

bristol CYCLIST

Newsletter of the
Bristol Cycling Campaign
FREE to members

£1 where sold

N°73 - Autumn 2009



**The Get Gorge-ous! story • Bicycle Project report
Keep your bike safe • Cycle training for experts • Riding tips
New benefits for members • Campaigns • Rides • Events•**

Bristol Cycling Campaign **is working for saner transport policy for Bristol** **Our aims include**

- **A 20mph speed limit in all urban areas**
- **A freeze on road building**
- **Control on traffic entering the city when pollution levels high**
- **Council budgets to support sustainable transport, especially cycling**

'Tear out 'n' Keep' Useful Contacts:

Problems with Bristol's traffic-free greenways

Bristol & Bath Railway Path 0117 922-3719
Ashton Pill Path 0117 903-6822
Malago Greenway 0117 922-2100

Problems on the highway 0117 922-2100 Mon-Fri 8.30am-8.00pm.

Helpful line for reporting problems with road surfaces, street-lighting, problems on shared pavements, broken glass and burnt-out cars. They now have a quick-response policy to broken glass.

Parking hotline – 0117 903 8070 to report illegal parking on yellow line(s) &/or adjacent pavement *when parking is banned*

Smoky diesels (National no) 0870-6060-440 option 6
Traffic light problems 0800-854-229

Police 0117 927-7777 for all departments. Use this line to complain about speeding, pavement parking etc.
Redfield Beat Police for Bristol end of Railway Path 0117 945-5727

South Gloucestershire Council "Streetcare"
01454-868000

Environmental Transport Association To claim discount: Quote Ref number 1506 1999 and your BCC membership number

Potholes in roads: fillthathole.org.uk
'Off road' Cycling obstructions: clearthattrail.org.uk

Shops giving discount to BCyC members

Bike, Queens Ave, Clifton.....10%
ZeroG
Unit 6, Willow Centre, Downend.....10%
12-14 Park Street, off College Green.....10%
11-12 North St, Bedminster 10%
Ferry Station, Narrow Quay.....10%
Harvey's, Henleaze Road, Henleaze.....9%
Jakes' Bikes, 80 Stokes Croft 07920 095198.....10%
Kathmandu, Park Street - free Summit Club membership..... 10%; certain items....25%
Mud Dock, The Grove, off Queen Square.....10%
Overbury's, Sussex Place, Montpelier.....10%
Pembury Cycles
Highridge Road, Bishopsworth.....10%
41 Gloucester Rd, Bishopston.....10% (parts and accessories only)
Strada, 236 North Street, Bedminster.....10%
Psyplewerx, Abbotsford Rd, Redland.....10%

Other cycling groups in the Bristol area

CTC
www.ctcwest.org.uk/bristol
Cyclebag East
www.digitalbristol.org/members/cyclebag/intro.html
Avon Outdoor Activities Club
(summer rides only) www.aoac.co.uk/
Mountain Biking
www.bristolmountainbikeclub.com & www.bristolmtb.co.uk
Bath cycling & walking groups:
"Recycle Your Sundays" bike rides
hazelpennington@waitrose.com
"Resole your Saturdays" eco-walking group
tmg086@tiscali.co.uk
Bath Cycle Campaign www.bathcyclingcampaign.org.uk



Designed by Car Busters in Prague (www.carbusters.org) we distribute these and use the slogan as part of our membership of the World-Car-Free-Network. This long thin sticker (approx 10 inches long) fits along your top-bar or similar part of your bike. Shows that you're "not part of the problem but part of the solution"! Cost just 50p each or three-for-a-pound. Available at meetings, our stalls, or through the post with a 2nd class stamp. FFI contact info@bristolcyclingcampaign.org.uk



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Website: www.bristolcyclingcampaign.org.uk

Join via our website or email: join@bristolcyclingcampaign.org.uk

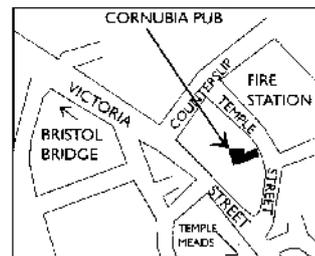
For other information email: info@bristolcyclingcampaign.org.uk

Email for magazine articles:
editors@bristolcyclingcampaign.org.uk

BCyC e-group: This is a useful way of keeping in touch with what's happening cycle-wise in Bristol and is dead easy to join. You can subscribe with a few clicks from the BCC website at www.bristolcyclingcampaign.org.uk – just click on 'Contact' and follow the instructions.

Monthly meetings:

We meet on the first Thursday of each month at 8pm in the upstairs room of the Cornubia pub, off Victoria Street (which links Temple Meads and Bristol Bridge).



All welcome! Please try and turn up, even if it's just to share a drink – we are very informal

The BCyC committee are:

Chairman Steve Kinsella	Secretary Martin McDonnell	Treasurer Martin Tweddell
Publicity officer Emma Barraclough	Press Officer Ben Moss	
Infrastructure problems Terry Miller	Cycling City representative Veronica Pollard	
Rides coordinator Philippe Cazalis	Magazine Editor Cathy Sampson	

Who are Bristol Cycling Campaign?

