst the humble local dwellings. We huddle around the campfire that night as the temperature plummets. The next morning we walk the surrounding hills, finishing

*continues p23*



# Bike Culture

Simon Kennett

Wow! Utility cycling is really starting to feature in New Zealand's mainstream media. And in a good way.

I was gobsmacked to see three cycling items in the main body of TV3's prime-time news on the 23rd of September. One on World Car-Free Day, another on solutions to magpie attacks on cyclists in the Port Hills, and a third on the new bike hire scheme in Paris. Outstanding!

Two of New Zealand's most popular magazines have also decided cycling is a hot topic.

In the Listener (Nov 3–9) the main feature was an article about 20 things that other countries do better than us. And top of their list was a piece about everyday cycling in the Netherlands. "Businessmen and children do it. Politicians do it with alarming frequency. Even members of the royal family have been caught in the act." "Twenty years ago, Dutch politicians made pedal power a priority..." Here's hoping our politicians read the Listener. Or North & South.

The December issue of North & South devoted eight pages to a major feature on cycling by Jim Robinson. "Cycling is the new golf," Jim noted. Understandably, much of it was about sports cycling, but commuting was covered and they even gave CAN a mention.

And then there are the pages of cycle advocacy news from CAN in the latest Endurance magazine, which goes out to tens of thousands of sporty Kiwis.

Adding to the raft of recent cycling stories, this evening Radio New Zealand National's Bryan Crump was interviewing the Cycling Conference keynote speaker, Dr Bob Chauncey from America's National Centre for Walking and Cycling.

Utility Cycling is getting closer to being mainstream in the minds of the New Zealand media than it has been for decades. One of CAN's big challenges now is to support that trend until the minds of mainstream New Zealanders, politicians and road controlling authorities see bicycles as the vehicle of choice for the 21st century. ■

# Digital Strategy Project Update

André Cymbalista

The project has now entered the implementation phase with the contracting of Egressive – a company from Christchurch whose directors are members of Spokes.

Egressive has excellent experience with this kind of digital initiative and with cycle advocacy from the collaboration and building of the Spokes website.

The Digital Strategy project started with a planning workshop in Wellington in September with 14 participants, and the convening of the Digital Strategy Steering Committee. The project plan was reviewed with input from CAN and the user groups.

At the CAN Do, in Napier, 27 other people had an opportunity to learn more about the project, to find out what is involved and how local groups can participate and benefit. There was a strong indication that local groups will be making the most of this opportunity.

## 8 March 2008 the webmaster training begins

The Digital Strategy initiative will pay for travel expenses of one person from each participating local group to the webmaster training.

## Get ready for the training: work out what your group needs on and from the website

In order to participate in this training, each group must create a content inventory — a list of all the things you would like to have or do on your website. If you're not sure, André can help. ■

### About the Digital Strategy

This innovative project for the community of cycling advocates is funded by a government fund to enable communities to identify and address their ICT needs in partnership with business and government.

**Find out more:** Digital Strategy Blog, [www.can.org.nz/dsblog](http://www.can.org.nz/dsblog)  
André Cymbalista  
Digital Strategy Project Manager:  
[andre@can.org.nz](mailto:andre@can.org.nz) 04 384 7048.

## Upcoming Digital Strategy Events

Email to [digital@can.org.nz](mailto:digital@can.org.nz) to register or enquire.

8 March 2008

### Webmaster training

The Digital Strategy initiative will pay for travel expenses of one person from each participating local group to the webmaster training.

## Obesity Action Coalition seminar

*continues from p4*

key health messages using social marketing techniques.

Stephanie McLennan  
<http://tinyurl.com/33bp87>,  
powerpoint, 443kb.

### How to get our media messages heard

Liz Price, Communications Manager,  
Public Health Association.  
<http://tinyurl.com/2ohg06>,  
powerpoint, 2.6mb.

### Food Security in New Zealand – The Politics of Food

Leonie Matoe  
<http://tinyurl.com/yysu43>,  
powerpoint, 2.3mb.

### Food Security Among Māori in Aotearoa

This educational toolkit by Te Hotu Manawa Māori is aimed at improving the food security status of Māori.  
<http://tinyurl.com/24j5p2>, pdf, 2.2mb.

Links to the presentations here: [www.obesityaction.org.nz](http://www.obesityaction.org.nz), and at [www.can.org.nz/Chainlinks/links](http://www.can.org.nz/Chainlinks/links).

Marilyn Northcote, Cycle Aware Wellington, represented CAN at the seminar. CAN is a member of the coalition (Active transport).

A copy of 'Would you like lies with that?' will be housed in the CAN Library, Wellington. ■

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For more information, visit [www.cycletech.co.nz](http://www.cycletech.co.nz)

# SPARC Cycle Friendly

The prize winners in each category were announced at a ceremony at the Cycling Conference 2007 dinner in Napier on the 1st November. The Minister of Transport, the Hon Annette King, presented the awards to the finalists and winners. The winners received a uniquely designed "bicycle-bell" trophy, a certificate, and a subscription to CAN.

