

Chainlinks

**Summer cycling:
what's it like out
there on the road?**



CHAINLINKS 2009 Issue 1, February

2009 ISSUE 1, February

NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

Editorial



Down with Speed

Axel Wilke, CAN Co-chair

Another year has gone by. 2008 was a good year, as we read in the media that only 359 people died on NZ's roads – the lowest road toll since 1956. In my opinion, this is by no means a good news story.

In 2000, CAN submitted on the draft Road Safety Strategy (RSS) 2010. I have just re-read the 19 page submission, which was a most thorough piece of work (<http://can.org.nz/rss-2010>). Most of our suggestions were not taken up by government. For example, we asked for Sweden's "Vision Zero" approach to be adopted, which has at its core the concept that no road deaths whatsoever are acceptable.

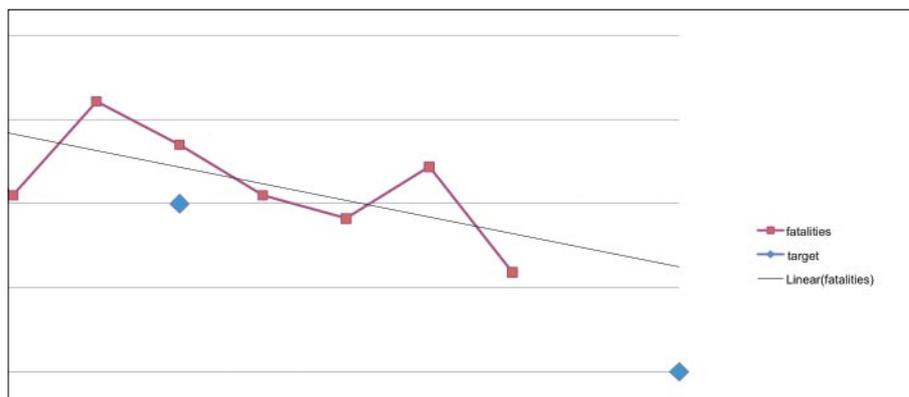
The RSS 2010 the government did publish in 2002 had 400 and 300 road deaths in 2004 and 2010, respectively, as their targets. The first one we have already missed, and it is my prediction that we will also miss the second one. The graph below demonstrates this. But either way, even 300 road deaths is morally unacceptable. Imagine anybody wanting to introduce a new technology that would bring huge benefits to society, but as a downside, there would be a few hundred fatalities each year – what are the chances of this being acceptable? But somehow, 300

deaths in 2010 is a nice target? Not in my book.

One of the most meaningful safety measures that the authorities could implement is reduced speed limits. Many European countries have successfully implemented area-wide 30 km/h in their towns and cities, with crashes reducing by about one third. And the default rural speed limit of 100 km/h in NZ has always amazed me, as I come from a country where a rural speed limit is posted according to the speed environment (and this might change frequently). Many of our rural roads in NZ were not designed for such fast travel, however the official belief is that the speed limit is just a guide and the motorist will drive to the conditions. Statistics, however, show that the crash rate reduces by 2% for each km/h speed reduction. Huge numbers of lives could be saved with more intelligent speed management.

In fact, the surprising 2008 drop in road deaths has been partly explained by Ministry officials as being a result of reduced speeds during the period of high fuel prices.

Officials have for some time been working on the Road Safety Strategy 2020. Our 2000 submission would make some useful background material for them. ■



The work of advocacy – locally and nationally

Next issue: articles by 1 April; local group reports by 29th April.

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Taranaki Detour

Patrick Morgan

The back roads of Taranaki are a good way to distance yourself from holiday traffic. Here's a ride I took a few years ago from Stratford along the Forgotten Highway before getting sidetracked by boggy farm tracks.



Taranaki is wreathed in cloud as I tuck into a hearty breakfast of home-baked bread, marmalade, applesauce, muesli, currant buns, and leaf tea made in the pot. I've been staying with friends who appreciate the biker appetite. True country hospitality is a treat.

From Stratford it's a rolling 63 km east on Highway 43 to Whangamomona. I cross three saddles. The railway follows the road most of the way, but cuts through tunnels under the hills. Trains have it easy.

Lunch is taken at the school at Huiakama. The trampoline makes a comfortable picnic table. There's a pit stop at Te Wera for a ride along the arboretum track, featuring 80 tree species.

Whangamomona is dead quiet. Historic building signs point to the former butcher, baker, Post Office and churches. The café is shut. Motorbikes, old utes and a disused Wellington city bus bound for Happy Valley are parked along the main street.

Horse trekkers have booked out the pub, so I check into a cabin at the domain for a few dollars. Back at the pub I look for milk. The woman offers me 2 litres, explaining it was about to expire and go to the pigs. The pigs' loss, my gain.

Steady rain sets in overnight.

The next day dawns still and dry. I set off for Taumarunui. There's an easy hour to Kaieto Café, at the top of

Tahora Saddle. Elena, a Russian emigrant runs it. She has a samovar by the till and dolls by the counter. Poached eggs and a cuppa for me.

The road takes me through the Ohura tunnel, which is signed 'Hobbit Hole'. I pause at an intersection to check the map, and talk to a young cow cocky, who gives me the lie of the land. Deciding to forego the pleasures of Taumarunui, I point the bike west again, down Moki Rd towards SH40 at Kotare. But I change my mind again after consulting the Kennetts' mountain bike guide, and set off for the Rerekapa Track. It starts near the Moki Forest at a lush patch of regenerating bush, full of birdsong and the bones of steam boilers used by woodsmen.

The Rerekapa starts with an easy cruise up a farm track. The going is slower past a waterfall, over boggy animal tracks, and past the shabby Boys' Brigade hut. Some sections are unrideable. It's tough work carrying the bike through the slippery papa soil. Clingy seeds attach themselves to my leg hairs.

Wonder where I'll end up tonight?

Route finding is a bit tricky once over the saddle, pedalling through boggy paddocks, but I eventually make it to a rusty old barn at Kiwi Rd. I'm thirsty, but don't like the look of the streams.

continues p12

Taranaki is wreathed in cloud as I tuck into a hearty breakfast

Pacific Northwest Sustainable Transport Tour

by Glen Koorey

For many of you, North America may not strike you as an obvious place to seek sustainable transport enlightenment - this is the “home” of the automobile after all!

But, while you may indeed find better sustainable examples in Europe and other parts of the world, the pragmatic fact is that NZ derives much of its transport inspiration and policy from the likes of North America.

Therefore, if you want to convince people here to change their ways, you may have to try to win them over with “but look what they’re doing in the US...”

