



# The Cyclist's Vehicle

[www.edmontonbicyclecommuters.ca](http://www.edmontonbicyclecommuters.ca)

780-433-Bike (2453)

Edmonton Bicycle Commuters' mission is to promote and facilitate cycling as everyday transportation to Edmontonians by providing bicycle services and resources.

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**Phyllis Blackplume**

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## Cycling As Empowerment for one Downtown Resident by Liliana Lupse

The following story is excerpted with permission from the author. This story appears in the October-November 2003 issue of "The Downtown Spirit", the newsletter of the Downtown Edmonton Community Association (DECA). This story has been edited for newsletter size.

As Phyllis Blackplume cycles up to the coffee shop and immediately makes eye contact with me upon entering it, my instant impression of her is that she's friendly. Although she's lived

downtown since 1997, our paths have never crossed-until now, that is. She smiles at me while she walks towards me and I find myself looking forward to meeting her. During our hour-long interview, my admiration of Phyllis grows with each passing minute. Phyllis (in her mid thirties) is one of those rare individuals who sets extraordinary goals for herself and then proceeds to actually accomplish them.

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Phyllis is in this picture, we just can't find her!

Seriously, from left to right is David Parker, Chris Chypyha, Gerry Paschen, Bill Sellars and Phyllis Blackplume

Photo by Courtney Parker

## Baby it's cold outside... Towing Children in Cooler Weather

The new mother in me said "ooh, isn't it too cold for the little ones in bike trailers?" and the seasoned cyclist in me said "we can tow them, yes we can!". I'm an all weather commuter cyclist and now a mom of two 11 month old girls, Camilla and Rory. I cycled during my pregnancy until I no longer fit between my gear shifts and the seat. I started cycling with Rory and Camilla as soon as they were big enough to fit the 5 point harness, at about 7 1/2 months. I road slowly and carefully back then so that their little bodies didn't incur shock. Now I ride just as carefully, with a wee bit more speed. Most of the time my girls fall asleep for the ride.

With the cold weather approaching, I've been thinking about keeping my kids happy in cool and cold weather. I've asked four experienced cyclists about how they commute with kids in tow. I thought I'd share some of their delightful, inspiring and helpful advice.

In the end, how you choose to transport you and your kid/s is your decision. Even if you have no intention of cycling in cool and cold weather, hopefully the following will show you that choosing modes of transportation other than a car can be possible and rewarding. I hope to show my kids that by cycling, walking and taking the bus, we can meet and greet our neighbours, keep fit, and lessen our impact on the environment.

If you want more information, contact the Edmonton Bicycle Commuters' Society (EBC) at 433 2453 (433 bike). Courses in towing a trailer are available. Below are comments from four seasoned (excuse the pun) cyclists.

**Wendy Allsopp (WA):** I've been cycling for most of my life and as an intentional bicycle commuter for 12 years. Luke is 19 months and Anna is 6. **Roberta Franchuk (RF)** I've been a serious transportation cyclist since 1990. Children, Inka, age 4, and Astrid, who was born last summer. We have been car-free since 1995 and still do not have regular access to a vehicle.

**Daryl Richel (DR):** Owen is now 3 and we've been riding with him since he was just under one year old. I've been riding to work pretty much every day for the last 15 years.

**Michael Kalmanovitch (MK):** I've been riding as a

commuter since 1981. Timothy is 9.

### When did you start to tow your children?

(RF)

I took Astrid in her car seat in the trailer on occasion when she was about 6 months old. This only worked if Inka wasn't with us as they both didn't fit. Astrid liked the ride and usually fell asleep. Now at age 1 she's less happy to ride alone because she tends to topple over unless I wedge her in. Inka has been riding with me since she was 18 months old, when we acquired our trailer. I will ride with them until they don't fit or I can't pull them, whichever comes first.

(MK)

Due to my parenting arrangements I believe Timothy was about 9 months old before I put him in a trailer. We used busses, foot power and the occasional car to get around.

### Why do you tow your children?

(WA)

I ride in cool weather for same reasons I ride in other weather. I love to ride, Luke loves to ride in trailer, I get exercise, we save the family money and so we can buy good organic food, vs. the bus we have more flexibility in terms of when we leave (although we are seldom late when we take the bus!) and what route we take and what stops we make. I see now that trailer riding also teaches children riding and traffic skills for later.