"One of the most important aspects of meeting New Zealand's goals in terms of reducing greenhouse gas emissions is to initiate behaviour changes and cement the message that leaving the car at home and instead cycling, walking or taking public transport is usually a better and realistic alternative."

Hon Annette King, Minister of Transport

## Avanti Award for Best Cycle Facility Project: Transit NZ for Basin Reserve Cycle/Pedestrian Crossings

This project, by providing light-controlled crossings for cyclists and pedestrians at key parts of the Basin, has made it easy and safe for cyclists to use the Reserve itself as a pleasant, off-road section of their journey. The introduction of more light-controlled intersections around the Basin has also improved safety for cyclists using the roadway.



Devised by the Cycling Advocates' Network (CAN), the national organisation promoting everyday cycling, and sponsored by Sport and Recreation New Zealand (SPARC), 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.

Motorists queued patiently because the storyteller in the head of each had to know if the story they had constructed was remotely right. Intrigue only works if we allow the mystery to remain. Mental speed bumps switch the driver persona off and the storytelling persona on." Speedbumps for the Mind ➤

# Awards 2007

## Land Transport NZ Award for Best Cycling Promotion: Massey University PR Team for On Ya Bike

Creative tactics and a comprehensive media strategy were carried out by Massey University Public Relations students over a two-week campaign aimed at making cycling a more attractive alternative to driving in Palm-erston North.



## Land Transport NZ Award for Cycle-Friendly Commitment by Business: MWH New Zealand Ltd for Green Kilometres on "pool" bikes

During the BikeWise Business Battle MWH ran an internal company promotion called "throw your leg over" which proved a huge success. The process has raised the profile of cycling within the company as a fun way to achieve sustainability.



## ViaStrada Award for Cycle-Friendly Commitment by a Public Organisation: Nelson City Council for Pedalling Along

From the high-level Cycle Strategy adopted in December 2006 down to the "tin tacks" of providing puncture repair courses, NCC has worked hard to make cycling a safe, convenient and commonplace way of getting around Nelson.



## Roger Boulter Consulting Award for Cycling Champion of the Year:

### Tama Easton, VORB Owner/ Director, Editor of Spokes Magazine

Tama Easton has been a champion of all forms of cycling in New Zealand via the vorb.org.nz website which he started in 2000. It now attracts close to 50,000 unique visitors and over 1.5 million page views per month, and was the recipient in 2007 of a Net-guide Award for Best Sports Site. ■



# Market place

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**Three ways to order**

- 1 :: Deposit money in Kiwibank 38-9005-0922435-01
- 1 :: Email order, contact and delivery details to [secretary@can.org.nz](mailto:secretary@can.org.nz).
- 2 :: Send cheque to CAN, PO Box 6491, Auckland
- 2 :: Include order, contact and delivery details.
- 2 :: Credit card: [can.org.nz/shop](http://can.org.nz/shop)





## Play your part

Join Facebook, take part in CAN's online membership campaign: you can build our membership.

Join Facebook meet people, find your friends, and invite them to support Everyday Cycling in New Zealand and CAN.

There are already 17 CAN members in Facebook. Imagine what will happen if each one of these people invite one person every month (piece of cake!), and these people do the same, and the people they invite do the same. In one year we can have more than 35,000 members.

**\$50 every month to the person who recruits the most new members**

**\$\$ each month for the best recruiter**

CAN members who make an outstanding contribution to this campaign will receive a \$50 reward. This reward will be given every month to the person who recruits more new members than anyone else. All you have to do is open a Facebook account today, and start inviting your friends to support CAN. ■

### Online social networks: links

Cycling Advocates' Network page in Facebook: <http://tinyurl.com/38z89b>

"Non-Profits on Facebook and MySpace" (article by Richard McManus): <http://tinyurl.com/39cjwe>

Traffic devices tell motorists they can be certain of their space. They are a covert promise of predictability and certainty. The engineer who insisted we put 274 traffic cones up the centre of the street was doing what planning professionals do: reducing uncertainty. By creating an illusion of certainty the engineer seduces the motorists into driving faster. Speedbumps for the Mind ➤

# Campaign for cycle/walkway over the Auckland harbour bridge gathers strength

Bevan Woodward

Cycle Action Auckland is increasing its efforts to lobby for pedestrian and cyclist access over Auckland Harbour Bridge. The regional cycle advocacy group is currently putting together a campaign team whose goal is to achieve a go-ahead on the project within the next few months.

They are seeking to win the support of both the general public and of the various public sector organisations that have a stake in the process, by widening the debate from a solely transport issue to one of making Auckland a more liveable city.

Cycle Action Auckland's decision to ramp up its campaign results from the coinciding of two Transit announcements — the need for urgent maintenance work on the clip-on lanes of the bridge, and the release of a Feasibility Study, and design and costings report, that conclude that a cycleway and walkway over the bridge are do-able. Cycle Action believes that the need to do the maintenance work presents Auckland with the ideal time to also do the work to add access for cyclists and pedestrians.