First, some background: Following the visit to NZ by Bob Chauncey (keynote speaker for 2007 NZ Cycling Conference), I was inspired to pay a visit in return to the 2008 ProWalk/ProBike Conference in Seattle (Washington state, US) last September. This is North America’s premier walking and cycling conference and I thought that a visit could help to answer a question that has been doing the rounds in NZ — should we be holding combined walking and cycling conferences here?

Attached to this conference was a pre-conference “Town-making tour” of communities around the greater Seattle area and Vancouver (British Columbia, Canada), hosted by Dan Burden of Walkable Communities. Some of you may remember Dan from his visit to NZ last July. So I decided to sign up for that as well. And while I



The Pacific Northwest of USA and Canada: British Columbia, Washington and Oregon

was “in the neighbourhood”, I decided also to check out some of the highlights in adjacent Oregon state (home to Portland, Eugene, and a fantastic coastal cycle route!) and across the water in Victoria, British Columbia (home of sustainable transport expert Todd Litman). All up, I spent two packed weeks travelling about 2000km by a variety of travel modes visiting dozens of interesting communities.

It is difficult to distil the many things I encountered into a brief article, but here are a few of the more pertinent cycling-related observations that could be useful for NZ:

The Town-making tour was a well-organised non-stop affair, covering a lot of different kinds of communities and providing access to a lot of the key people behind them. A common theme was places wanting to reinvent themselves, e.g. from being a “dormitory” suburb to a place in their own right. Generally this entailed mixed land-use and higher (not high) density living, walk/bike-friendly communities and great urban design. The tour reminds us all that the first step to getting more people biking is to get the land-use right! A great way to learn by seeing and doing (and walking and biking...).



SOME USEFUL WEBSITES

- 700 photos from around the Pacific Northwest: <http://picasaweb.google.co.uk/GlenKoorey>
- ProWalk/ProBike 2008 conference: <http://www.bikewalk.org/2008conference/>
- Post-conference website for ProWalk/ProBike 2008, including presentation: <http://www.bikewalk.org/2008conference/vconference> (my presentation mine’s in session 80).

The best cycle routes I saw had no cycle facilities! “Bicycle boulevards” were common in a number of cities I visited. Generally they looked like ordinary streets, usually within a grid network. The key to their success was the removal and calming of motor traffic along the routes, usually through features such as one-way entrances/exits, intersection splitters and mini-roundabouts. These gave the advantage to cyclists, who maintained unrestricted two-way connectivity throughout.

I don’t think I saw an urban bus that didn’t have bike racks on the front. Actually, the one exception was Eugene’s free EmEx Bus Rapid Transit, but that’s because you could wheel them straight in the back. And that was pretty much the same for all “street-cars” and other light rail systems.

continues p10



West Coast Hospitality — a reason to cycle

Illona Keenan

One of the fabulous ways to use a bicycle is to explore this wonderful country of ours. During November I went on a 3 week cycle tour of the West Coast, South Island.

And I highly recommend a tour there, of whatever length you can afford. My adventure started by being dropped off by a tramping club van, a couple of kilometres north of St Arnaud, in Nelson Lakes National Park, a quick ride down the hill to a nice bed. After trying to get used to pedalling with cleats (I highly recommend practicing on grass) ... I was off.

One of the things that I love about cycle touring is what the things seen on the side of the road tell you about where you are. In Provence — sunflowers, in Southland — giant escapee swedes, in Otago — Speights bottles and going through the Buller Gorge I saw lumps of coal — which made me laugh!

Another thing that I love is the people you meet. I had a couple of gems, but the best one was my knight in a shining car, by the name of Derek Hutchinson of Rimu, near Hokitika. I had the hilarity of riding across the Arahura Road/Rail bridge in the rain, unfortunately I was going a bit fast... didn't take the rails at the right angle and surprise surprise came off my bike. Luckily I wasn't injured, however my rear wheel was banana shaped. I also needed a new helmet! While I was working out that I was all in one piece,

One of the things that I love about cycle touring is the things on the side of the road — sunflowers, giant swedes, Speights bottles, coal ...

tea. I had to accept, especially with the offer of a bath — I was a bit cold and shook up! After meeting his wife, Jane, who works as a stone weaver, making wonderful stone mats, and a short tour of Hokitika, I was into a hot bath and dry clothes and the wet ones were drying by the fire. One of the most memorable moments was when Derek was talking to friends on the phone, and mentioned that “he had picked up some roadkill on the Arahura bridge, ... yes, she was a cyclist from Wellington”. But

the West Coast hospitality went further the next day, when after picking up my bike — with new wheel — it started to hail. Derek said that I shouldn't cycle in this weather and if I stayed another night, he would cook whitebait for tea!

You guessed it — I had to stay another night. I would like to publicly thank Derek and Jane Hutchinson for welcoming roadkill into their house, and being truly amazing hosts.

Other interactions I had included enjoying people's congratulations for making it up the Crown Range, people

Derek came across to see if I was ok; before I knew it, bike, belongings and me were off to the Hokitika bike shop. What a lovely man — while driving to the bike shop he kindly offered me a place to stay and even mentioned what was for



offering me cups of tea, others chatting about their cycle experiences in various countries, people in cars telling me that cycling is how it should be done (someone even said bravo!), and sneaking into a café that wasn't open for a coffee — bless!

On top of all these people interactions there was the beautiful scenery, considerate motorists, great stories and wonderful memories ... and I think I am fitter now too.

As a post script the New Zealand Transport Agency are currently upgrading the Arahura Bridge and it will soon no longer be a road/rail bridge and there will even

be a joint cycle/pedestrian facility on it. ■



International snippets

India sprouts green

In just one year, the Delhi Bicycling Club of New Delhi, India, has grown from one member to five hundred. Nalin Sinha, the original lone member, says half of Delhi's population travels less than six kilometres per day, a distance easily covered by bicycle. The Times of India: <http://tinyurl.com/a6mfob>

Cycling's impact on climate change

Almost as much CO₂ could be saved by doubling cycling (0.6 million tonnes per year) as could be saved by switching all air travel from London to Scotland to the rail network, according to The Committee on Climate Change report on interim targets to cut greenhouse gas emissions.

Supermarkets loan cycle trailers

A supermarket in England is trying to encourage more of their customers to shop by bike. During January and February, 23 branches of Waitrose are loaning customers cycle trailers, so they can carry their shopping home by bike. Customers will then have three days to return the trailers and large canvas shopping bags. Waitrose Manager said, "shoppers using the trailers will probably get their food home quicker than most, not to mention saving fuel and transport costs!"

Terrorism and cycling advocacy

When the MP for Central Croydon, Andrew Pelling, decided to take some photographs of dangerous cycle lanes in his constituency, he was stopped and searched by police. According to the Telegraph, officers stopped him on suspicion of being a terrorist because he was taking photographs near East Croydon station.