Unlike big organisations with loads of funding, we're just a collection of activists who believe in cycling as part of a sustainable transport system. All of the members of the committee and the other people involved in the running of the organisation are volunteers who give up their time for free. All of the articles in the magazine are submitted by members, and anyone is welcome to submit an article. If you would like to get involved, or contribute to the magazine, please get in touch – our contact details are above!



Meet the committee!

...continued...

Each month, a few members of our new committee will introduce themselves and explain what they hope to bring to BCyC. This month – Martin, Veronica and Cathy

Martin Tweddell



After learning to ride at age 9 I'd like to say I went from strength to strength via a couple of circuits of L'Etape du Tour. However the truth has been a little patchier.

I got bitten proper by the bike bug at 14 when my Dad took me on a 20 mile trip along the High Peak Trail in Derbyshire, entirely on the level yet surrounded by hills! Later we returned to buy ex-rental and this became my first adult bike.

My student years coincided with Thatcher's disastrous bus deregulation, so no question that they were spent entirely in the saddle. And then came my freelance career, working away and totally car dependent. I just had to have a car of my own. Fortunately for my pocket they kept giving me hire cars (something to do with insurance) so I only got to use my car on a two-week job. Bye bye car. Sadly the bike was getting little use and Bromptons hadn't gone mass market yet.

Then a career change. I moved onto the staff, got a desk job and started commuting by bike. 10 years saw me lead and co-ordinate rides for Push Bikes in Birmingham and the London Cycling Campaign in Ealing where I also broke my teeth on the Treasurer role.

I've been in Bristol now for three years and gradually been more involved in the Campaign, starting with the odd ride to being a fully signed up member of the committee. I'm not planning to leave

Bristol in a hurry and my hope is that I can do my bit to further the cause of cycling in Bristol and beyond: More Bums on Bikes..

Veronica Pollard



I have been a cyclist since I got a shiny red bike for the Christmas before my 5th birthday. However I really got into it when I was a student, and have been an urban and leisure cyclist ever since.

I've been a member of Bristol Cycling Campaign almost from the beginning (after Canute tried to stop the tide of cars from the M32 but before the 20mph media blitz).

I am also a member of CTC and I work as a freelance Bikeability Cycle Instructor and Instructor Trainer for Life Cycle UK, Bristol's cycle promotion charity.

At the moment I am the BCyC representative on the Cycling City Stakeholder Panel and a member of the BCyC Media and Publicity team.

I hope to further the aims of the BCyC within the stakeholder panel, particularly in the areas of emphasising that on road cycling should be prioritized wherever possible, that infrastructure should be in line with National standards and that Cycling City should be publicising what it is planning to do and what it has already started doing.

This is my first attempt at being on a committee and I am having to learn fast!

Cathy Sampson



Although I spent many weekends as a teenager puffing up the hills of Sheffield and the Peak District on my rusty old 3-speed, I didn't start cycling regularly

until I became a student and needed my bike to get from town to campus. Funds did not stretch to a car, or even the train, so my trusty three-speed was put to good use dodging the traffic on the A27.

Since then I've never seen the need to give up the ease and convenience of the bike, and have always used it as my main means of getting around. Inevitably I've also been drawn into sport and leisure cycling, and now most of my holidays are experienced from the saddle. I have toured in many countries near and far, from China to Tunisia to Albania, but I still think the countryside around Bristol takes some beating.

I got my first taste of cycle campaigning in Cambridge and Lambeth cycling campaigns, and have been a member of BCyC ever since moving to Bristol over five years ago. I think this is an important time for BCyC, with interest in cycling increasing and an unprecedented opportunity to influence the future of cycling in Bristol as the Council decides how to spend its Cycling City funding.

I've been editing this magazine for nearly three years, give or take, and see it as an important tool in getting our name known and reaching out to members, actual and potential.



Third Party Insurance for BCyC members

Yet another great benefit from your Bristol Cycling Campaign membership!

Bristol Cycling Campaign is now affiliated to CTC which means that individual members can have affiliated membership of CTC for £12 per year. This gives you:

- Third party insurance up to £10 million
- Access to CTC's legal, touring and technical helplines, discounts, and other benefits.
- Weekly email newsletter, NewsNet

Claims that you caused an accident leading to severe personal injury could, in principle, mean you are sued for hundreds of thousands or even millions of pounds. Some household insurance policies may have third party insurance but you have to check very carefully whether this includes cycle-related claims. If vehicle-related claims are excluded remember a cycle is a vehicle.

Details of the CTC insurance can be found at:

http://www.ctc.org.uk/resources/Go_Biking_with_CTC/2009_03_01_Insurance_Fact_Sheet-Members.pdf

This is an extract from the fact sheet: "Cover is available for injury or damage caused by you to a third party while you are cycling anywhere the world *except* the USA and Canada. A third party means anyone *other* than someone employed by you."

Applications must be made through Bristol Cycling Campaign. Write with your membership number, name, address, email address and phone number to: Martin Tweddell, Treasurer, Bristol Cycling Campaign, 81 Egerton Road, Bristol BS7 8HF enclosing £12 cheque made payable to Bristol Cycling Campaign.

MembRe@biRstolcycligncampaIn.org.ok

Dear Members...

Can we reach you by email? Are you missing announcements?

The email address we have for you is probably what you wrote on the application form when you joined. We may have mis-typed it or it may be out of date.