(RF)

I cycle with my kids because that's how we get around. It's faster than walking, more convenient and cheaper than the bus, easier on the environment, and better exercise than anything. We continue in the winter for the same reasons - in fact, for many of our destinations, it's still faster and warmer to cycle in the winter than to take the bus or walk! Because we live in a central community, I am able to carry out most of my errands on a bike, with kids. We go to preschool and our co-operative daycare; buy groceries; go to lessons; go to the doctor, health unit, library, bank, offices; visit family; and do our other shopping and errands.

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Having grown up in the outdoors, Phyllis does a lot of walking and basically cycles everywhere year round (yup, including wintertime). She describes herself as an 'avid cyclist' and has actively been involved with the Edmonton Bicycle Commuters (EBC) Society. "A friend of mine told me about EBC and I knew a bit about bikes, so I thought I could go and give my services to them. As time went by, I just got more involved," she says meaning that for the past 2 years she's also been sitting on the Board of Directors as a 'Member at Large'.

Phyllis happily elaborates on the EBC, proudly stating that it offers an open atmosphere wherein everyone is welcome: "When I first joined, the service was great, the atmosphere was great, and I just felt at home there."

Initially located downtown, the EBC currently resides on Edmonton's south side at 10047-80 Avenue (having an alley entrance). Besides offering a bicycle repair shop called 'BikeWorks' (a community workshop where people are encouraged to come in and learn how to fix their own bikes), they also provide qualified mechanics to assist beginners, any necessary tools, pamphlets detailing step-by-step how-to's, as well as specializing in a large inventory of used bicycle parts, both new and used, for sale. As the Society's hours vary throughout summer and winter, it's best to phone ahead, (780) 433-bike (2453), before venturing down; Phyllis assures me that they would gladly answer any and all questions about their services and prices, including annual membership fees.

As we talked about her extensive interest in bicycling, it intrigued me to hear that while riding her bike, Phyllis talks to it saying, "I hope you get me from point A to point B." Having a sense of humour about her, we chuckled together about this for a while, the mood between us light. Of course, after eventually learning about her recent biking 'expedition' from Edmonton to Fort McMurray (for truly that's what it was), I started to understand just how deep her connection to her bike was.

In February 2003, Phyllis and four others undertook an incredible feat of endurance, willpower, physical strength, and sheer determination: They decided to participate in the annual Muffaloose Winter Ride taking place from Fort McMurray to Fort Chipewyan (they'd chosen to bicycle the 100km distance from

the options of 25km, 50km, 75km, or 100km). If that wasn't impressive enough, they also decided to bicycle to Fort McMurray (a 650km bike ride from Edmonton), before venturing from there in the Muffaloose Winter Ride.

To get to the Muffaloose, Phyllis tells me that each day they cycled 8 hours, accomplishing an incredible 100km per day! At night, they pooled their resources and all shared a room at the nearest inn and would plan out their route for the next day, only to wake up and do it all over again...this continued for 6 days. Each morning, the five would have an early start, after having first eaten a healthy breakfast with "lots and lots of oatmeal, granola bars, fruit, nuts and water." Often times throughout the day, they would stop and share their water with each other since "water was hard to come by."

They easily fell into a pattern that consisted of whomever was in the lead doubling back to make sure everyone was ok; all five alternated doing this throughout their trip. "We bonded very well...I got a lot of encouragement from them. A lot of support," says Phyllis.

Now, just to refresh your memory, at this particular time of year that the group went on this bicycle trek, the temperature was averaging -30C, with the windshield factor easily making it -40C on the road. "We didn't realize how cold it was. We just said, 'OK, let's just get on our bikes and go.'...On the road, we lost contact with the media, so we couldn't have known just how cold the temperature had gotten."

Freezing temperatures aside, weren't they physically exhausted? "Physical exhaustion didn't really factor in. The main thing was to keep going...even though I was cold towards the end of the bike trip, towards the last 10km or so, I would get off my bike and start walking. The only thing that was really cold for me were my toes, so I'd get off my bike and walk my bike until I'd get the circulation going back in my toes and then I'd get back on the bike."