Ever since its conception in the 1950s, Aucklanders have pushed for pedestrian and cyclist access over the Auckland Harbour Bridge. Original plans for the Bridge



Cycle Action member John Gregory on the service walkway under the Auckland Harbour Bridge

turned into a path for cyclists and pedestrians.

More recently, keen cyclist and Cycle Action Auckland member Graeme Knowles initiated a 6,000 signature petition which led to Cycle Action being called to Parliament in July 2004 to present their case for a feasibility study into a cycle/walkway over the Bridge. Transit were subsequently directed by Parliament to carry out the study. After substantial delays Transit completed its feasibility report in early 2007, and this was followed by a design and costings report that showed that a cycle/walkway could be done.

The Transit design involves adding an additional clip-on section to each side of the bridge which would provide a walkway on the eastern side of the bridge and a cycleway on the western side. For more information about the design see Cycle Action's information page on the proposal at <http://tinyurl.com/2salcs>, pdf, 100kb. ■

**Making Auckland a more liveable city**

present their case for a feasibility study into a cycle/walkway over the Bridge. Transit were subsequently directed by Parliament to carry out the study. After substantial delays Transit completed its feasibility report in early 2007, and this was followed by a design and costings report that showed that a cycle/walkway could be done.

did include a cycleway and walkway but cost cutting led to these being removed from the final design. In the 1970s, protest group PATH lobbied to have the service walkway under the Bridge

# CAN leaves BikeNZ

CAN resigned from membership of BikeNZ at the end of October.

CAN has been involved with BikeNZ since its establishment some four years ago, and has tried to advocate for everyday cycling within BikeNZ. In communicating the decision to local groups, CAN chairperson Robert Ibell said, "We regret that neither organisation has achieved significant successes for everyday cycling through this relationship and think that we can use our energy and achieve our aims more effectively as an independent organisation. We will continue, however, to work collaboratively with BikeNZ where appropriate."

"This is not a decision that CAN has taken lightly. However, we are convinced that it will enable us to focus more resources on pursuing important advocacy opportunities.

"We know BikeNZ will continue to advance the goals of its remaining member organisations, and we look forward to pursuing common interests with them." ■

# CAN's new executive

There have been a few changes on the Executive following our recent AGM.

Sridhar Ekambaram has resigned in order to do postgrad study, Andre Cymbalista has taken up the role of Digital Strategy Project Manager, and Thomas Schwarz is concentrating his efforts on our website development as part of the Digital Strategy sub-committee. Many thanks from all CANners to them for all their work as Exec members.

There is a new 'Model Communities' working group

New on the Exec is Gaz Sanvicens — Gaz is applying his experience with Sustrans in the UK to help CAN develop links with the business community. He is also coordinating the Cycle Friendly Awards.

CAN also has a new Model Communities working group, chaired by Paul de Spa. See page 6 for this new strategic initiative for 2008. ■

# CAN wants you!

In the tradition of many hands make light work, a new sub-committee structure was set up at the CAN Do to spread the expertise and encourage greater participation in CAN's goal to get more people cycling more often.

In which of these do you have a passion, keenness, enthusiasm, desire or inkling to participate?

- Marketing & media
- Membership
- Technical
- Submissions
- Policy
- Cycle training
- Digital Strategy
- Funding.

many hands make light work

Is there something else you have interest and energy for? Anyone for Legal, or Urban design?

## Do a little or a lot

It might be brainstorming, providing advice, connecting the right people, arranging an activity or workshop, co-ordinating a project, meeting new people.

Both small and large contributions are welcome and valuable — don't be put off by having only a little time, you can still contribute.

## Flexible meeting/contacts

Each group will have a dedicated CAN email address, and will work in ways to suit its members.

## Get involved: contact Illona

To join a group contact Illona at [illona@can.org.nz](mailto:illona@can.org.nz) with your name, email address, phone number and area of interest and she will put you in touch with the group.

The group you want isn't there? Contact Illona, so she can put you in touch with other interested people.

Please get involved! ■



Anne Gummer  
Auckland Project Officer

## profile

Since the day in my early twenties when I missed the bus, and a friend lent me his bike so I could still get to work on time, I have loved the freedom and general sense of well-being and happiness that bike riding brings.

Although Auckland drivers don't have the best reputation when it comes to watching out for bikes, in general I have happily biked my way around this city, aided perhaps by the 'bikers wobble'. The wobble is particularly handy on narrow roads where cars tend to pass too close. In this situation the usual tendency to ride as confidently as possible is abandoned in favour of a (controlled) wobble that gives drivers the impression that I am an unpredictable rider who needs to be given a wide berth! I have recently started exploring tricky back ways for getting places — paths that cut through reserves and around mangrove swamps, and pop you out in the most unexpected places.