Help us to help you, by emailing

membership@bristolcyclingcampaign.org.uk

with your NAME in the subject line - **PLEASE do it now !**

to: membership@bristolcyclingcampaign.org.uk
from: yourrightemailaddress@good.co.uk
SUBJECT: Ron Surname

We have emailed you since the last newsletter – did you receive it?
To make sure please email us now.

veronica.pottard@alfa.thing

Streets Alive!

14-20 September is European Mobility Week, and Bristol will be doing its part.

'Streets Alive' on 19 September will be a fun a car-free street part celebration!

Six streets around the Corn Street area will be cleared of motor traffic for the day. Come along and have some fun! There will be Wacky Bikes, free bike repairs from Dr Bike, information stalls, street entertainers, bunting making and more.

There'll also be cycling films on view – the UK Premiere of 'Veer' is booked in at the Cube cinema for the 20th September, along with 'Re-cycle, the journey of the mighty bike' plus animation, 'live bicycle powered game boy microrave performance' from Spasrama and the 'Climate Rush Roadshow'

There will also be outdoor screenings on 18th, 19th and 21st September (details to be finalised)

Monthly meetings

As reported in the last issue of *Bristol Cyclist*, our monthly meetings now take a different – and hopefully more interesting - format. A short round-up of news will be followed by a slot from a guest speaker, after which those who wish can stay longer to discuss issues in more depth - or just share a pint.

Ben's inaugural talk about his bike tour in the Balkans was followed by Veronica, who gave a very enlightening and useful presentation about cycling safely and assertively. Much food for thought! The month after brought us a slide show about touring in the south of China, a fascinating region with many minority ethnic groups and wonderful scenery.

Future meetings will feature a representative of St John's Ambulance talking about cycling paramedics, and more tales of derring-do on a bike from our intrepid cycle tourers. Check our website for updates.



Please do try and come along! Meetings are at 8pm on the first Thursday of each month, at the Cornubia pub on Temple Street (off Victoria Street)

Please sponsor me!

I am about to set off on the first 2000km of a projected 8000km ride across Europe to raise money for cancer research in memory of my stepfather, a keen cyclist and traveller who died of cancer while in the last stages of planning this marathon cycle trip. The first stage will take me across the mountains of Spain, France and Italy.

If you can spare a little time and money to support this cause, you can donate via <http://www.justgiving.co.uk/agustinegurrola/> or visit [justgiving.co.uk](http://www.justgiving.co.uk) and search for 'Cathy Sampson' Thank you!!

Cathy

Cycle Training

for people who think they don't need it

Did you think cycle training was only for beginners? Think again!
Even experienced cyclists can benefit from some training, as Steve Kinsella reports

Like many readers I ride a bike all the time without problems - so why would I need cycle training? How wrong I was!

My initial reason for phoning Life Cycle UK was to have for myself the experience of being given a lesson under the current £5 offer [see below for details]. Charlie Bolton, Life Cycle's administrator, answered the phone and quickly took my details and credit card payment. Next day I had an email from the trainer - "our very own" Veronica Pollard. She gave a few possible dates, and an appointment was made for the next week.

On the day, Veronica started by examining my brakes - oh, er, not much brake pad left in those. (I've renewed the blocks now, V).

Then she watched me ride along a quiet road past parked cars to see how far ahead I looked to pass them. No probs. Next we tried a quiet road that widened as it curved. Not so good. Veronica pointed out that I followed a line parallel to the kerb whereas I should look further ahead and follow the line of the traffic, which would take a line parallel to the centre line of the road.

At a mini-roundabout I signalled and rode around the roundabout marker as I normally would do. "Do it again", says my teacher. This time I went across the centre of the roundabout as one would if it were a normal junction, and found out how that's easier and renders a signal unnecessary.

Now Bedminster bridge & gyratory. We stood and studied the road layout and decided how to tackle it. I then did it - wrong! I went into middle lane and had to signal and

shift to the right hand lane. Do it again. This time I turned straight into the far lane and didn't need any subsequent signalling or lane changes.

15 minutes left of the 1 hour lesson. At my request we did the Temple Meads gyratory. Pretty much OK but I still found myself between lanes at one point.

Overall verdict? I need to look further ahead to read the road layout and take the best line relative to the traffic stream. I could be doing less signalling through better positioning. Generally my way wasn't the "wrong" way, but it was the harder way.

My verdict on Life Cycle UK's training? Like many readers I cycle all the time, have read my Cyclecraft by John Franklin and I thought I had traffic pretty well sussed. The lesson showed that I still benefited from some tuition. The £5 offer is open to anyone who lives in the City of Bristol and I highly recommend it to everyone. The lesson would normally be £30 and the difference is funded by the government via Cycling City.

My verdict on Life Cycle UK.? Excellent teaching. But I think Life Cycle undersells itself. I wasn't offered any further training, though I would have appreciated being offered a check-up in a few months, (although £30 would put me off actually having it). Nor was I given anything on paper - I expected some certification and a note of what I need to practice. And generally this fantastic offer is not well advertised.

Veronica says:

'If Steve was still at school, Life Cycle would give him a Bikeability certificate and badge!'

Cycle training session with LifeCycle are now being offered to Bristol residents at the bargain price of £5 an hour (usual price £30 an hour) as part of the Cycling City initiative.