"The main thing was not to stop for too long because your body temperatures drops and then it's really hard to get it back up again once that happens." What kept her motivated to do this and to not just stop? "For me, my mindset was just to get from point A to point B and to visualize me already being there." I was starting to realize.

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That this was a personal mantra of Phyllis'...one that obviously served her quite well!

She acknowledges having been both emotionally and physically tired, but maintains that she still felt great! Cycling, she says, calms her mind and empowers her motivation to accomplish other things. "I let my mind float," she says. "I sing a song". She laughs when I ask if she sings out loud or in her head: "Out loud. We're all singing out loud."

At times, she recalls not being able to see her fellow cyclists on the road and "I panicked, thinking, 'What if I got really cold and started to hyperventilate and nobody would stop to pick me up.'" But she never allowed herself to dwell on this, always refocusing her mind on envisioning herself already at the next pit stop. "All I kept thinking was pedal...that's all I kept thinking: Just pedal." If people stopped to ask her what she was doing out there, she'd jokingly reply, "We're cycling to Fort Chipewyan: All the hotels in Jamaica are full, so we decided to go up North."

Okay, so I had to ask: What was the purpose of such a physically exerting trip? "It was just a challenge," she says, as if she didn't think anything of it. I'd soon discover that Phyllis regularly embarks on trips for her own sense of accomplishment. "It's just a nice way of just seeing what it feels like to cycle for a long period of time." Only a true cyclist would actually say that! "And when I was out on the road, on the Athabasca River...I was all by myself at this point...and the sun was coming down, and it was getting pretty dark, and the wind was blowing across the lake," Phyllis recalls, "...at this point, I thought, 'Oh my God, I couldn't believe I did this...like, I just couldn't believe I just did this!' It was so surreal!"

I was amazed to hear that she didn't even need to train for such a trip, given that she cycles year round. When questioned, she attests her good physical shape to eating a healthy diet that "keeps me going." For Phyllis, this means being a vegetarian (which she has been for the last 6 years). Not surprisingly, Phyllis also sits on the board of 'Vegetarians of Alberta' (780-988-2713).

The interview was drawing to a close and I had one last question to ask: Having just listened to Phyllis'

that she had every reason to do just that). After some thought, she shrugs abashedly and finally settles on "being spontaneous and having a sense of adventure." 'Besides also being in incredible shape,' I wanted to add, but didn't, knowing that my compliment would only serve to embarrass the humble person that she's revealed herself to be.

So what is next for her? It didn't surprise me to hear that each Thanksgiving Phyllis celebrates her blessings by taking in Alberta's magnificent views from the comfort of her bicycle seat (a tradition, you might say, that she'd started 2 years ago). Throughout this day-long bicycle trip, just as on any other trip, you'll find her also repeating her own personal mantra to her trusted bike: "I hope you get me from point A to point B." Something tells me that Phyllis will get to any destination she sets for herself in her life. Happy cycling, Phyllis!

### Editor's Note:

To get in touch with DECA, you can email them at [deca@compusmart.ab.ca](mailto:deca@compusmart.ab.ca) or call 425-1432. DECA is now a bona fide community league of the downtown area. They are located at #421 10113 104 Street (The Birks Building).

They host many downtown events for those EBC members who reside in the downtown area.

### Message from Molly Turnbull

I've changed titles from president to past president. I'm looking forward to seeing what exciting ways I can donate my time to EBC while juggling the needs of my two one-year-old girls. I'll be writing a summary of my term as president for the next CV. My sincerest thanks to all the wonderful, exuberant and talented volunteers, who have made my term as president so rewarding.

Molly Turnbull  
Past President



I usually judge by my own comfort. If I'm unzipping or removing layers, I'll check with the kids. Inka can tell me (or take off her mitts etc.). The baby just complains and I have to try to figure it out. Helmet liners are tricky - the helmet should fit loosely enough to fit the liner in underneath, but if it's too warm and you take the liner out, the helmet needs to be readjusted. For myself, I have a winter helmet and a summer helmet but I haven't done that for the kids yet. Learn to adjust their helmets on the fly.