London children get bikes

Sales of children's bikes in London were three times higher than 2007 in the run-up to Christmas, according to a London bike seller.

Cycling 3rd most popular adult sport in the UK

Interim surveys from 2007 suggest the number of adults cycling for at least 30 minutes once a week (not including commuting or utility trips) has increased by over 130,000 to 1.77 million people since 2005/6. Cycling is the third most popular sport amongst adults after football and swimming and the second fastest growing sport after athletics.

Fit as a Fiddle

The UK's CTC has been awarded funding to deliver a pilot cycling project 'Fit as a Fiddle' for Age Concern. They will deliver cycle training, basic bike maintenance courses and confidence building sessions, lead rides and organise a ride supporters' course. Age Concern is targeting those over 50 (Ed: !).

Which group endangers pedestrians the most...

Cyclists or drivers? According to UK figures released in January there have been 364,082 pedestrians injured by drivers over the last ten years, compared with 2,623 injured by cyclists. The same data shows that, as a pedestrian, you are 263 times more likely to be killed by a driver than a cyclist — this despite the fact that cyclists and pedestrians often share the same space and much of motor vehicle mileage is made on motorways, where pedestrians are prohibited.

Biking for Obama

In December, Californian Ryan Bowen began a cross-country cycling trip to Washington for the inauguration. Dubbed "Biking for Obama," it was a 6,400 km journey across the country from Los Angeles, California to Washington.

"I've crossed an entire continent on my bicycle; received international media attention for what I've done, met countless amazing individuals along my journey; been welcomed into DC by Congressmen; got the hottest

ticket of 2009 (a **seated** one at that!). It would seem like everything I could have dreamed came true. I must say that this entire endeavour — accidents, frustrations, and pain aside — was quite possibly the most positive thing I have ever been involved in. To cap it off, I was able to sit with everyday people involved in the campaign way up near the front of the crowd."

Pedal-power supercomputing

In a demonstration of energy efficiency, the University of Maine, Department of Computer Science (USA), unveiled the first cyclist-powered "green" supercomputer. Powered by 10 cyclists, the eco-friendly supercomputer successfully ran a program demonstrating glacial melting for 20 minutes. <http://tinyurl.com/pedalComputer> ■

Government news

Recent publications from NZTA give a boost to cycling

Economic Evaluation Manual

Updates to this manual, give increased composite benefits for cycling. Hopefully this will result in some new cycling projects being put forward: <http://tinyurl.com/dbvc5g> pdf 1.1mb

A stocktake of walking and cycling strategies

This was published October last year, which shows that councils are taking significant steps forward in planning for walking and cycling: <http://tinyurl.com/am6k3r> pdf 300kb

Regional Land Transport Programme Guidelines

These signal that greater emphasis needs to be placed on the planning, prioritisation and delivery of walking and cycling infrastructure projects. The guidelines establish a hierarchy of interventions to be used when developing regional land transport plans. The first two items in the hierarchy are demand management, and walking and cycling: <http://tinyurl.com/agm83t> pdf 600kb ■

NZ Roundup

Wellington News: Ngauranga to Petone safety measures

NZTA is making improvements along State Highway 2 to ensure cyclists are more visible. Green cycling zones have been installed between Ngauranga Gorge and Petone.

They are expected to clearly define the path that cyclists use when travelling along SH2 and help both cyclists and motorists share the road.

Electronic cyclist-activated warning signs will also be installed to alert motorists that cyclists are ahead.



Cycle route to Petone crossing a side tad on SH2.



Memorial ride

Welcome changes, long awaited

Changes to highlight the existence of cyclists on this cycle route are very welcome and long overdue. Police Superintendent Steve Fitzgerald was killed at the Petone exit in June last year (and a truck driver appeared in court in January charged with careless driving causing death).

A memorial ride from Parliament to Petone roundabout was organised by cycling advocates to honour both Superintendent Fitzgerald and Des Eyre, another cyclist killed in the Hutt Valley the same week after being forced into the path of a truck by a careless motorist opening their car door.

Cycle Aware Wellington has been working for over a decade for improvements for commuter cyclists between Wellington and the Hutt, including the stretch between Wellington and Ngauranga which is not covered by these improvements.

Greater Wellington Regional Council recently adopted a Cycling Plan which includes actions to 'improve driver and cyclist awareness' and 'encourage participation in cycling'. After strong submissions on the draft plan from cycling advocates, the Council has also pledged to support the development of the 'Great Harbour Way' — a route which includes this stretch of coastline.

BikeNZ launches RideStrong

RideStrong is a new cycling community run by BikeNZ, dedicated to promoting a safe and enjoyable environment for all cyclists.

The RideStrong programme is centred on a community website ridestrong.org.nz. Anyone will be able to sign up to the site to join the RideStrong community and have their voice heard, and by paying an annual fee of \$24 or \$49 you can get enhanced website access and discounts and deals from suppliers. [CAN welcomes RideStrong: read CAN's press release on p12]

New maps for Auckland cyclists

The Auckland Regional Transport Authority has launched a set of five free regional cycle maps that allow cyclists of varying ages and ability to navigate their own routes. Each of the roads on the maps has been ridden by members of Cycle Action Auckland and is graded in terms of safety and whether it is a quiet or busy route. The gradient of the roads and whether they have a cycle lane is also depicted.



Naked riding in paradise

The World Naked Bike Ride is happening in Golden Bay: on Saturday March 14 there will be lots of fun and lots of prizes to be won

It is a global clothing-optional event that belongs to all earthlings that advocate pollution free transport. A balance to working on submissions, petitions, and policy design, and gets excellent press for our issues. Nakedness is as optional as clothes: most participants do in fact wear clothes.

"Unlike the recent Boobs on Bikes which is a blatant marketing gimmick by an exploiter of women, the WNBR takes place in an atmosphere of lighthearted meaningfulness and the body is honoured and celebrated as the world's most efficient form of transport" said Victoria Davis of Bicycle Lanes in Paradise (BLIP), the local cycling group.

"When we were first approached by the global cycling underground, we sought legal advice re the nudity bit, and ascertained that it was not a crime to ride one's bicycle naked, providing

no 'lewd or indecent' behaviour takes place." Victoria added. ■

moonbow@goldenbay.net.nz

February: BikeWise Week grows to BikeWise Month

BikeWise is a nationwide month of fun cycling events to encourage people to enjoy the summer sun and get out and about on their bikes. Last year over 100,000 people around New Zealand took to their bikes to participate — so this year it has been extended to the whole month.

Mayoral Challenge 2009

In February 2009 New Zealand towns and cities compete for the title of **Cycle Mad City** by getting as many people as possible to follow the Mayor on a fun bike ride. A point will be earned for each participant, and bonus points will be given for celebrities.

