

CCCTS

Fraser Valley Chapter Newsletter

June 2019 | Volume 2, Number 3

Fraser Valley Chapter News

Thanks to Bruce Mclean for volunteering to take on the ride administration function for the FV Chapter. In addition, Bruce is working on improvements to the current ride administration process that will simplify the ride leaders' responsibilities and improve member communications. These changes will start to take place over the next few weeks. Details to follow shortly.

Fraser Valley Group Riding

Several weeks ago, Carol Evans led a very enjoyable ride from Cordata to Everson with 20 or so riders.

Sue Bunten, a FV member from the North Shore who hadn't come on a Wednesday ride for over a year commented on how well the group rode from a safety perspective, in particular, riding single file and calling out safety warnings when crossing intersections.

*Thanks for the positive feedback.
Keep up the good work, people!*

What's happening?

Steering Committee Meetings minutes are posted on the CCCTS Website.

Go to: **Fraser Valley > "News"**

Highlights

- FV Chapter News
- FV Chapter BBQ
- Century Ride
- FV Chapter AGM
- Bike Lane Safety Tips
- Bike Maintenance Workshop
- New Members





CCCTS FV Summer BBQ

Friday August 23, 2019

Host:
Chris & Margaret Hodgson

Location: South Surrey
More details to follow

Ride Leaders

Time to sign up to
lead summer rides 😊

Access the ride
schedule here:
[July - December 2019](#)
[Ride Schedule](#)



Century Ride

Sunday August 25, 2019 – Start Time: 7:00 am

The **Century Ride** has three loops totalling 100 miles (162.5 kms) starting/ending at Blair Pool with 15-30 min. breaks between loops.

Welcome new CCCTS Fraser Valley Chapter Members

Colin Walliser
Irene Neave
Leslie Rogers



FV Chapter AGM

Date: Monday October 28th from 10-12 noon
Location: South Surrey Rec Center



Bike Lane Safety Tips

A May 2019 article in US News and World Report reported on the positive impact bike lanes has had on bicycle safety. For example, in Portland, between 1990 and 2010, the proportion of bike lanes on city streets increased from 1% to 6%, while the road fatality rate dropped by 75%. With more bike lanes, fatal crash rates dropped in Seattle (61%), San Francisco (49%), Denver (40%) and Chicago (38%), among others.

However, improved safety statistics also depend on how cyclists use bike lanes.

Here are some tips:

➤ ***If there is a bike lane, use it***

The only exception would be if there is debris in the bike lane which makes it unsafe for cycling.

➤ ***Ride on the right-hand side of the bike lane***

The purpose of the bike lane is to provide more space between the cyclist and passing motor vehicle traffic. Yet, it is not uncommon to see cyclists riding on the left hand side of the bike lane which puts them in greater risk of being “clipped” by a passing vehicle, especially a bus or heavy truck.

So, the further to the right you are in the bike lane, the safer you will be.

The only exception to “riding on the right” would be if there is debris in the bike lane which makes it unsafe for cycling.

➤ ***Ride single file in the bike lane***

It is not uncommon to see cyclists riding side by side in a bike lane which results in the cyclist on the left being close to (and, sometimes, in) the motor vehicle lane which defeats the purpose of riding in the bike lane in the first place.

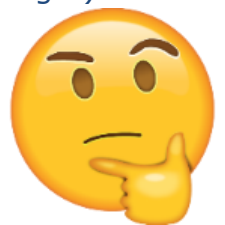
➤ ***Beware when approaching an intersection***

Cars turning right at an intersection can cut off a cyclist in the bike lane causing the cyclist to crash into the side of the car or veer off the road to avoid a collision.

When approaching an intersection, pay careful attention to the cars passing by. Is their right turn signal on? And, if not, are they slowing down which may indicate they are planning to make a right turn?

When approaching and passing through the intersection, you should be either behind the car in the lane beside them (so they have time to react if the car starts to turn right) or ahead of the car in the lane beside them (so the driver can see you).

Beware when crossing an intersection. Frequently, when a motor vehicle crosses an intersection, by the time it reaches the other side, it has strayed into the bike lane. Keep well to the right when you rejoin the bike lane on the other side of the intersection.



Bike Maintenance Workshop

Thanks to Andrew McIndoe and Gary Loosemore for leading a very interesting workshop and increasing our knowledge of bicycle care and maintenance. Thanks also to Helena Munro and Ralph White for helping to organize the event.

Essential Items Every Cyclist Should Carry

2 x Tubes (correct size)
Pump and/or 2 x CO2 cartridge with regulator
3 Tire Levers
Multi tool (good to have)
Tire boot (patch for inside tire to cover cuts)

The Bike Maintenance Workshop was held on June 3rd at Bakerview Park.

It was a great success with 18 FV members and 1 guest in attendance.

Using a CO2 Cartridge to Inflate Tires

CO2 is a quick and easy way to inflate a road bike tire to approximately 90 PSI. Tire changing roadside can be annoying, but the inflating can be very easy and quick! Not everyone is able to pump enough pressure to ride safely when using a hand pump. A CO2 cartridge with a regulator is easy to use, and with a proper regulator you will always get the air in the tire!

But CO2 will leak out of a tire much faster than air. So, as soon as you have access to a good pump, you should deflate your tire and pump it up with air.

Here is an example of a regulator with an Open/Close knob. Most are sold with a cartridge sleeve. Note - always purchase threaded cartridge.



*Print and keep a copy
in your saddle bag 😊*



2019 FV Chapter Steering Committee

Leslie Beleski, Chris Hodgson,
Andrew McIndoe,
Bruce McLean*, Neil McNeill*,
Helena Munro, Mieke Quinn,
Larry Weldon, Ralph White,
Janet Whitehead*,
Clark Woodland*

***Chapter Executive Member**

How to change a bike tire the easy way ...

TIP: Use latex gloves to keep grease away from your clothing

1. Equipment – spare tube / tire levers / CO2 inflator and cartridge / super patch /tire boot
2. Shift the gears to the big ring on front and the smallest gear on the rear cassette
3. Release the brake on the quick release lever
4. Open the quick release lever on the rear wheel
5. Hold the wheel down with your right hand lift bike (saddle) with your left hand
6. Tilt wheel to remove from frame. If you have disk brakes you may want to lock out
7. Lay bike down on the non-drive side
8. Near the valve stem place tire lever under tire and hook onto a spoke
9. Insert next lever 5 or 6 inches down from first lever
10. Pull lever around wheel to release the tire
11. Pull old tube out from valve stem
12. Check tire by rubbing your hand on the inside of the tire. Visually check the outside of the tire as well
13. Inflate the new tube just enough to give it some shape
14. Insert new tube starting at the valve stem
15. Try and push tire back on the wheel, use lever if it is too tight
16. Move tire aside all the way around to make sure tube is inserted properly
17. Inflate the tire, CO2 or pump
18. Place chain on small cog and give a quick push down so the wheel snaps on the frame
19. Push brake lever back in place and re-centre brake if it is out of alignment
20. Go home or continue ride and remember to deflate CO2 air and pump in new air when you get home

Practice makes perfect – Practice at home using a CO2 cartridge so you will know how to use it when you have a flat on a ride