(DR)

It seems cold hands are the biggest problem. My best tip is gaffer taping mittens on. Most kids (3 or 4 years old or younger) don't understand that bare hands means cold hands. When kids are in the bike trailer you don't know when they have taken their mitts off until their hands are freezing and they are crying, then it's too late. This morning it was about 1 C (too warm for mitts, but cold enough to get cold hands) so I warmed up a bagel in the toaster oven and Owen held it all the way to daycare.

If it's really cold sometimes we put a hot water bottle under the bike trailer seat.

(MK)

I used a wool afghan throw and later a polar fleece (easier to wash). I also had a pillow handy to be used by Timothy because he almost always fell asleep when he was younger.

### **How do you get to the door without the child(ren) getting overheated?**

(RF)

Organization is key. Have everything ready to go. Make a first trip out to the trailer to load your gear before you take the kids out. Dress the baby LAST or you'll be putting those mitts on a million times. Check to make sure your preschooler has her boots on the right feet before you leave. Turn your thermostat down half an hour before you head out.

(MK)

As every parent knows when getting ready for any trip it is healthiest for everyone to give both you and your child(ren) enough time to get ready, get to your destination on time, and with a little bit of slack time built in. Ensure that all your bicycle gear is kept in one place so you don't have to run around at the last moment looking for neck tubes, scarves, balaclavas, etc. After I had everything together for our trip I would check his diaper to ensure that wouldn't be an

issue. Wet diapers and possibly wet clothing can be very uncomfortable in cold weather.

### **What kind of distances do you ride and to do what?**

(RF)

Because we live in a central community, I am able to carry out most of my errands on a bike, with kids. We go to preschool and our co-operative daycare; buy groceries; go to lessons; go to the doctor, health unit, library, bank, offices; visit family; and do our other shopping and errands.

What kind of weather and distances I ride: I only have short rides in really cold weather - we're not usually out for more than about 20 or 25 minutes, or about 3 km max if it's much below minus10 deg C. Luckily this still lets me do almost everything I normally do. Snow is more of a hassle than cold, actually. I don't ride in fresh snow as the cars and traction are too unpredictable - wait 2 or 3 days until it packs down. I ride less-traveled residential streets on most of my routes and the snow can be rather nasty sometimes. You can always get off and walk on the sidewalk if necessary, although some people do such a poor job shoveling that the streets are actually better. For early-morning or late-afternoon rides, make sure you have adequate lighting!

### **What are some problems that you have encountered?**

(RF)

I've never had bike trouble with the kids along. If I had a bike problem and couldn't fix it immediately, I'd be tempted to walk the bike and trailer home. Or lock the bike somewhere safe, convert to a stroller and go home, to pick up the bike later. Or lock up everything and catch a bus/call a cab. With the money we save on not having a car, the occasional taxi is not a big expense.

Real headache: Since the world is designed for drivers who aren't dressed for the weather, everywhere you go is inevitably overheated. Own a really big backpack or learn where you can pack your layers. Complain if stores don't have a bag check or lockers.

(MK)

Remember that you "don't have to" cycle every day for every occasion. Sometimes it makes sense to choose some other mode of transportation. Every year I will not cycle the first few days that it snows. I let the drivers get used to winter driving conditions.

Thanks to Wendy, Michael, Daryl and Roberta. Ride On!



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## BikeWorks Update

BikeWorks is now operating on  
brrrrrrr....winter hours.

Hours of operation are from

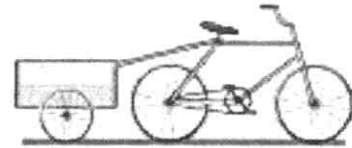
12-8:00 pm on Wednesdays,

and from 10-6:00 pm on Saturdays.

Call ahead at 433-2453 (bike).

Go say hi to Chris and bring him a hot  
chocolate.

Ya'll have a good day now.



## Strategic Plan and AGM Update continued from page 4

financial statements. She advised that EBC is not self-supporting on the operational side and is reliant on casino funding. She noted that the rent would be increasing, and one of the options for buildings was to purchase the building in which we are currently. She also said that EBC is in the midst of negotiations for more space with the landlords.

The remainder of the AGM was spent nominating board members, or welcoming back those members that chose to stay. The new board members are:

Don Morrow and  
Dave Hannis

Welcome Aboard.