Bike Wise Battle

The Battle is back and bigger than ever, running for the whole of Bike Wise Month 1–28 February 2009.

It's easy to be part of the Battle. Just get as many of your colleagues as possible to hop on a bike during the Battle period. They can ride wherever they feel comfortable for just 10 minutes or 2km. The organisations with the highest percentage of participation will win vouchers for a scrumptious morning tea shout (and don't forget the bragging rights!).

<http://www.bikewisebattle.org.nz/>
Register now for the Bike Wise Battle



and be in to win great prizes for yourself and your team. Are you up for it?

Registrations can be made at any time from now until the end of February but remember, the sooner you start logging trips, the more chances you have to win great spot prizes!

Go By Bike Day

On Wednesday 18 February 2009 New Zealanders are encouraged to ditch vehicular transport and 'go by bike' instead.

Just as in previous years, people will bike to their local event where they will be rewarded with a scrumptious healthy breakfast.

Check in your local area to see what is on.

The events are co-ordinated by local and regional councils, sports trusts, cycle groups and other organisations with an interest in biking, and will take place in over 50 centres throughout New Zealand. ■

A Different Central Otago trail

Stephen Wood

It was an idea conceived while looking at some photographic cards depicting local Central Otago scenery.

One of the cards had pictures of nine historic hotels. When two friends from Christchurch dropped in to ask for ideas for a week of cycle touring in Central Otago, I told them I had the ideal day ride as a warm up, and

Biking Goes Wild in Taranaki

Hold onto your handlebars: The Wild West Bike Fest is coming to Taranaki!

A variety of bike-themed events are on throughout February to mark Bikewise Month, to encourage people of all ages to hop on a bicycle and have fun.

Events include mountain bike orienteering, a bike sell and swap meet, mountain bike races (beginner and experienced), a women's mountain bike skills workshop, a downhill race, an after-dark mountain bike ride, Critical Mass ride, and the finale is The Stampede: a leisurely costumed ride along the Coastal Walkway. ■

<http://tinyurl.com/BikingGoesWild>

HELM-ART

Has your old bike helmet seen better days? Take it to the Govett-Brewster Art Gallery event in BikeWise month to recycle it into a fantastic wearable artwork and receive a new one in return (age 8-12 yrs only!).



showed them the nine-pub card. They were keen.

The three of us left home mid-morning to scoot up the rail trail to Lauder, to be there when the pub opened at

11am. Then it was on to the White Horse Hotel at Becks, and then up a side road to St Bathans and the Vulcan Hotel. There was a summer fete on in the little village so we lingered a while to look through the stalls and buy lunch. From there, it was a fair drag out to SH85 and on to Wedderburn and its tavern as we were riding into a slight head wind. From Wedderburn we turned around, joined the rail trail and had a great downhill and tailwind run to Oturehua and the pub there. We were expecting the tailwind to hold for the ride along the long Ida Valley but it switched to a westerly, slowing us down again. By the time we were at the Poolburn tavern it was more evening than afternoon, we were getting tired and were glad of their toasted sandwiches for tea. Then it was over the hill to the art-deco Blacks Hotel at Ophir followed quickly by the Commercial Hotel in Omakau. It was getting late in the evening by then and we arrived at the last pub on the list, Chatto Creek, to find it had already shut for the night. I knew the proprietor well and so went around the back and asked if she'd sign our postcard as the other publicans had done.



It was a big day ride — about 130 km — but a fun one. We

went in and bought something to eat or drink at all the pubs except the last. They all have their own history and character. Even though we'd only used the rail trail for two small parts of the journey, five of the pubs we visited are on the Otago Central Rail Trail and the others would make excellent side trips from it. ■

Frocks on Bikes

Patrick Morgan

There's a new wave in the bike advocacy movement and it's wearing a frock. It is for women of all ages who love dashing clothes, bicycles, high heels and other glam accessories.

Frocks on Bikes is a network of women — and a few supportive gents — who have adopted the bike as a vehicle for change.

Climate change festivals in Wellington and Auckland in December hosted Frocks on Bikes rides to highlight biking's green credentials.

Auckland organizer, Jasmine Cargill said, "Frocks on Bikes is about fostering a culture of cycling and showing people that bikes can be both everyday and glamorous accessories. Cycling in Auckland isn't always easy but we want to show that cycling can be a safe, viable and even stylish option in the city. It can be fun, it's good for you and it's great for the environment."

Frocks on Bikes aims to bring about momentum for better cycle routes in our cities, and demonstrate that there is a groundswell of people wanting to ride. Riders may even lure SUV drivers to thinking that actually, bikes are a more sexy and fabulous way to get around.

The idea was born at last summer's Go By Bike Day, said Wellington co-organiser Jude Ball.

"Our aim is to celebrate both the glamorous and everyday use of bikes. Biking doesn't have to be about lycra and sweating. Riding a bike in your everyday work clothes or in a pretty frock is an ideal, safe and stylish way to get around the central city." In European cities

www.frocksonbikes.org

Do you rock the frock? Do you participate in frock o'clock? Are you forever sashed with your combination lock? Have you abundant chain lube in stock?

Introducing Frocks on Bikes – a frockalicious way to avoid the climate changing. Let's frock the planet!

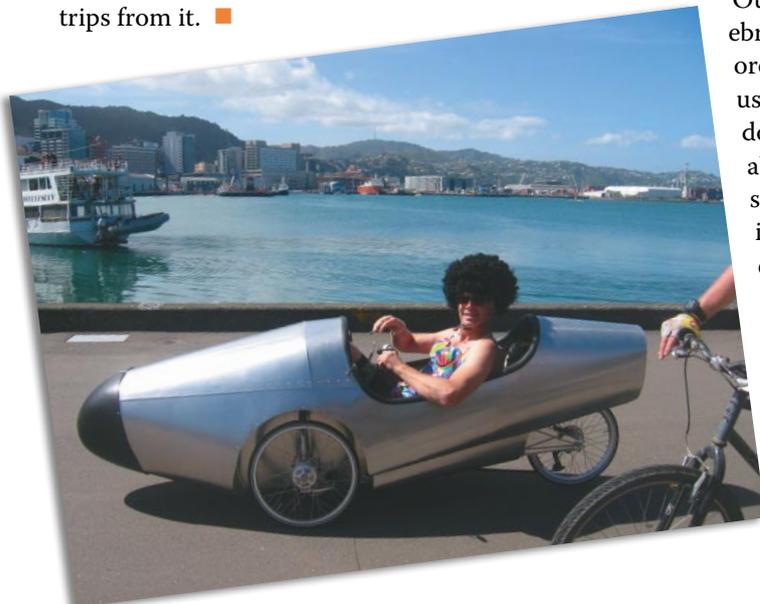
where bikes predominate, women tend to cycle as much as or even more than men. Women have a key part to play in encouraging more cycle-friendly cities. Research shows women cyclists experience a few different barriers to men including greater concerns about safety. The social and fun aspects of cycling are especially appealing to women.