For the last year I have been working as the coordinator for a community/environmental organisation that works at a grassroots level to encourage people to use sustainable transport. I have also been involved with Cycle Action Auckland, looking into how to get bike racks onto buses within the Auckland region. Most recently I have spent the last couple of months on holiday with my family in Spain and France, having a fantastic break and looking enviously at European cities that are cycle friendly both by nature (no hills) and by design. ■

# Contact CAN

- **Chair**, Robert Ibell, [chair@can.org.nz](mailto:chair@can.org.nz)
- **Deputy Chair**, Illona Keenan, [illona@can.org.nz](mailto:illona@can.org.nz)
- **Secretary**, Adrian Croucher, [secretary@can.org.nz](mailto:secretary@can.org.nz)
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- **Awards co-ordinator**,  
Gaz Sanvicens, [gaz@can.org.nz](mailto:gaz@can.org.nz)

## Staff, project officers

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Christchurch: 03 366 2645 / 027 449 1845
- Simon Kennett, [simon@can.org.nz](mailto:simon@can.org.nz),  
Wellington: 04 385 4967 / 027 449 1844
- Anne Gummer, [anne@can.org.nz](mailto:anne@can.org.nz)  
Auckland: 09 378 0953 / 027 449 1848
- Andre Cymbalista, [andre@can.org.nz](mailto:andre@can.org.nz)  
021 773 839 (Digital Strategy manager)

## Working groups and conveners

- **Model Communities**: Paul de Spa
- **Research**: Andrew MacBeth
- **Media/Communications/Marketing**:  
Stephen McKernon
- **Information Centre**: Thomas Schwarz
- **Digital Strategy**: Andre Cymbalista

## Representing CAN

- **Cycling/Walking Steering Committee (HSC)**:  
Robert Ibell
- **LTNZ Research Reference Group**:  
Andrew Macbeth
- **Getting There**: Jane Dawson, Andrew Macbeth,  
Stephen McKernon, Thomas Schwarz
- **Cycle Skills Training Advisory Group**:  
Illona Keenan and Jane Dawson.

For phone numbers: [can.org.nz/contact](http://can.org.nz/contact)

# CAN to apply for Registration as a Charity

John Gregory

There are good benefits for CAN:

- Supporters and potential funders can find detailed information about CAN on the Charities Register.
- Eligibility for tax exemption for CAN and donors of gifts.
- Improved public confidence.

But are we charitable?

Is advocacy charitable or non-charitable?

The Charities Commission distinguishes between 'personal and representational advocacy' and advocacy that is political, such as lobbying for a law change. The courts tend to regard political advocacy as non-charitable, as they don't believe that it is the Court's role to decide what counts as a 'public benefit', which is an essential part of

Watch out for a Special General Meeting to implement these changes

all charitable purposes. The Charities Commission goes on to say "if political advocacy is not a primary purpose and is not independent of a primary purpose that is charitable then it won't stop you from qualifying for registration."

The application process is slow

We apply, for free, with various forms and they review our documents and decide if our primary purpose is charitable.

It will take at least 14 weeks for them to consider our application, as they have 2,487 applications queued for review. It is important to be ready, to avoid having to go to the back of the queue.

We need 2 minor rule changes to our constitution before we apply

- To make it very clear, these words need to be added to clause 10.5: "any income, benefit or advantage is to be used to advance the charitable purposes of CAN."
- We also need to add words to the winding up clause, so that "funds shall be transferred to any other society" is extended to add "that is charitable under New Zealand law".

Maintaining registration requires timely and accurate form filing

- Pay an annual fee of \$50 (if income over \$10,000).
- Submit an Annual Return. This is on a standard form which asks questions such as how many paid and unpaid hours are worked.
- Submit annual accounts (auditing optional) on a standard form.
- Keep any changes to office holders, address etc up to date.
- Submit all the above within three months of the AGM or of any change. ■

## WANTED

### CAN merchandise coordinator

We're looking for a keen volunteer to take over the role of CAN merchandise coordinator. CAN operates a small online shop ([www.can.org.nz/shop](http://www.can.org.nz/shop)) offering the famous 'One Less Car' backpack covers, CAN t-shirts and spacemaker flags (and hopefully a few other things in future).

This is a voluntary position with a time commitment of about 1–2 hours per week, basically involving filling orders and ordering new stock when necessary. It could be done from anywhere in the country, and no particular experience is needed, though if you are a methodical type that will help.

Interested? Adrian: [secretary@can.org.nz](mailto:secretary@can.org.nz)

### Chainlinks contribution manager

Stephen White has been lured to Perth, so Chainlinks is seeking a new contributions manager. This role involves ensuring there is good content for each quarterly magazine. There's a bit of phoning around and following up, some research, some writing and some editing involved. More detail on the Chainlinks webpage, [can.org.nz](http://can.org.nz).

Interested? Miriam: [chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)



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# You CAN Do Too

Simon Kennett

This year's annual get-together of cycling advocates was another opportunity to share bright ideas and get excited about the year ahead.

As well as a collection of New Zealand's leading cycle campaigners, the 2007 CAN Do was also fortunate to include advocacy leaders from Australia (Peter Strang of the Bicycle Federation) and America (Bob Chauncey, the Cycling Conference keynote speaker). Sunny Napier played host; the restored Crown Hotel was the venue.

**The first session of the weekend was a discussion of advocacy group models, led by Bob Chauncey.** How does CAN compare with overseas groups? It appeared we shared the characteristics of many different groups. Should we specialise more? Do we want to be driven by mass membership campaigns or by consultancy work for corporates and government? What goods or services could we offer the general public? The discussion was vigorous and laid out some concepts that would be revisited in later sessions.