The remaining members shall stand as follows:

Molly Turnball, mother and Camilla,  
chose to step down from the board.

John Collier remains

Brenda Heyer remains

Phyllis Blackplume remains

Raymond Pallard remains

Karly Coleman remains, however  
advises that this is her last year as a  
board member, she is willing to be the  
bookkeeper.

If you have any questions or wish to  
participate, please contact EBC at  
433-2453. Thank you.

## EBC Membership Form

Today's Date:

Name:

Address:

City:

Postal Code:

Phone Number: (wk) or (hm)

Email Address:

New Member or Renewal?

Do you want to volunteer?

Newsletter?

BikeWorks?

Bike Parking?

Picture taking?

### Membership Costs and Benefits

Family \$25.00:

Individual \$20.00:

Low Income \$15.00:

Supporting Member \$55.00:

Donation:

The privileges of membership are receiving this  
newsletter, BikeWorks discounts, social events,  
bike store discounts, feeling good from supporting  
Edmonton's cycling community. Thanks!

Mail this subscription and cheque to: PO BOX 1819 Main Post Office Edmonton, AB T5J 2P2.

The opinions expressed here are not necessarily the opinions of the EBC board of directors or editorial.  
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(MK) Timothy is 9 now and enjoys commuting by bicycle. It is part of our lives. What we role model our children tend to do. As with all parents, I want what is best and healthiest for my son. I believe commuting by bicycle, when possible (which is most of the time) is the best that I can do.

### **Any advice on helmets?**

(RF)

In the interests of consistency, I have tried to make both kids wear a helmet from the beginning. Adjusting the helmets is a huge pain although the systems are getting better. The straps tend to work loose and then the baby/toddler just shoves them off their head. Inka can put on her own helmet and wears it without exception, in the trailer and on her own bike. Astrid still hates hers so we haven't solved this yet.

### **What are the myths of cycling with kids in cool and cold weather?**

(RF)

A) It's dangerous: certainly less so than driving them everywhere, and if you are trained in cycling skills and choose your routes with care, it's much safer.

B) It's cold: you've got to dress for it. People who drive are invariably underdressed for the weather and can be in danger if they have to leave their cars. Cyclists and their passengers are dressed for conditions.

C) It's a hassle. Everything about transporting kids is a hassle. Cycling is only about 10% more work than loading them into a car, and the sheer exercise and financial benefit easily make up for this.

### **How do you keep the child(ren) the right temperature - not too cold or hot?**

(WA)

Dressing for the cold, is the same as dressing for simply being out, with perhaps more attention to the extremities. For Luke we have pinned adult size mitts to him, making him into Lobster Boy. Now that he is older, we will have to find good mitts that he will wear. A blanket over the legs

when the temperature dips below 5 degrees is good, and smart children will put their hands under the blanket. Putting the solid plastic cover versus the mesh on the Chariot trailer also seems to keep it warmer in there. Singing songs with hand and foot actions can be good too.

(RF)

How do you know what to wear? I've thought about preparing a list but I haven't been that organized yet. For me, if it's below 10 degrees I know I need mitts. I usually dress the kids about equal to what I'm wearing, plus a bit more because they're not active in the trailer (But they're also a bit sheltered and have a blanket when it's really cold). If you're not sure, a quick trip to the garage to load the bike will usually tell you if you have enough on yourself.

I haven't tried a thermal blanket. Make sure you don't have something that's too big because it will just get stepped on and covered with slush.

Dressing the kids: Layer, layer, layer. With layers, if it turns out they're too warm you just peel something off. We all wear a fleece jacket under an appropriate outer layer - removing one layer isn't too hard. If the kids are really overdressed and we can't stop to remove things, I can open the ventilation cover a bit to cool off the inside.

The hardest part is fitting two fully-layered kids into the trailer. Coats are a given. If it's not cold enough to warrant snowsuits, make sure they have an extra layer on the legs (e.g. fleece pants). Loosen the helmet and put on a helmet liner or light toque/hat. Make them wear mitts even if they don't want to. Keep a small fleece blanket in the house so it's warm to wrap them in after they're buckled in. Tubular neck warmers in fleece or knits are awesome - we all wear them. No scarves to lose, and you can pull them right over your helmet. Extra wool socks are good but they're not easy to find for kids. Perhaps one should learn to knit... If your baby sucks or chews on mitts, you'll need to pack extra. Overheating is a problem in the "shoulder seasons". What's necessary in the morning won't be by noon.