Frocks on Bikes is part of a global network of stylish cyclist movements such as Copenhagen Cycle Chic and California-based Riding Pretty.

Organisers received a \$750 grant from the CAN / Living Streets Walking and Cycling Micro-Fund in 2008, but most of the work has been done by a network of volunteers.

Frocks on Bikes rolled into 2009 with a January lunchtime ride in Wellington, and the next multi-city Frocks on Bikes extravaganza is planned for Go By Bike Day on February 18. Plans are also afoot to celebrate Bike Wise month with a Frocks on Bikes presence at the Cuba Street Carnival, cycle training sessions and a weekend Frocknic ride in the Wairarapa countryside. ■

200 frocked bikers rode through Wellington to Parliament at the 350 Climate Change Festival in December.



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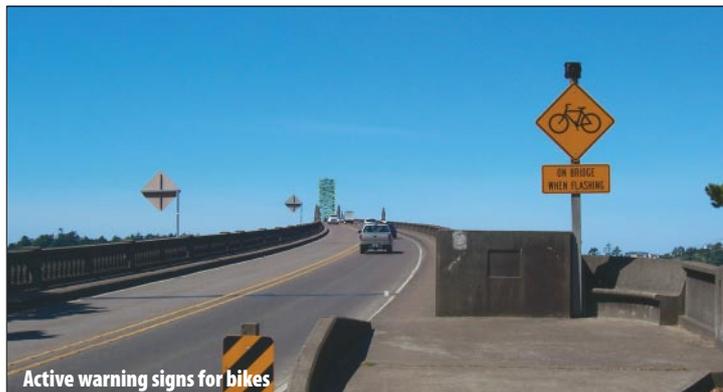
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Pacific Northwest Sustainable Transport Tour continues from p4



Active warning signs for bikes

Oregon is the home of active bike warning signs, particularly on its famed coastal bike route. At every tunnel or narrow bridge, there would be a push button for cyclists to activate a flashing warning sign to let motorists



know you were up ahead. This cost-effective treatment has many potential locations in NZ where full widening is impractical, including narrow winding roads with no shoulder.

The ProWalk/ProBike Conference was a fairly big affair, with about 800 delegates; after all the activity of the previous 10 days, it was almost a let-down to have to sit down and listen to presentations. But there was an interesting range and also a lot of excellent field trip offerings throughout the three days. I gave a presentation showing many NZ walk/cycle-friendly features and reminding them that it's not just about walk/cycle facilities. As for the merits of a joint ped/bike event... well, I'm not convinced that it necessarily offered a lot of extra benefit. Maybe for those who work in both fields, but there did seem to be a distinct split of people and sessions, with cycling somewhat dominating both.

That's just a snippet of what I saw; more useful web links on page 4. It's important to remember too that most places I visited were developing broad-ranging packages in terms of sustainable transport; not only were they doing clever things for cycling, but also for walking, public transport, land-use planning, and so on. Doing it all together created a better general "vibe" in the place for supporting these initiatives.

It seems an age away now (in fact I'm finally writing this four months later on my next trip to the other side of North America), but I will certainly cherish the wonderful memories I had on my Pacific Northwest trip. More pertinently, half a century after borrowing many car-centric principles from the Americans, it might be time to revisit them again and borrow a few more ideas... ■



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:: Include order, contact and delivery details.
- 3 :: Credit card: can.org.nz/shop

Taranaki Detour *continues from p3*

I set off on quiet Kiwi Rd, facing zero traffic. There's a sweaty climb past Makino Forest and out to the other end of Moki Rd. I scoff my last sultanas to power me over Uruti hill, through the earth tunnel and back to farmland. I find a water tank at the 'Uruti Country Club' and gulp away.

After the quiet roads it seems a shame to hit the speedy traffic of Highway 3. I am tiring as I head for Urenui, but my luck is in: Mike's White Cliffs brewery is open for refreshment.

The motorcamp at Urenui is a welcome sight after a long day pedalling. They squeeze me in to a whiffy caravan down by the river. A shower, a feed and White Cliffs mild ale restore some vigour, but the body is sore from lifting the bike. The sounds of the surf serenade me.

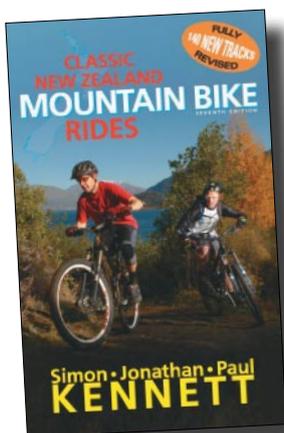
I head off towards New Plymouth, planning to head around the coast towards Opunake. But heavy rain starts, and my riding desire ebbs.

A bunch of racing cyclists speed by. The 3-day Tour of Taranaki is on. I wait near the finish line to see my mates Jamie and Peter go by, then head into town to find the last bed at the backpackers. It feels good to dry out. I have one set of dry clothes left, but my shoes are soaked. I squelch off to the Govett-Brewster gallery to see 'Drive', an exhibition devoted to the dubious pleasures of motoring. How long till cars hang in museums as a reminder of an old-fashioned technology, I wonder.

More info:

Taranaki Heritage Trail SH43 leaflet, available from information centres in Taranaki

The Kennett Brothers' guide, Classic New Zealand Mountain Bike Rides



Executive update



- ◆ held an end-of-year party to wish Anne Gummer good luck for the birth of her baby and to farewell Canadian intern Christina Burns
- ◆ worked with BikeNZ on a joint submission to Parliament's review of the Emissions Trading Scheme
- ◆ looked at options for achieving long-term financial sustainability, including commercial activity
- ◆ made funding application to the Ministry for the Environment's Sustainable Management Fund
- ◆ made funding applications to the Department of Internal Affairs' Digital Strategy for the next stage in CAN's website development and for a cross-NGO web platform (the former application has been successful)
- ◆ participated in strategic planning for Bike Wise
- ◆ started work on a CAN policy on parking
- ◆ participated in CAN's first Bikeability 'train the trainers' course in Wellington
- ◆ co-ordinated meetings of the 2009 NZ Cycling Conference Co-ordinating Committee
- ◆ continued to add material to the CAN website
- ◆ held an Exec meeting on Dec 10
- ◆ began planning for the Exec/Staff get-together in late February 2009
- ◆ met with NZ Transport Agency walking and cycling staff
- ◆ held regular monthly meeting with Ministry of Transport officials (along with Living Streets)
- ◆ attended inaugural meeting of Health & Active Transport NGOs in Wellington
- ◆ followed up on the General Election by writing to Stephen Joyce, the new Minister of Transport
- ◆ prepared end-of-year accounts.