If you or someone you know would benefit from an hours' one to one training with a National Standard Instructor, contact Life Cycle UK on 0117 353 4589, admin@lifecycle.org.uk, or visit www.lifecycle.org.uk.

Make the most of this marvellous offer while it lasts!

Get Gorge-ous

Cycle Challenge 2009

Sue Hawkins of Bristol CTC tells about this year's hugely successful 'Get Gorge-ous' challenge ride up Cheddar Gorge, a great idea for encouraging more people onto their bikes – especially women

On a sunny Saturday in June 80 novice and returning cyclists successfully completed a 50-mile challenge ride from Bristol to Cheddar, up the Gorge, and back via Chew Valley. This was the culmination of more than five months' blood (a couple of minor accidents), sweat (many hills), and a few tears (two stolen bikes – one since recovered). We had cycled over 20,000 miles since the first tentative wobbles round the harbour on a bitterly cold day in early January.

It all started when Steve Kinsella suggested to Sally Pearson that she might like to co-ordinate a challenge ride similar to the one in Stourbridge (www.stourbug.org.uk). One meeting and several bottles of wine later the idea started to take shape; we would encourage and support people into cycling with a series of training rides ending in a 50-mile challenge ride. Sally, Jane and I set about organising a programme of rides and dealing with the many enquiries in response to posters and leaflets paid for by Cycling City and also a couple of articles in the local press.

answer any questions.

On the 10-mile rides we cycled to Gatcome Farm café outside Long Ashton and the garden centre at Norton Malreward; both of these routes are largely traffic free. The 15-mile and 20-mile rides saw us venture further out of Bristol and start to use more lanes and roads and build in some hills (Failand gained a certain reputation!). At 25-30 miles we were tackling Chew Valley, Goblin Combe, Brockley Combe and Backwell Hill. By the time we reached 40 miles in early June, we still had over 80 of the original 120 riders.

At 8.00 am on Saturday 13th June, people started to gather in the Stables Courtyard at Ashton Court. Riders registered, compared the fit of their Get Gorge-ous cycling tops, blew up pink balloons, listened to speeches and eventually set off in groups of 10 with a leader and back marker. The route to Cheddar was flat and included a stop at Claverham village hall, where we enjoyed homemade cakes courtesy of Ann Martin and her team.

After lunch in Cheddar, everyone made it to the top of the Gorge where Mark and Melanie Weber welcomed us with melon slices and cold drinks served from their camper van. We then had an easy ride across the top and down to Manor Farm for more refreshments before the final leg back to Ashton Court for a glass of sparkling wine and presentation of certificates by Ted King. The following day some 90 riders, family and friends met up for a BBQ at the Blue Flame – a chance to unwind and celebrate.

The challenge was a huge success; it got former riders back on their bikes after many years and gave new riders the confidence to cycle in traffic. We made new friends, ate lots of cake, got considerably fitter, lost some weight (depending on the quantity of cake consumed) and toned our legs. Two of the successful riders sum it up far better than I can ...

"The challenge and training rides have been a fantastic opportunity for novice cyclists to get together, and it really helped that the rides were mainly for women so you didn't feel intimidated. The leaders and helpers have been really



One of the groups leaving Ashton Court at the start of the 50-mile challenge ride on 13 June

Photo: Den Harris

The first of several five-mile registration rides took place on a freezing Saturday in January. These rides had two aims: to encourage nervous riders and to make sure that people had a reasonable bike that they could actually ride. We met in Millennium Square and rode around the harbour and along the Pill Path to just beyond the Suspension Bridge and back. We then went for a hot drink to warm up and

encouraging and supportive. I had previously never cycled more than 6-10 miles. It is unbelievable and something I am really proud of.

“The Get Gorge-ous Cycle Challenge has been a life-changing experience. When I bought my bike I didn’t think I would be able to cycle two miles to work so can’t believe that I’m about to cycle 50 miles. The challenge has made me fitter and healthier, and has introduced me to some interesting routes around Bristol. I have met some lovely people and eaten some gorgeous cakes. I don’t think I’ve lost weight but my body shape has definitely changed and my legs are slimmer! I am so proud of what I’ve achieved. I’m determined to carry on cycling more and more – I have fallen back in love with it after a gap of 20 years.”

The majority of riders were women – probably attracted by the fact that the challenge was mainly organised and run by women (the inspired name might have put some men off!). This was a major factor in our success. We provided a safe and non-threatening environment for women, who are often anxious about cycling with a club – they’ll all be men, I won’t be able to keep up, my bike is not good enough, I don’t have specialist clothing, they won’t want to stop for tea and cake (ring any bells?!).



It was enormously rewarding but extremely hard work and time consuming. The response was overwhelming at times; Sally, Jane and I planned, checked and led all but a handful of the 82 training rides (thanks to Richard Shopland and Kay Borman for leading several). We also spent many hours a week on administration: creating and updating the website; co-ordinating the rides programme, emailing everyone weekly; making sure everyone did the required number of training rides; organising the official DVD;

trying to get funding; and designing and printing the certificates. Organising the challenge ride itself was equivalent to organising an audax! We also held a meeting for people to learn more about the challenge and other topics (for example, cycling safely in traffic and the health benefits of cycling). Many people helped on the rides, for example, back marking, dealing with punctures and other mechanical problems, and encouraging the riders. We also had help organising the publicity and the Get Gorge-ous cycling tops.