*Continued on next page.....*



## Tire Studding

First of all, you can make a studded tire for much less than you can buy one.

The following method is recommended by the [Edmonton Bicycle Commuters Society](#):

This is what you need to make your very own studded tire:

1. One tire. You need a tire with knobs big enough to support the stud.
2. Studs: 50 (approx) Robertson head #8 by  $\frac{1}{2}$ " sheet metal screws (the square head, you'll thank me for this tip) for mountain bike tires (26 inch) or #8 by  $\frac{3}{8}$  inch for hybrid tires (700c)
3. Liner for each tire. This can be made by cutting the beads off an old tire, cutting out the valve and slitting along the inside of an inner tube or just buying a Mr. Tuffy tire liner.
4. Baby powder.
5. One sharp awl. (or a 1/8" drill bit)

### Instructions

Count the knobs and evenly spread out the 25 screws for each side.

Punch holes from the outside of the tire, into the designated knobs. You can drill the hole, however drilling tends to tear the fabric and thus weakens the tire. Caution! You don't need a million screws in there! Too many screws just slows you down.

Use Robertson bit in the drill to drive the screws in the tire from the inside.

Put liner inside tire and make sure it covers the screw heads.

Put a generous dusting of baby powder between the liner and the tube.

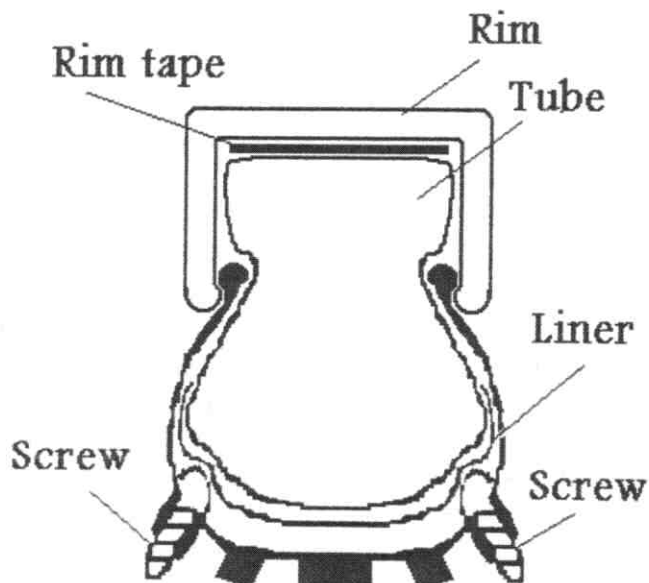
Mount tire on the rim (ouch! watch out for the points!) Inflate to maximum pressure. Put the wheel on the bike (mind the points). Spin the wheel to make sure that the studs don't catch on anything.

### Comments

You only need to stud the front tire to keep upright; however, if you stud the back tire as well, it's even better. One caveat is that these tires are only suitable for winter conditions. The difference between one studded front and no studded tires is phenomenal. When the bike is traveling straight the studs shouldn't be hitting the road too hard; otherwise, they will just wear out too soon. Don't worry, when the tire slips just a bit the studs will bite in. You rarely notice the slight side to side movement.

You don't need to stud the middle knobs since you only need the added traction when you are turning. The studs should touch the road enough to allow sufficient braking. The studs in the middle knobs wear out very fast and soon become useless anyway.

You can change screws as they wear out, your tire can survive several sets of studs. For more help with tire studding you can always contact BikeWorks and receive assistance from a mechanic.





## EBC Strategic Plan and AGM Update

by Karly Coleman

This spring the EBC board got together with the Alberta Government community development and plotted for the takeover of the world. The cycling world that is, ok, so maybe it was an attempt to determine where the heck we are and where we are going and how to do it by bike.

We met, again at the hostel, over the course of two weeks to hash out a mission, a vision and a 5 year plan.