CAN in the media

CAN welcomes RideStrong Dec 22

The Cycling Advocates Network (CAN) welcomes the launch of BikeNZ's recreational membership programme, RideStrong. RideStrong is dedicated to promoting a safe and enjoyable environment for all cyclists, who RideStrong notes, "for too long, have travelled at the whims of fast traffic, slow bureaucracy and idle ignorance".

Cycling advocates support new cycling and walking guide Dec 23

The Cycling Advocates Network congratulates the Ministry of Transport on its recent release of a new guide for improving cycling and walking facilities in New Zealand. Called "Raising the Profile of Walking and Cycling in New Zealand: A Guide for Decision-Makers", the guide is the first of its type and represents a milestone for New Zealand. ■

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- **Media/Communications/Marketing**:
Stephen McKernon
- **Information Centre**: Thomas Schwarz
- **Digital Strategy**: Andre Cymbalista

MORE

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



On-street instruction is a key part of cycle training

CAN trains the trainers

CAN's cycle training project took a significant step forward in December with the first workshop for instructors held in Wellington.

Seventeen CAN members received three days of training from experienced trainers Tabitha Langford, Marilyn Northcotte and Patrick Morgan. Training is based on the new Cycle Training guidelines being developed by NZTA's Cycle Training Advisory Group.

NZTA subsidises approved organisations, such as local authorities, 75% for providing cycle training, but there are few trainers able to teach the new guidelines. CAN's workshop is aimed at meeting this need.

More workshops are planned for Auckland and Christchurch this year. ■

Kirsten Shouler

North Island Project Officer

Kirsten Shouler has been appointed as CAN's North Island Project Officer, based in Auckland. She takes over from Anne Gummer, who is on maternity leave.

Kirsten has a strong background as a project manager and in creating effective relationships between community interest groups and other organisations. She has worked with Cycle Action Auckland on cycle network and mapping projects, and comes to CAN from the New Zealand Transport Agency.

Project Manager Patrick Morgan says CAN welcomes Kirsten. "She has a central role in strengthening our



local and national networks. I look forward to working with her."

Kirsten takes up her appointment on 2 February. ■



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Continental



GET THE GRIP 

A brief history of cycle commuting

Part 2: The opportunity

Stephen McKernon

In the popular imagination of the early 1800s, mass personal transport promises a much better life in the burgeoning cities.

But the inventor's imagination is focused most on the problem of power supply. Without a horse, how can a person generate enough power to move easily above walking speed?

It's a fresh, hot morning in 1885, and a group of uniformed cyclists assembles for a photo on the dusty upper slopes of College Hill, Ponsonby, Auckland. It's the 'Scorcher' cycling club, proud representatives of a thoroughly modern phenomenon — the mass produced bicycle — and perhaps you can see the fierce pride in their faces.

Cycling had flourished in Europe and its colonies for over two decades. The problem of power supply had been solved by adding pedals to the front wheel of a two-wheeled vehicle, and the size of this front wheel grew rapidly to provide greater speed. The result was the penny farthing, which now ranged over every kind of territory worldwide.

It had also achieved phenomenal commercial success. Innovative factory production methods had improved such that cycles were available in unprecedented numbers. Cycling media, catalogue-based marketing methods, selling techniques and worldwide distribution systems were so well-developed that a cyclist in Auckland could buy the latest English model in the year of its release. The bicycle had become one of the world's first truly modern products for mass international consumption.

Cycling was also socially successful. Well-organised cycle clubs had a strong culture, including uniforms and their own code of behaviour for bunch riding. They had advocated with local councils to improve roads, road signage and road user rules (albeit in their favour). They had designed the first detailed road maps, complete

with descriptions of hills, hotels and places of interest. Cycle touring had helped launch the new leisure pursuit of tourism (with some help from the railways). Racing fostered rapid development of technologies, venues, specialised clothing, events, heroes and promotional stunts, such that cycling was a popular mass entertainment. And cycling provided owners with a radical new form of personal mobility and frequent opportunities to display the latest cycling fashions.

All of this was achieved by the time the first motorcar patents were lodged, and some two decades before the car appeared regularly in cities worldwide. In fact, many car and aeroplane manufacturers started as cycle factories as cycle technologies were the most advanced of their day. It made sense to put an engine on a bike frame and call it progress.

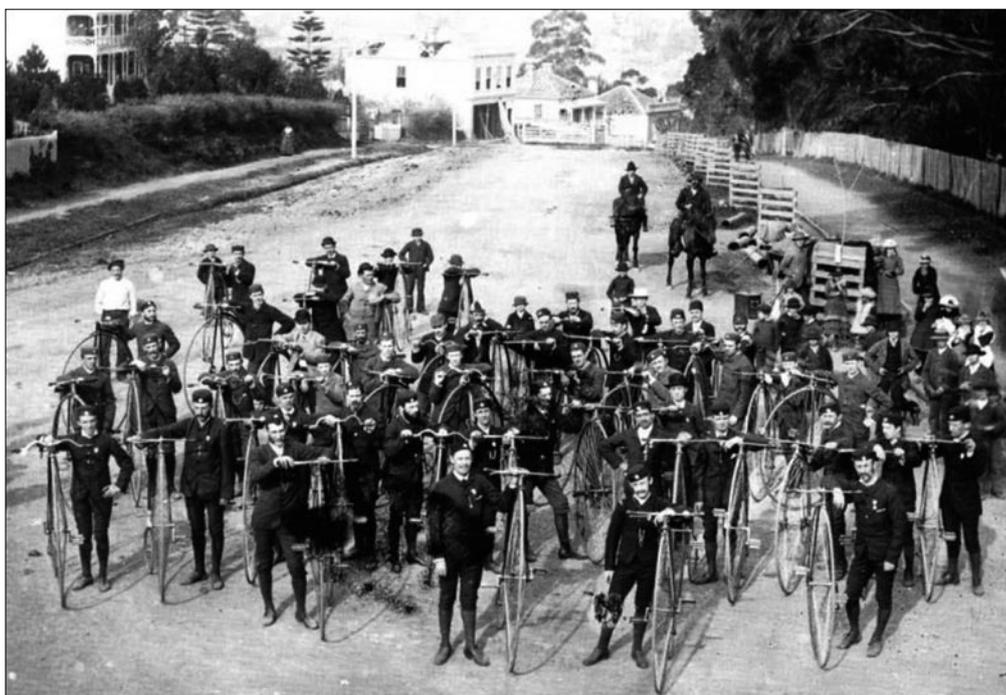
But there's something the cyclists in this photo couldn't know.