Next up, Graeme Lindup, CAN's policy co-ordinator. He brought us **up-to-date with policy development** and several people volunteered to work on policies in the coming months. This session quickly became another encouraging display of the considerable intellectual 'grunt' present in CAN.

After a lunch break spent sitting on the beach or riding to a local park, Stephen McKernon had us all engrossed in a passionate discourse on **CAN's strategic priority number one for 2008.** We settled on the promotion of environments so cycle-friendly that they would seduce people to ride bikes (most likely through the Getting There Model Communities initiative).

The final session of the day was a challenging **workshop on the digital strategy that CAN has committed**



**itself to.** A decade ago this session might have lasted half an hour. Today, the potential for internal and external communications, networking and campaigning through the web is massive and daunting. We are fortunate to have André Cymbalista and a team of several IT-savvy members leading the way.

That evening's dinner and the following morning's breakfast might have appeared inconsequential on the programme, but, as usual, those were the events that allowed people to explore ideas further and to really get to know one another.

**We settled on the promotion of environments so cycle-friendly that they would seduce people to ride bikes**

On the Sunday morning Patrick Morgan brought us up to speed with **'Bike-ability' skills training** and CAN's effort to help advance it in New Zealand through a network of trainers. Then Axel Wilke led an extra session covering the possibilities for **funding of future cycle conferences and broadening the focus** to include walking.

After a short break, and somewhat behind schedule, **several groups shared their successes of 2007**, ranging from share the road campaigns, to group rides, track development, submissions and street audits. This is the very stuff our local groups exist for. It is extremely inspiring to see a year's nationwide successes laid out in just over an hour.

Next up it was time for Glen Koorey to present **'Submissions 101'**. For some this was all new stuff, for others it was a refresher. For most of us, it was a bit of both. Needless to say this was a critical session, for if we fail to contribute well to decision-making processes through winning submissions, we become little more than social clubs of discontented cyclists.

The final slot of the day was devoted to CAN. Stephen summed up the push to **promote CAN better through its new logo and merchandise.** He's led the development of a fresh image that will help attract members and impress the people we need to influence. It's invigorating!

Judging by the smiles and the evaluation forms, the 2007 CAN Do was a hit. Everybody seemed to leave more inspired to make things happen in the coming year. Roll on 2008! ■



## Observations of a Novice

*continues from p3*

The presentations from groups on their successes around the country was excellent value I thought. And then it was 'granny gear' terrain again — presentations on Winning Formulas for Submissions, Promotion of CAN and that now familiar term 'Cycle Advocacy'!

Before we knew it we were having a final chat over a coffee or two and it was time to say farewell and, for me at least, a two day pedal back home. Heaven!!

Did I learn anything about CAN?...did I enjoy the experience?...you bet I did!

Will I be going to the next CAN Do? ... Do bicycle tyres get punctures??? ■

# Regional groups

## Bike Nelson Bays

BNB is pleased to see that its lobbying of Nelson City Council and Nelson Police around vehicles in cycle lanes has been successful, with the Council planning a publicity campaign, and police partnering this with an education and enforcement campaign.

BNB has been invited to be part of the Transport Forum that will be considering the 5,700 submissions on the North Nelson to Brightwater Corridor Study. Improving and increasing commuter cycling is one of the main elements of Transit's preferred option.

BNB is seeking more funding for its lifecycle courses to get people back into cycling. To build on the interest in cycling and all its variations at Ecofest, a "cycle fest" is planned for late 2008.

## What's happening in Hamilton

Our new council has returned all of the hardworking pro-cycle councillors we have been working with, and we have only two new ones that we now need to get to know and see how they stand on cycle issues. All in all a pretty good result for us, thankfully.

Hamilton City Council is currently busy developing the north-eastern sector of the cycle network. There are lots of works happening, with indented parking and indented bus stops now being seen on Bankwood and River roads. Wastewater grates are all being changed from the nasty wheel biting types to more friendly models as well. The previously narrow and difficult section near the Heaphy Terrace shops is also being remodelled with the kerb being moved back, some parking removed and generally being made a much nicer place to be on a bike.

We are currently on a big submissions push with several by-laws and associated Management Plans being reviewed, two urban growth cell struc-

ture plans open for comment and a re-zoning to cater for a big roundabout on the proposed Eastern Arterial all requiring urgent attention.

John Meekings

## Life membership for Kurt Brehmer in Auckland

Cycle Action Auckland voted unanimously to make Kurt their inaugural life member. The members and committee of Cycle Action wanted to recognise the significant contribution he has made to cycling in Auckland, especially as a founding member of Cycle Action Auckland and for his work in establishing the North-West Cycleway.