This is what we developed as our mission statement.  
**" To promote and facilitate cycling as everyday transportation to Edmontonians by providing bicycle services and resources."**

**Vision: "The Edmonton Bicycle Commuters Society shall strive to increase its profile while advocating to improve cycling. Through clearly defined volunteer roles and the expansion of its communication tools, Edmonton Bicycle Commuters Society will increase its services and capabilities to the cycling community and the general public."**

Generally, the participants charted EBC's future and prioritized activities, for our five- year plan. Nothing so grandiose as Stalin's, however we plan to do the following:

1. Expand role of communication tools
2. Create Executive Director position contingent on stable funding
3. Advocate to improve cycling
4. Work with other groups to increase EBC's profile and credibility
5. Clearly define roles for ongoing volunteer participation
6. Provide/procure an inviting, accessible workshop(s) (that is enviro-friendly)
7. Increase services and capabilities

This list is not in any order of priority. If you have any questions or suggestions about how to move

forward in any of these areas, contact your nearest board member by email or phone. You are also welcome to join us at our board meetings, which are the first Wednesday of every month, at 6:30 p.m., usually at EBC. Please advise of your intent to attend, as the meeting is catered.

### Annual General Meeting

The annual general meeting took place at the International Hostel, September 27 at 4:00 p.m. It was quite well attended, in part due to reminder phone calls the week ahead.

After the minutes from the previous year were presented and accepted, John Collier hosted the afternoon's event. He described the progress that EBC has made from when he first joined in the early 90's. He noted that previously advocacy was the main activity and that he sees the emphasis shift to enriching the cycling environment of Edmonton. Mention was made of our search for a new location. This is promoted by the increase of rent, the invitation to join some other environmental groups, and the desire for the "perfect" building.

Those present were asked to advise the board if they come across this building, which John described as storefront, cement floor, \$1500.00 per month tops, office space, shop space, storage space, class room space, etc. If you, kind reader, know of some location that would suit, you too are encouraged to let us know. The downtown core would be the prime location, but we are open to other cycling areas.

John also made mention of the desire of EBC to move away from defending the rights of the commuter cyclists' to making their lives more easy.

Karly Coleman, the treasurer, presented the

*Continued on page 10.....*

## Editor's Note

by Brenda Heyer

### Changing Seasons

Wow, there was so much to say about winter and cycling that two more pages were needed for this newsletter. There are two stories from EBC members regarding winter cycling. The first is about Phyllis Blackplume and her journey on the winter cycling trip "Muffaloose", along with 4 other EBC members. The other story is from past EBC president Molly Turnbull, and her conversations of winter cycling with 4 EBC moms and dads. Molly has stepped down as EBC president due to her commitments of motherhood. EBC would like to extend many thanks for the hard work and ingenuity that you displayed as the President of EBC for the last two years. Thanks Molly and Ride On! As well, a very happy first birthday to your sweet girls Rory and Camilla who celebrated one year on November 22.

### New Year Party

Hey, want to meet other cyclists? Peddle your way down to the Queen Alexandra community league hall

at 10425 University Avenue for the first EBC social extravaganza event of the year. Event will take place on January 17<sup>th</sup> starting at 6:00 pm. We encourage you to come and would like to meet you. Food will be potluck. Please RSVP Karly Coleman at 454-7958.

I am always interested in receiving feedback on the newsletter. Letters to the editor are welcome as are any stories that you would like to share, or pictures from an exotic bike trip that you made. Please email them to me at [sealevel\\_bug@yahoo.ca](mailto:sealevel_bug@yahoo.ca)

Within the past month, EBC has received a few requests from the media, other cycling groups and even an intranet website dedicated to healthy, active living at Alberta Health! We can feel proud to know that we are contacted when it comes to winter cycling and other commuter information.

On behalf of EBC, happy winter cycling and best wishes for the season. I hope to meet you at the New Year party. Come say hi.



From bottom left to right: Garry Garrison, Claire Stock, Chris Anderson, John X'e, Janet Miller, Steve Connor  
From top left: Louise Bloomer, Bill Sellers, Carolina Hamilton and Oscar, Patsy Ho, Andy Hengst, Phyllis Blackplume, Brenda Heyer and Joseph, Brad Koberstein, Karly Coleman and James, John Collier.

Photo by Claire Stock

Hey, Patsy is holding up the EBC T-shirt she won!  
What a good looking group shot!