We were incredibly lucky with the weather. We lost one weekend in early February to snow and ice, but otherwise it was one of the best winter and springs for riding for several years. A few wet weekends could have derailed the entire training schedule. The different levels of fitness and experience did cause some problems at the start. The riders had a wide range of abilities – some were returning to cycling after a gap of anything up to 20 years, some were new to cycling but otherwise reasonably fit, and others were unfit and did very little exercise before starting the challenge. The early rides were slow and some people found them frustrating and unnecessary (we did allow some people to join later). On the other hand, we lost several riders at around 15-20 miles because they found the pace of change too fast. On a positive note, many of these riders said that they felt fitter and more confident and were using their bikes to get to work or to go shopping.

Will we do it next year? It should be easier second time around; we know what works and what doesn’t, we now have a great selection of rides, and the administrative systems are set up. The benefits are tangible; many of the challenge riders are coming out on our ‘normal’ rides, and we already have a new leader. Many of the others are cycling regularly to work or going out for rides with friends and family. Someone has even got rid of their family’s second car! Seeing people, particularly women, gain in confidence and fitness and discover the joy and freedom of cycling made it all worthwhile.

*Sue Hawkins
Rides Programme Secretary
Cycle Bristol CTC*

A DVD of the challenge ride is available for a donation from Den Harris (denann.harris@talktalk.net).

Based on an article published in the September 2009 issue of ‘The Tourist’. Photo: Den Harris

If you would be interested in helping with next year's ride, please contact SueHawkins@care4free.net

The Bicycle Project: making the wheels go round

Steve Loughran reports on a visionary initiative in Montpellier

In Stokes Croft, just off City Road, there's a big office block, Hamilton House. It may look intimidating, but is worth a visit. Firstly, it contains one of the many bicycle shops that offer BCyC members discount - Jake's Bikes, a shop that specialises in practical bikes for round-town use, including refurbished second-hand bicycles. Secondly, in workshop space graciously provided by Jake's Bikes, it contains "The Bristol Bike Project". The people who run the project - Colin and James- are trying to deliver the benefits of a Cycling City to those people who would benefit the most from it. Not the people who choose to commute in every day by car and who would gain from a bit of exercise and a less stressful journey by pedalling in and out. No, the real beneficiaries would be the people who not only don't have a bicycle, they don't have the money to get one: the homeless, the asylum seekers. Without work, without income, their transport options are limited to walking, or using up some precious money waiting for a FirstBus bus.

The Bristol Bike Project are trying to give the people in the worst situation in the city an option to travel, to get around. It could be to the shops, it could be to get to a park, it could be to see some friends. Having a bicycle increases your range.



How are they doing this? They are giving rebuilt bicycles to people who come round to build the bike from recycled frames and parts.



The bikes are donations: old bikes, unwanted bicycles that have been sitting in hallways, sheds and garages. The Bike Project gladly accepts any bike, and strips it down to its frame and fork, putting the parts into the part buckets, after cleaning and examining them. For every four bikes they get, they can make three working bikes, with some spare parts. Any broken frames go to the people who build festival bikes to be welded into another strange human powered contraption.

The frames then, and all the parts, need to get turned into working bicycles. It takes a day per bike -by the eventual recipient. Originally the project had tried selling them for a nominal fee, but then people expect support afterwards. As for giving away the bikes, there's no way to be sure the recipient wants a bike, that it won't get wasted and lie unused again. Making the recipient build the bike, that is devious and profound:

- Only people who really want a bike will spend a day building it up
- Once they've done that, they know how to set up and maintain the vehicle. Punctures, gear setup, brakes -they can do it. Which means they are mostly self-sufficient, and capable of helping others to fix up their bikes.
- If you spend a day building a bike, you have something you value, something you are proud of.

If you are homeless or a refugee, you are not valued by society, and that can be pretty depressing. Build a bike and you can raise your self esteem a bit, be proud of doing something with your hands, of making something work. And at the end of it, you have a bike you can use, you can

show to others. That's why building bikes is so satisfying -and here the team are letting others try it.

Walking round the workshop, everyone seemed happy, they were working in teams - Colin and James each helping a couple of people to fix up bikes. In one corner: the biggest pile of bikes I'd ever seen, ready for teardown and rebuild.

When you look at what the Cycling City project is

focusing on, it's commuting for employees and students. This is admirable, it is a big chunk of the traffic on a weekday. But it is not the be-all and end-all of cycling, it doesn't make us a Copenhagen-style European city where everyone cycles to the park on a Saturday. For a step change in cycling in the city, we want people out on the bike to do their shopping, to see friends, for play as well as work.

If you have an unwanted bike of any size, shape or condition, please contact the Bristol Bike Project to arrange delivery or pickup:

email: thebristolbikeproject@gmail.com

Phone: James 07753 616534 or Colin 07866 617506

Address: Hamilton House, 80 Stokes Croft, Bristol BS1 3QY

Bikes vs lorries

August tragically saw a rash of cycle collisions in the city, some serious and one fatal. BCyC issued the press release below to try and draw attention to this and highlight what could be done to make the city's streets safer. It was picked up by local media including HTV – you may have seen our very own Martin Tweddell on the evening news.

The Bristol Cycling Campaign wishes to extend its deepest sympathies to the family and friends of the cyclist who died following a collision with a lorry on Winterstoke Road on Tuesday August 11.