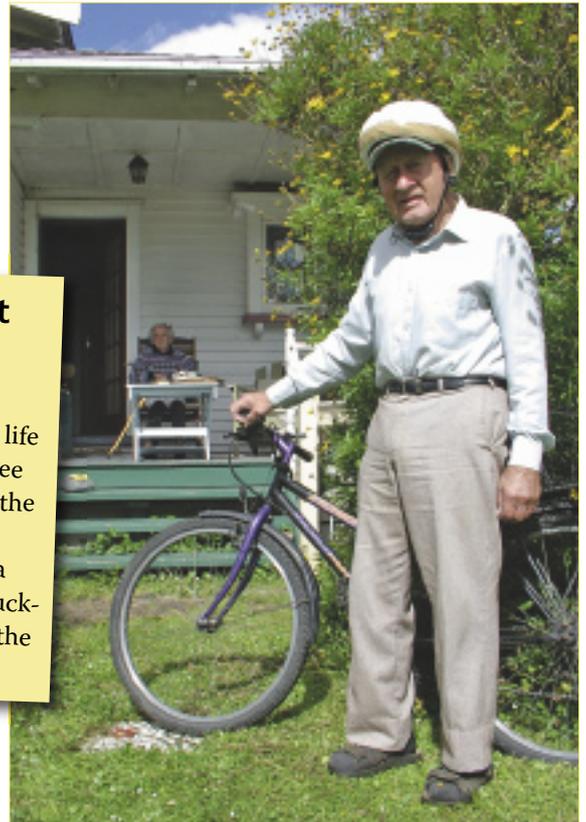
## 'Meeting new members' ride in Kapiti

Well, what else to do if new members do not show up to meetings?

Heading off along the back route to Peka Peka we rode along a relaxing unsealed track formed fairly recently through undulating dunes — it was peaceful and nice not having to worry about vehicles for a change — and we arrived at our delightful interim destination, Alfresco Garden Cafe located in Harrisons Garden Centre. Wonderful! Much chatting, coffees and cakes all round but eventually it was time to press on ... must admit it was a bit of an effort to get back on the bikes after such a relaxing break and the comfort of Harry's campervan was more than appealing! Inspecting a section of the coastal off-road pathway that eventually will end in Otaki was also part of the trip.

Somebody had prepared an interesting itinerary (estimated at 25 km total) and one that on paper looked formidable — we were to split up into two groups — fast & slow — with the fast group pedalling their bicycle clips off at 30 km/h! Fortunately we can happily report that an average speed closer to 15 to 20 km/h was achieved on the day — just as well!

Derek, Miriam and Liz were the only three out of 10 who got to the extended finish line. Miriam confessed



that without practice, getting on the bike and cycling 35.2 km (the .2 seems to be important) in one stretch was a challenge. Derek said he hoped that we would soon have a pathway like the Wharemauku finished all the way to Otaki because their B&B customers have often asked for places to cycle off-road.

John Baldwin

## Spokes Canterbury

Spokes Canterbury was recently featured in NZ Endurance Sport magazine's round-up of what local advocacy groups have been up to (<http://tinyurl.com/3cp2zp>). The key areas we chose to feature were the history of Spokes, the long campaign to get "bikes on buses", Spokes weekend rides, Spokester Steven Muir's campaign to get more people building and using bike trailers, and the development of a new website.

The website ([spokes.org.nz](http://spokes.org.nz)) is going from strength to strength with the overall vision being to increase and facilitate access of the Spokes wider membership (around 900) as well as the other (according to a Council survey) 100,000 Christchurch cyclists all potentially contributing to discussions and submissions. At the same time we would hope to gain a wider profile and increase membership. The key driv-

ers of this vision are Jonathan Hunt, Dave Lane, Glen Koorey and Axel Wilke. Jonathan and Dave are part of Egressive Ltd (<http://egressive.com>), a local software and business IT solutions company who have contributed their time and expertise for free. The website development fits in well with CAN's Digital Strategy and it is hoped that other local advocacy groups will use as a template what has already been developed.



Mana school students Cullum Prescott and Arthur Antonio, and Charlie Konia, teacher's aide

## Our FIRST Cycling Challenge

Two special needs students from Kapi Mana School took up the challenge to cycle from Pukerua Bay to Kapi Mana School in October, as part of the Hillary Commission's "PUSH PLAY" National Physical Activity Campaign.

The idea was to do a trip that was both fun and a moderate physical challenge to encourage the students to cycle

more, and to get involved in physical activities of all kinds.

The students and Maxine and her teacher's aid Charlie Konia took their bikes to Pukerua Bay on the train, and they cycled together back to their school.

Maxine Montgomery ■

## Join online or clip this form

Join online at [www.can.org.nz/join](http://www.can.org.nz/join)

OR post this form to us with your cheque:

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Address

Phone

Email

Please email the e.CAN email news fortnightly.

Please send me information about 'cycle safe' insurance.

Occupation:

How did you find out about CAN?

We respect your privacy and will not give your details to anyone not affiliated with CAN.

### Membership fees per calendar year

|                          |      |
|--------------------------|------|
| Unwaged                  | \$15 |
| Waged                    | \$30 |
| Family                   | \$35 |
| Supporting organisations | \$75 |

Membership fee \$.....  
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 Total \$.....