Cycles (with cycle races) had appeared in New Zealand in the late 1860s, not long before the Land Wars ended. The first cycle factory opened in 1876, the same year all males over 21 were given the vote. By the mid-1880s, there were enough cyclists for local councils to be regulating their behaviour. The car really didn't feature till the first decade of the next century — two decades away.

Look again. It's a photo of wealthy young men. Up to the mid-1880s, cycling had been a well-off male leisure pursuit. Second-hand and cheap copies of the bikes had made their way into the lower classes, but cycling had retained a strong male, elitist flavour. In spite of all its successes, it hadn't realised its dream of everyday personal transport for all.

A year after this photo is taken two things would happen. First, the now-proven safety cycle — designed with wheels of the same size, a drive chain and pneumatic tyres — would be launched in England. Second, the safety cycle will appear in New Zealand the same year.

Cycling worldwide was about to change forever. Women and the lower classes would start cycling in huge numbers. Everyday cycling for all would be realised, but in an entirely different world. ■



Regional groups

‘Critical Mass Bike ride’ planned by Rotorua Cycle Action, 18 Feb

The idea behind it all is to claim back the street and to reinstate the commuting cyclist as an integral part of the traffic scene. The ride has been planned to be part of the national Bike Wise month.

The ride ends at the City Focus for a ‘free healthy breakfast’ organised by



Kapiti Cycling members sharing coffee at Harrison's Garden Cafe at PekaPeka during a ride from Paraparaumu organised by Liz in 2008. Liz, centre back.

Sport Bay of Plenty to celebrate ‘Go By Bike Day’.

Kapiti Cycling

Kapiti Cycling Inc lost one of its founder members, Liz Mikkelsen, recently when she resigned to con-

**Thank you Liz –
enjoy your
“retirement” years!**

centrate on her other life interests. Cycling has been a major component of Liz’s life for very many years. She started Otaki Cycle and Environmental Network (OCEAN) back in the mid-90’s with a few like-minded friends. This group blossomed into Kapiti Cycling and then KCI when we gained incorporation.

We have always been an advocacy/lobby group and helped drive the formation of the Millennium Cycle and Walkway — looking for tourism dollars for the region and, we hoped, as a SH1 alternate commuter route. Liz then had a big hand in forming the cycling component of the Cycleways Walkways and Bridleways strategy

Why it is a good idea to support cycling advocacy

By a long time CAN volunteer

So many good causes to support, why should you choose to support CAN? Why donate your hard earned dollars or become a member and help us change the mindset of people from car dependency to active transport choices?

Why donate your hard earned dollars in a time of insecurity and need, to help us change the mindset of the people in power from building more roads and motorways to building cycling pathways, to promote cycling and to convince business to provide facilities?

Because helping us helps you and your family in so many ways! How?

■ Better, safer cycling facilities will ensure that you will feel good about letting your child cycle to school and will save you dollars otherwise spent on petrol and maintenance.

■ Better, safer cycling facilities through towns and on the highways will make it safe enough to cycle to work and it will save you dollars spent on petrol. Sometimes all that is needed is a 30km/h speed limit to give all the benefit at practically no cost.

■ Television programmes to educate motorists how to behave around cyclists will make the road safer. CAN is lobbying the people in power for just that.

■ More people choosing the cycle over the car to get to work will mean

that you will be saving on your tax and local council rates for road maintenance and new roads. National health costs will be reduced too. Accident reduction will reduce all the costs connected with crashes.

■ And then there is air pollution, emissions, noise and the break-up of communities connected with driving instead of cycling.

And yes, walking has all those benefits too, but did you know how much faster you get to your destination on a bike? If you know – tell others.

What we would really like you to do is join us and tell others about CAN and what we do.

■ Join us at CAN on our website or use the form at the right.

■ Wear our T-shirt.

■ Send an email to our secretary, get more magazines to hand to people you think might be interested;

■ Give people our website address www.can.org.nz.

■ Make a donation on our website or use the form at the right. ■



for Kapiti which Kapiti Coast District Council has been implementing over the last few years and is currently in the process of reviewing.

Liz’s early commitment and enthusiasm for cycling has gained many benefits for Kapiti’s cyclists. ■

What is cycle advocacy? How you can help

Cycling advocacy is the behind-the-scenes work that inspires local councils, government, schools, businesses and transport agencies to cater for cyclists.

It's the mundane end of cycling — but without attention to details cycling can be discouraging, difficult or even dangerous.

Cycling advocates are on the road; they have the experience, and know how cycling is working on a particular route, in a particular area or for a particular purpose.

Cycle paths, signs, cycle lanes, cycle parking and storage, education, cyclist

facilities such as showers, cycle crossings, signals, road surfaces, car-driver education, lighting, visibility, safety, black spots— these are the kinds of things advocates know about and talk about with those who can make the improvements.

At the national level CAN, the Cycling Advocates Network, advocates for cyclists with government and national agencies. It also supports local advocacy groups throughout the country. Your support of CAN gives CAN more strength in its discussions.

■ Find out who your local cycling advocates are in the list below.

■ Join your local advocate group or pass on your experience to your local advocates.

■ Join CAN and or donate to CAN.

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Supporting organisations	\$75

Membership fee	\$
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Or pay by direct credit:
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Contact the local group nearest you

Bike! Whangarei

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

Cycle Action Auckland

caa.org.nz chair@caa.org.nz
Barbara Insull 027 473 1831
www.caa.org.nz

Cycle Action Waiheke

Tom Ransom 09 372 3215
ecologic@nettel.net.nz

Hamilton Cycle Action Waikato

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

Rotorua Cycle Action

Mark Dyer mdyer@canmaphawley.co.nz

Bike Taupo

Richard Balm 021 919 851
bike@biketaupo.org.nz www.biketaupo.org.nz

Cycle Action Tauranga

Phil Browne 07 544 3123 philip@ksl.net.nz

Cycle Aware Hawke's Bay

Bernie Kelly 06 356 3588
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New Plymouth North Taranaki Cycling Advocates

Graeme Lindup 06 757 2062
north-taranaki-cycling-advocates@ntca.org.nz
www.ntca.org.nz

Wanganui Bicycle User Group

Hadi Gurton 06 345 5048
radiohadi@hotmail.comz

Palmerston North Cycle Aware Manawatu

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Kapiti Cycling

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www.kapiticycling.org.nz

Cycle Aware Wellington

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www.caw.org.nz info@caw.org.nz