This tragedy is part of a series of bicycle/lorry collisions in the city over the past week.

1. Thursday August 6th, A collision at the junction of Perry Road and St Michael's Hill, left the cyclist in a serious condition in the Bristol Royal Infirmary.
2. Tuesday August 11th The junction of Winterstoke Road and Brunel Way. The cyclist, struck by a Mercedes Sprinter van, died.
3. Tuesday August 11th Old Market. A DAF lorry cab turning left collided with a bicycle outside the Evening Post. Again, serious injury -this time pelvic, leg and head injuries, and again, another customer for the Bristol Royal Infirmary.
4. Wednesday August 12th Stokes Croft/Ashley Road - a female cyclist left with a suspected broken leg. This week of tragedy comes exactly three months after two teenage children were killed walking in the city by hit and run drivers in separate incidents.

The Bristol Cycling Campaign calls for Bristol Council to come up with a design for the city's roads that ensures that pedestrians and cyclists can get to their home, work or school without having to travel in fear for their lives.

It is impossible for Bristol Council's targets of doubling cycling to be achieved without increasing the numbers of collisions, unless there is a step change in the way that all of us in the city treat the most vulnerable road users.

Here of some examples of ways that we could improve road safety in the city:

1. Bristol must follow Portsmouth's lead of slowing down the speed limits on the approaches to the city, to stop drivers coming straight off 70mph roads and into the narrow streets of the city - and to stop them speeding up as they get closer to the motorway.
2. Roads, and especially junctions, need to be designed to reduce the risk of collisions. As a specific example, the Stokes Croft/Ashley Road collision involved a bike lane which is on the left side of a left-turn only lane. The collision here is not "an accident", it is the inevitable consequence of the design of the road.
3. As lorries appear to be disproportionately involved in the recent incidents, Bristol Council needs a plan to make their movements less hazardous to other road users. In London, for example, Transport for London is running a special cycle/lorry share-the-road training and publicity campaign.
4. Everyone needs to be encouraged to attend the Council-supported cycle training courses. As well as teaching cyclists how to cope with dangerous road designs, they will give drivers better understanding of the dangers that cyclists face.

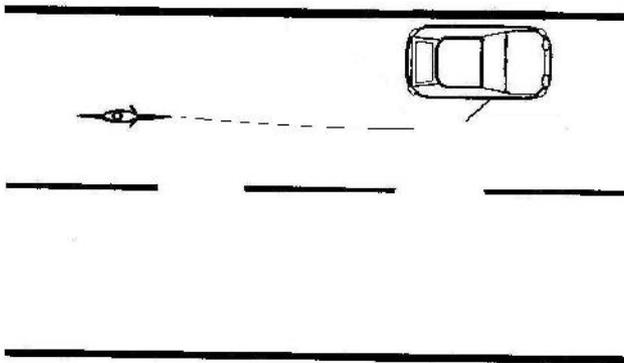
Martin McDonnell, secretary of the Bristol Cycling Campaign said: "With rising obesity levels, congestion and road pollution, encouraging cycling is more important than ever. We call on the Council to fulfil the Cycling City vision by making the city safe to cycle around."

Getting past parked cars

This month's cycling tip from Veronica shows you how to overtake safely without colliding with car doors or other drivers!

Most of the cyclists I see getting past parked cars seem to be very trusting of following drivers. They keep close to the kerb until almost at the obstruction and then swerve out at the last minute, with or without a last minute look over the shoulder. They seem to get away with it in Bristol as local drivers are fairly laid back about such thoughtless behaviour. However there are some drawbacks to this way of cycling:

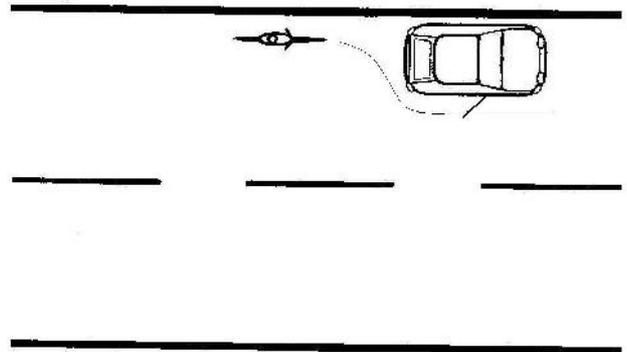
- You have no way of seeing what traffic is coming towards you until you swerve round the car. This may be a problem on a narrow road.
- Any driver behind you will find it difficult to really be sure that you are carrying on past the parked car – your kerbside position could suggest that you may be stopping or about to jump on the kerb to overtake the car on the inside as it were.
- A driver sitting in the parked car would not see you however carefully they looked back along the line of traffic, and so may think it's OK to open the car door just as you swerve out to pass the vehicle:



There is another way of getting past parked vehicle that has none of these drawbacks.

This involves joining the stream of traffic (or on a really

wide road, cycling parallel and to the left of the stream of traffic) early enough so that you don't lose the view of any traffic coming towards you. To join the stream of traffic involves looking behind to alert any driver behind you to the fact that you are about to do something and to check that you have the space, and starting to move out when you can towards the part of the road that will take you in a straight line past the parked car. This look and manoeuvre together will inform a following driver that you are definitely intending to carry on and are therefore intending to pass the parked car. You then carry on past the parked car far enough away from it to avoid any carelessly opened door:



The advantages of this are:

- that you are either in or near the stream of traffic and are therefore visible to drivers behind and anyone in the parked car.
- You can easily stay as far away as the traffic stream does from car doors
- You can easily see what is coming towards you.