Make cheque payable to CAN

**CAN**  
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**Wellesley St, Auckland**

## Contact the local group nearest you

Whangarei: Bike! Whangarei  
 Paul Doherty 09 436 0033  
[paul@cycletours.co.nz](mailto:paul@cycletours.co.nz)

Auckland: Cycle Action Auckland,  
[caa.org.nz](http://caa.org.nz) | [chair@caa.org.nz](mailto:chair@caa.org.nz)  
 Bevan Woodward 021 1226 040

Hamilton: Cycle Action Waikato  
 Rob Davidson 07 856 5217  
[rob.davidson@actrix.co.nz](mailto:rob.davidson@actrix.co.nz)

Tauranga: Cycle Action Tauranga  
 Iris Thomas 07 578 7025  
[bernandpaula@ihug.co.nz](mailto:bernandpaula@ihug.co.nz)

Taupo: Bike Taupo,  
[biketaupo.org.nz](http://biketaupo.org.nz)  
 Richard Balm 021 919 851  
[bike@biketaupo.org.nz](mailto:bike@biketaupo.org.nz)

Hawke's Bay: Cycle Aware Hawke's Bay  
 Bernie Kelley  
[bernandpaula@extra.co.nz](mailto:bernandpaula@extra.co.nz)

New Plymouth:  
 North Taranaki Cycling Advocates  
 Graeme Lindup 06 757 2062 [north-taranaki-cycle-advocates@hotmail.com](mailto:north-taranaki-cycle-advocates@hotmail.com)

Wanganui Bicycle User Group  
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Palmerston North:  
 Cycle Aware Palmerston North  
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[caw.org.nz](http://caw.org.nz) | [caw\\_wgtn@hotmail.com](mailto:caw_wgtn@hotmail.com)  
 Alastair Smith 04 972 2552

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Marlborough: Bike/Walk Marlborough  
 Paul Millen  
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West Coast: Bike West Coast  
 Helen Gillespie  
 03 756 9037 | 027 273 8303  
[helen@sportwestcoast.org.nz](mailto:helen@sportwestcoast.org.nz)

Christchurch: Spokes Canterbury  
 Matthew Cutler-Welsh  
 03 9385 6306 | [spokes.org.nz](http://spokes.org.nz)  
[spokes\\_chch@can.org.nz](mailto:spokes_chch@can.org.nz)

Timaru: Squeaky Wheel  
 Hamish Milne 03 686 6302;  
 Daniel Naudé  
[drivesafe@timdc.govt.nz](mailto:drivesafe@timdc.govt.nz)

Dunedin: Spokes Dunedin  
 Dick Martin 03 453 6667  
[dmartin@ihug.co.nz](mailto:dmartin@ihug.co.nz)

Dunedin: Harbour Cycle Network  
[www.hcn.co.nz](http://www.hcn.co.nz)  
 Niki Bould 03 472 8947

# Back pedalling

Chainlinks in years gone by

Simon Kennett

Spring 1998 saw Chainlinks upgrade from a simple A4 sheet to a more professional folded A5 newsletter – a format that would last right through to 2006. CAN was clearly stepping up another gear. The September '98 issue even had staples!

The September and October issues of Chainlinks contained a fascinating array of content. Jonathan Ken-

nett provided a feature on the pros and cons of cycle touring in New Zealand. Awesome scenery, quiet back roads and cheap accommodation versus unpredictable weather, busy city roads and big hills. Our roads are now generally busier with faster and larger vehicles, and cycle touring appears less common. But statistics from Tourism New Zealand show an increase in road riding by international visitors from 24,899 in 1998 to 35,511 in 2005. Where are they all?

There was a summary of Transfund's 1998/99 National Roading Programme, valued at \$880 million. Cycle projects made up \$135,000 (that's 0.017%) of the total budget. Robert

**"I seem to remember putting those staples in manually ... ahh, those were the days!"**

**Jane Dawson**

Ibell met with Transfund to investigate further and reported back in the following issue.

Cycle Action Waikato became the fifth local group to join CAN. Ten years on, they are one of CAN's most efficient groups, generating over 20 group submissions per annum.

Cycle Aware Wellington wrote about its Doctor Bike programme which offered free bike checks at events. They noted that an estimated 10% of all bicycle crashes are the result of mechanical failure.

Spokes Canterbury reported that they had a successful cycle commute to town with their mayoral candidates and that they were working closely with council to 'sanity test' new infrastructure proposals.

Finally, in Auckland CAA was celebrating both the intention of Auckland City Council to spend \$14 million over 20 years on new cycle lanes, and the positive response to the new bus/cycle lanes on Dominion Road.