Nelson Tasman Bicycle Nelson Bays

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bnnelson@gmail.com

Bicycle Lanes in Paradise Golden Bay

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moonbow@goldenbay.net.nz

BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

Bike West Coast

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www.spokes.org.nz

South Canterbury Squeaky Wheel

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jon.jan@xnet.co.nz

Spokes Dunedin

Dick Martin 03 453 6667
dmartin@ihug.co.nz

Supporting Organisations

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 ARTA
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 Auckland Cycle Touring Association
 Canterbury District Health Board
 Central Otago District Council
 Crank It Cycles
 Cuthbert Ashmore Consultants Ltd
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 Cycle Tour Operators NZ
 Dunedin City Council
 Ecoassist Sustainable Solutions
 Engineering Outcomes
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 Rotorua MTB Club
 SafeKids
 Sport Waikato
 Tasman District Council
 Taupo District Council
 Ultimo Clothing
 University of Canterbury
 ViaStrada
 Vorb
 Waimakariri District Council
 Wellington City Council

Getting started in cycle touring

Stephen Wood

Summer is a great time to get out on the bicycle a bit more. Have you tried cycle touring?

It's one of those things that's best to build up to in stages, getting used to recreational day rides, then perhaps trying an overnight trip or two before tackling a bigger trip.

The following table is a checklist for helping decide what things you might pack and take on a day ride or tour.

Length of trip	Every ride	Day rides	Overnight trips	longer trips
Clothes	riding clothes; (shorts, top, shoes, gloves) helmet, light jacket	extra warm top; rain jacket; knee-warmers or longs?	Polypro/wool top or jersey (or 2); polypro long-johns, polypro balaclava and gloves; spare socks	more clothes to cope with wet, cold?; casual clothes for off the bike, spare footwear
What to carry gear in	backpack, or saddlebag		add rear carrier and panniers	add front panniers as well
Tools	pump, puncture kit, tire levers, multi-tool or allen keys	tire boot, spare tube adjustable spanner, chain tool, spoke tool	spare bolts (for carrier); chain oil; duct or electrical tape	spare spokes, chain links, cables, tools for bottom bracket, cranks, cone spanner
Food cooking	food, water	more food, energy food	more food, stove, billy, spoon, bowl pocket knife	Containers or bags for food; Frisbee (=chopping board), wooden spoon
Sleeping			sleeping bag & liner, sleeping mat, tent	
Extras		Money, sunglasses, sunblock; map, compass?; camera, cell-phone	first aid kit; lighter/matches; torch; toilet paper, toiletries; pack towel	cord, clothes pegs; small radio; bike bag? water filter

This is just a guide to get you started, so don't think you've got to take everything suggested. Every trip is different. Is it back country or on roads? Will there be shops on the way? Are there houses? Is there cellphone coverage? What's the best and the worst weather you could expect? Are you traveling alone or in a group where you can share gear?

The more remote the area is, the more you should be thinking as you do for tramping, letting people know where you are going and what to do if they

don't hear from you, and being able to cope with bad weather or emergencies such as a bike failure.

One of the great things about longer trips is that they can be adapted as you go. If the weather is bad or you or the bike aren't working as well as planned, you can shorten days to suit. Even if you're planning on camping, aiming for a commercial campground (or better) gives you a dry place and a warm shower, so it helps to know which towns have them. On a longer trip you might take a short

continues next page

2009 dates

Bike Month Business Bike Battle Mayoral Challenge

1–28 February

Go By Bike Day

Wednesday, 18 Feb

World Naked Bike Ride

Saturday 14 March, Golden Bay

Cycling Conference 2009

New Plymouth 12–13 November

New Plymouth has been confirmed as the venue for the 7th New Zealand Cycling Conference. The conference will be held on 12 & 13 November 2009 (Thursday & Friday).

The conference will be preceded by a meeting of the Australian Bicycle Council (ABC) on Wednesday, 10 November 2009.

On the weekend following the conference (13 & 14 November 2009), CAN will hold its annual CAN Do.

A call for papers will be issued in March 2009. Conference registrations will commence in July 2009.

If you wish to receive further information at this point in time, please contact the chair of the organising committee.

There is information available on this website about the previous 6 NZ Cycling Conferences. ■

Getting started cycle touring *continues*

break to catch up on rinsing or drying clothes.

Build up to a longer trip, with day trips and then short overnight trips as a “shakedown” test. You can get a feel for how the bike handles differently with a load. If the idea of full touring seems too daunting, some of the most enjoyable cycling holidays are from basing yourself at one point and doing day rides from there, avoiding the need to carry large amounts of gear. ■

Summer cycling

Stephen Wood

Work, living or recreation: summer is a great time to experiment with cycling.

Work: Summer is an ideal time to try riding to work. There’s less clothing to cart along, and you won’t need to think about lights. Experiment with different routes to find the ones with less traffic and nicer views.

Short rides: Use your bike for short trips, and go exploring:

- ride to the dairy for an ice cream or a newspaper
- ride to a weekend market
- explore to find different routes you could use — any off-road paths? shortcuts? interesting places to ride by?

Day trips: Get out of town for an morning, afternoon or day:

- ride to a country café or pub
- ride to a swimming hole
- go exploring — in lifestyle block areas or anywhere where there’s a choice of roads
- try going off road — just explore, or ask your local group where the easy off road paths are.

Check your bike regularly

- Are tires, brakes, chain and gears in good working condition?
- Apply some oil or lube to the chain, and other moving parts. ■

On the web

The bike snob offers a “Seal of Disapproval”

“The front wheel and the frame are locked to the pole, and the rear wheel is locked to the frame. Done, and done. The saddlebag is ripe for the picking, though I’ll give the owner the benefit of the doubt, since it’s possible he owns an apiary and the bag is filled with bees.” <http://bikesnobnyc.blogspot.com>.



Spot the difference

Here’s an exercise in awareness, can you spot the difference? (video) <http://tinyurl.com/spotDiff>

The MOMBAT

The Museum of Mountain Bike Art & Technology (North Carolina) preserves and chronicles the evolution of mountain biking. Over 250 mountain bikes, hundreds of vintage parts thousands of pieces of literature. There’s a Bottom Bracket Museum; a Brake Lever Museum; a Crank Museum; a Derailleur Museum ... www.mombat.org

Return of the Scorcher by Ted White

A must-see for anyone who loves bicycles or has any interest in transportation reform. Telling interviews and first class footage of bicycle use from the US to Amsterdam to China. The Critical Mass movement got its name from a fascinating scene in this documentary. 1992. More info: <http://tinyurl.com/scorcher1>
You can download it in 3 parts as .rar files:

<http://tinyurl.com/scorcher2>

<http://tinyurl.com/scorcher4>

<http://tinyurl.com/scorcher5> ■
can.org.nz/chainlinks/links



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The Heaphy... with luck



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