This different way of passing parked vehicles may seem a little daunting at first, so practice it on quiet roads. As you start to get more confident you will no doubt see other cyclists doing this and this should give you even more confidence.



Locking your bike

Some advice from Jake Voelcker about keeping your bike safe

Do not use a cable lock as your only anti-theft precaution. Even the thickest cable locks can be cut in a matter of seconds by a thief armed with fairly small bolt cutters. Always use a D-lock (also known as a U-lock or shackle lock) or a large, hardened chain and padlock as your main lock. Cable locks can be useful for securing components such as the front wheel or saddle which could otherwise be stolen, but should only be used in conjunction with a D-lock to secure the frame.

Not all D-locks are equal. If you buy an £11.99 D-lock from a superstore or mail order catalogue you can expect to have your bike stolen. A cheap and nasty D-lock can be identified by its plasticky cover, thin shackle and easily picked lock (which has a key that looks like a conventional house key for a Yale lock). Also, most cheap D-locks have the key hole at one end, whereas on the better D-locks the key is inserted in the middle. In the UK locks are independently certified by Sold Secure with three standards: Gold (which is supposed to withstand 5 minutes of attack from a thief), Silver (3 minutes) or Bronze (1 minute). However, some experts have managed to break Gold certified locks in less than 30 seconds so the Sold Secure standards should be treated with some scepticism. As a rule of thumb you should spend at least 10% of the value of your bike or at least £25 on a D-lock, whichever is greater.



Thieves can sometimes use a car jack to prise open even a good D-lock. To protect yourself against this possibility, **try to 'fill up' the whole D-lock shackle** by locking it around as many parts of the bicycle frame, wheel, and bike stand/lamp post/railings as possible. This way, there will be no space for the thief to get his car jack far enough into the shackle to prise it open.

Always lock your bike to an immovable object. Do not lock it to a bollard or even a sign post if the top of the post is slim enough for a thief to simply lift the bicycle and lock over. Beware railings: some steel railings are thin enough for a thief to cut through them fairly easily, and old iron railings will crack or shatter if hit with a hammer. Much better to lock your bike to a lamp post, sign post or proper bicycle stand.

If you're really paranoid about your bike getting nicked, the ultimate in protection is to **use two locks** of different types. A thief will normally only be equipped to break one kind of lock, so using a D-lock and a chain or a D-lock and a cable should defeat all but the most determined of thieves.

Some locks are **vulnerable to being picked.** Always place the lock in such a way that the key hole faces downwards and away from easy access, and if possible pass the lock through the bike frame and wheel in such a way that it cannot be turned around to reveal the key hole. This might make it a little more difficult for you to lock and unlock with your key, but it will make it much more difficult for a thief to see what he is doing if he tries to pick the lock.

Only lock your bike somewhere public and well-lit - and preferably alongside a more expensive-looking bike! There is no way of absolutely preventing your bike from being stolen, but if you can make it difficult for thieves they probably won't bother, particularly if there is something else nearby which is more attractive and/or easier to steal.

Replace your quick-release wheel skewers with bolted or nutted ones to protect against wheel theft.

How to carry a cycle lock safely

Do not carry your bike lock dangling from your handlebars. This will damage the brake and gear cables, and could interfere with the operation of the front brake, wheel or steering. Instead you should use the frame bracket provided with the lock, securely attach your lock to a pannier rack, or just carry it in a rucksack or pannier.

AUTUMN BIKE RIDES

Most rides meet near the centre of town – if the ride is likely to pass down your way and you'd like to arrange an alternative meeting place, contact the ride leader.

If you would like to lead a ride, please contact Philippe on 0117 9669414 or bris046-cycle@yahoo.fr. We like to have rides suitable for all, from complete beginner upwards, so anyone can lead a ride!

Date	Ride leader + contact	Route details	Approx Length		Lunch stop	Start
SATURDAY 12 Sept	Ben Moss 07866 431 403	Bristol Doors Open day	10 miles	Yes	Bring sandwiches	Arnolfini 10.00
20 Sept	Andy	Old Aust Ferry	20 miles	Yes	Bring sandwiches	Arnolfini 10.00
27 Sept	Terry	World Rivers Day ride along Frome to help clean the river	Less than 15 miles	Yes		10 am Start of Railway Path
Thurs 1 Oct	Speaker TBA	<i>Monthly meeting 8pm Cornubia pub, Temple St All Welcome!</i>				
4 Oct	Jason 07796904664	Chipping Sodbury	25 miles	No	café/pub lunch	10:30 Start of Railway Path
11 Oct	William 07766138975	Ride & walk near Clevedon	25 miles + 2 miles	Yes	Bring sandwiches	10:30 am Start of Railway Path
18 Oct	Jason 07796904664	Keynsham	17 miles	Yes	Bring sandwiches	12 pm Blaise castle café
25 Oct	Ben 07866431403	"Cosmic Bristol" including stone circle and a swim	30 miles	No	café/pub lunch	10:30 Start of Railway Path
1st Nov	Wendy 01275 393 204	North Somerset	30 miles	Yes	Bring sandwiches	10 am Arnolfini
Thurs 5 Nov	Speaker TBA	<i>Monthly meeting 8pm Cornubia pub, Temple St All Welcome!</i>				
8 Nov	Martin T 07748 652 674	High Littleton via Chew Valley returning via BB path	35 miles	No	café/pub lunch	10 am Water Tower
15 Nov	Philippe 07981 40 839	<i>Leader's ride for experienced or future ride leaders. This ride will include a short meeting</i>	22 miles	Yes	café/pub lunch	10:30 Arnolfini
22 Nov	Mystery ride	Come and join at Arnolfini and decide where you want to go	TBC	Yes	TBC	10:30 Arnolfini
29 Nov	Cathy 07935 625 946	Family ride suitable for children	10 miles	Yes	café/pub lunch	10:30 Start of Railway Path
Thurs 3 Dec	Speaker TBA	<i>Monthly meeting 8pm Cornubia pub, Temple St All Welcome!</i>				