Somehow, even if progress is painfully slow, it's encouraging to see that cycle advocates were as busy a decade ago as we are now. ■

## Supporting Organisations

21 Century Transport  
Abley Transportation Engineers  
Adventure South Ltd  
Auckland City Council  
Auckland Cycle Touring Association  
Auckland Regional Transport Authority  
Avanti Plus Cycles, Mt Eden  
Canterbury District Health Board  
Central Otago District Council  
Crank It Cycles  
Cuthbert Ashmore Consultants Ltd  
Cycle Trading Company  
Dunedin City Council  
Engineering Outcomes  
Environment Canterbury  
Francis & Cambridge  
Greater Wellington Regional Council  
Ground Effect  
Hamilton City Council  
Living Streets Aotearoa  
MWH NZ Ltd  
Makara Peak Supporters  
Massey University  
Mountainbiking Otago  
Natural High  
Nature's Highway  
Nelson City Council  
North Shore City Council  
Pacific Cycle Tours  
Palmerston North City Council  
Rotorua MTB Club  
SafeKids  
Sport Waikato  
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# 2008 dates

## Digital Strategy Webmaster training

8 March (see p11)

## Bike Wise Week

Saturday 23 Feb  
to  
Sunday 2 Mar

[www.bikewise.co.nz](http://www.bikewise.co.nz)

## Go by bike breakfast— Auckland City Council

Wednesday, 27 Feb 2008  
6.30am to 9am  
Aotea Square

## Ecofest a “cycle fest”

Nelson  
late 2008.

List your event here:  
[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

Taking humour into the public realm is to offer an unconditional gift to whoever wishes to take it. The first day I wore my red devil horns velcroed to my cycle helmet, I thought someone had put something magic in the drinking water in Brisbane. People were smiling at me. Little kids would tap their parents on the shoulder and point, give a grin and sometimes wave. Instead of abusing me motorists would wind down their windows at an intersection and have a jocular conversation with me. They had somehow magically transformed the social space. I have not had another incident of road rage.

And you thought the only way to create great public spaces and tame traffic was through design?

Next issue: A Dutch engineer straddles paradoxical worlds.  
Speedbumps for the Mind ■

## African Queen *continues*

up at a local school. On a previous trip John had organised some desks to be built for the children, and he continues to support the school in numerous ways. We're treated as guests of honour with the whole school turning out to sing and dance for us.

The next day we ride single-track between the villages. Navigation is confusing but John manages to track down a Benedictine Monastery. The Fathers have been farming here for over half a century — showing the locals how to produce high-value crops instead of just maize. We leave loaded with bottles of wine, cheese and sacks of nuts. Soon we're plummeting down steep 'n' gnarly single-track. Local kids cheer us on — I imagine that it's a World Cup race. Lucy scores the best winger and the biggest cheer. Miraculously the altar wine survives. After fourteen km of descent we are delivered to the heat and sweat of the plains. It's time to head for the sea and the historic town of Bagamoyo, once a major slave and trading point. Our shady camp beside the white sandy beach is idyllic. The water is luxuriously warm. Spotting the fishing boats returning with the day's catch, we head to the market to secure dinner.

We are called to prayer at the nearby mosque at an ungodly hour the next morning. From Bagamoyo, we follow the slave route down the coast to Dar es Salaam and the end of our journey. It's sad to recall the vast numbers of slaves who were marched along this trail and then shipped to Zanzibar to be sold. A sobering reminder of the real world we are about to rejoin. Asante sana Africa. ■

### The Nitty Gritty

Escape Adventures organises a variety of trips. Our journey costs about NZ\$3000 including just about everything.

Check out [www.escapeadv.com](http://www.escapeadv.com)

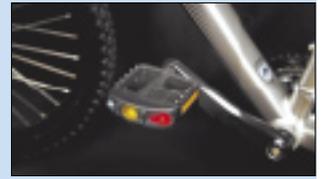
Trips are run over the cool, dry season — from June to January.

Myths of African travel abound. Most are unfounded. Large animals are awe inspiring and rarely dangerous. The local food is organic, fresh and healthier than many western diets. Drinking water isn't contaminated by chemicals or pesticides. Biting bugs are localised and seasonal, or can be defended against with repellent and mosquito nets. There are good clean campgrounds and English is widely spoken.

## On the web

Pedalites are the new, pedal-powered battery-free lights that you fit and forget!

Visible for 1 km, they are powered by pedal spinning:



3 LED lights come on as soon you start pedalling and stay on for up to five minutes after you stop pedalling.

They make you easily seen from the front, the rear and, importantly, to the side, and the moving, flashing light signal enables motorists to judge your distance and direction.  
[www.pedalite.com](http://www.pedalite.com)

### Fastboy fenders

Mudguards made by hand from wood. They evoke speed and style in a way not seen since speedboats of the 1930s and require no more maintenance than an annual application of oil.  
[www.fastboyfenders.com](http://www.fastboyfenders.com)



### Bicycle film festival

Safety in Numbers



<http://www.bicyclefilmfestival.com>  
Their myspace page with shorts:  
<http://tinyurl.com/32f6eh>

### London's Cycle Show 2007

Pictures: <http://quickrelease.tv/?p=208>  
A 73-second tour of the show, via Yannick 'YouTube':  
<http://tinyurl.com/2tylzz>

### Interbike, USA's bike show

Pictures from the show:  
<http://quickrelease.tv/?p=201>

[can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)



Gap Creek

Matawhero



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Bellaworth MTB Park, Victoria



Berrigal MTB Park, NSW



Wharfedale, Yorkshire



The Heaphy...with Jack



### Trails for your Treads

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

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