Join our email group or see our website for last-minute changes to rides

Starting points

Valentine Bridge is the 'bendy' bridge between the Wetherspoons pub and Bristol & West office that links the back of Temple Meads station to Avon Street. (It's closed right now, but you can cross the river at the next-door Meads Reach Bridge)

Arnolfini. Start outside Arnolfini Arts Centre which is near Prince Street Bridge, at the south east end of Narrow Quay part of harbour from the Centre.

Start of Railway Path – officially known as the Bristol & Bath Railway Path and often called “*the Cycleway*” starts at the junction of Trinity Street and St Phillips Road, off Old Market.

Blaise Castle cafe - café in the car park at the Kings Weston Rd entrance to Blaise Estate

Water tower, Durdham Down is the concrete tower on Durdham Down near the top of Blackboy Hill.

General advice

Many regular riders will know these things already, but for those new to cycling or to the group here are a few tips that you may find helpful.

The times shown are the START times of the rides. Although some may wait a few minutes for a chat, it's best not to rely on this. **Arrive earlier rather than later and don't get left behind.**

Make sure your bike is in good working order. If you think it needs more than a “tweak” then it's probably better to **get it serviced at a bike shop**. You are wise to carry a few basic repair

items with you, such as pump, puncture repair kit or, even better, an inner tube of the right size and basic tools. If you're new to cycling and don't know how to use them, the chances are someone else will show you (that's how most of us learned!)

In winter you are more likely to be riding home in the dark, so bring your **bike lights** and hi-vis wear. Remember the temperature can drop significantly in the evenings, so bring extra warm layers, gloves, socks, hat, etc. Pack a waterproof jacket and maybe also waterproof trousers.

Always **carry food with you**, even if it's only a banana! Cycling is exercise and you will get hungry. Preferably some carbohydrates – sandwiches, flapjacks, cereal-bars, and fresh/dried fruit are some examples.

On the road, **behave responsibly** – don't obstruct traffic and only stop where it's safe to do so. It's also nice if you warn others behind you of potholes or other obstructions in the road.

These tips aren't meant to put you off or make you think a day's bike ride is like climbing Everest! But with a little forethought you will enjoy the adventure of a day out even more. You'll notice we often suggest a picnic or packed lunch, or a visit a pub. Our rides are often built round a theme or local beauty-spot of place of interest. We are a convivial group who make new-comers welcome and we usually ride at moderate pace. Contact the ride-leader if you're unsure.

MEMBERSHIP FORM	
I/we apply to join the Bristol Cycling Campaign	
<input type="checkbox"/> £5 Individual	<input type="checkbox"/> £2 Concession <input type="checkbox"/> £7 Household
NAME(S)	_____
ADDRESS	_____
_____	_____
TEL:	POSTCODE
_____	_____
E-MAIL(S)	_____
_____	_____
EITHER	_____
I enclose a cheque/Postal Order made payable to Bristol Cycling Campaign for the sum of Membership £ _____	
Voluntary Donation £ _____	
TOTAL £ _____	
OR I would like to pay by standing order:	
Name and address of your bank /building society	
_____	_____
Sort Code	Account No:
_____	_____
Please pay to the Bank of Scotland, Prince Street, Bristol for the account of Bristol Cycling Campaign a/c no. 00143662, sort code 12-05-77	
£ _____	Annually STARTING ON (DATE)
SIGNED	DATE
_____	_____
NAME in capitals	_____
Please return this form to	
Membership Secretary • Bristol Cycling Campaign	
7 Alpha Road, Southville, Bristol BS3 1DH	

Join Bristol Cycling Campaign!

Did you pick this magazine up at a bike shop, or at one of our stalls?

For only £5 (£2 unwaged) you could have it sent to your home four times a year, and gain a host of other benefits too.

Most importantly, by increasing our membership you would give us a greater voice and increased influence.

**So go on -
pick up a pen and join today!**

You'll get :

Discounts at a wide range of bike shops in Bristol

Money off 'green' car insurance

Third-party insurance at bargain rates

Fun weekend bike rides

***Bristol Cyclist* magazine four times a year**

The satisfaction of knowing that you are supporting our work to improve conditions for cycling in Bristol

Just fill in the form overleaf, or write the required details on a piece of paper, and return with payment to the Membership Secretary, 7 Alpha Road, Bristol BS3 1DH.