

FREE SPIRIT

TRINO

RIP HAMID



WWW.KEWKRADONG.COM . YEAR 3 . ISSUE 3

Jan-Feb-Mar 2013

TrashManiac
Cycling south pole
Hillary Ride
64 Goodacts
Ride safe



f Kewkradong Bangladesh
s Kewkradong

ISSN 2075541-4



First Bus Map of Dhaka

ALPHA

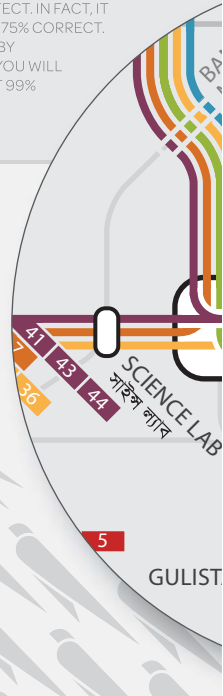
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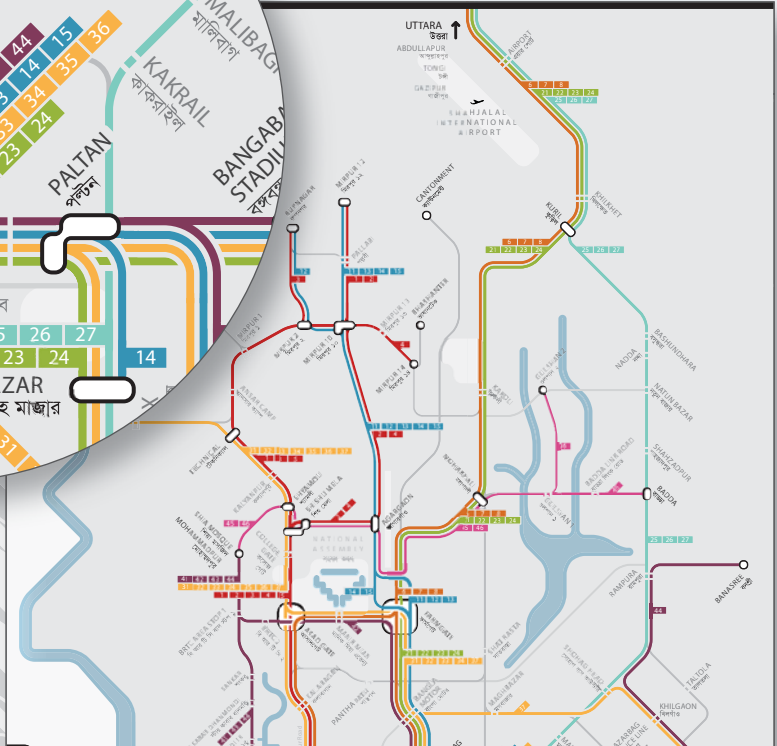
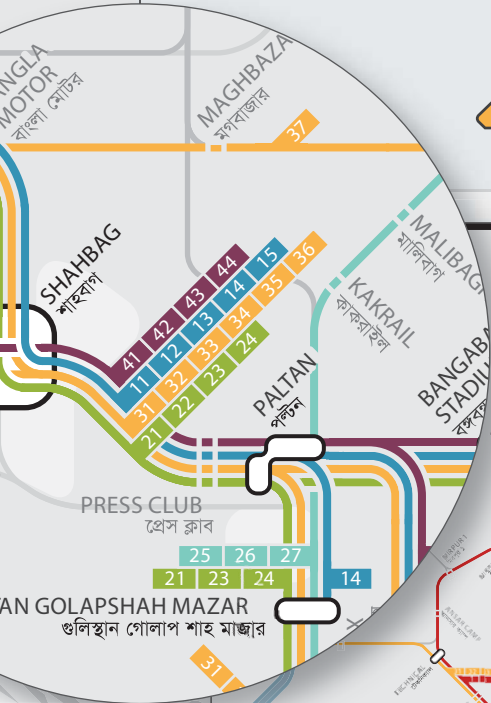
COMING APRIL 2013

This map is an experiment brought to you by a flock of Dhaka bus riders, with the help of dedicated volunteers and supporters from Bangladesh and abroad.

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Dhan

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FFC S.T. Complex

Bashundara Link Road

Jagannathpur

Tel: 02-8414632

FFC Gazipur (Tongi)

Fortuna park,Kunia,Gazipur

Tel: 02-9291500

FFC I

Plot#

Bana

Tel: 0

FFC Mirpur

Plot#10,Main Road#3,Block-A,

Section#11,Pallabi,Mirpur

Tel: 02-9014619

FFC Uttara

TAKIA Center(Opp. To Milestone school)

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Sec#7,Uttara,Dhaka

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Sylhet Nilu Square
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02-9124079

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Plot #1/11, Block #A, Main road
Banasree, Rampura, Dhaka
02-8399031



{ GOODBYE HAMID VAI }
WHO HAS PIONEERED ADVENTURE IN BANGLADESH





Kewkradong Bangladesh is proud to present **Trino - adventure quarterly** which has content volume equal to any other existing magazines of the genre. Trino has a strict policy on less paper consumption in its production and distribution. Trino believes in **Reducing, Re-using** and **Recycling** of consumables to help cut down consumption of natural resources.

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TRINO, supported by countries most active and oldest youth lead adventure community – Kewkradong Bangladesh. This is totally non-political, non-violent, non-profitable organization originated in Bangladesh. In order to popularize adventure related sports like urban and rural trekking, mountaineering, high altitude trekking, mountain biking, adventure water sports, kewkradong believes in creating local enthusiasm towards voluntarism and conceptual adventure/humanitarian/nature building tourism in Bangladesh. Kewkradong shows professional attitude during handling different projects, expedition planning, concept development and inter organizational relationship.

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Editorial

You May Say I'm a Dreamer – but I am not, I just want to let it go or to go with the flow of life. I had it when it was mine, now I like to show others they have window of their own life too. No I am not a dreamer.

Hamid vai, the guru of Bangladeshi Adventure just passed away few months ago. He was a person with influx of creativity and idealistic innovative quality a man can ever see during this vicinity especially in Bangladesh. He was a loyal friend of contemporary Bangladeshi adventure thrill seekers like me. I have never seen anyone getting back from his home without any support.

I am extremely sad to write consecutive two editorials mentioning another person leaving us forever. But yes, this is destiny. Hamid vai often said, last 100 meters you have to walk along and it's lonely. I had to struggle to find the inner

depth of this verse. But now, yes, it's so loud, so vibrant; life might stop at any moment on earth.

Climate is an issue and climate change-it's a fact to understand. But the #1 trash makers of the world USA, is still at the infancy to mitigate the legit global crisis by controlling the consumption of plastic and fight against climate change. Under this circumstances me and my friend Mohammed lead a two team anti plastic campaign across US from very West to East connecting 12 states only to show up and collecting real time scene of their dirty recycling policy. This issue made the cover from this trip.

Pole expeditions are always one of the most talked about adventure of all time. This time, exploring south pole, not in an ordinary way but on a push bike! Yes, Eric, avid poler expeditionar biked across south pole. We have got fresh images from the expedition.

And again Hillary Ride VI. Riding with happiness even after 5 years of same Titled ride. This time even bigger, longer and of course more enthusiastic. BDC is like a brand. You don't need to explain it further. They could actually contribute the most among the affluent classes of Bangladesh. They are successful setting up a state- ride your bike with style, not your car. This issue is covering their vivid 64 goodacts.

If philosophy of living is only to live for a blink, then we are safe; if not, then we gotta try hard to live forever. Like Hamid vai will be living forever in our heart!

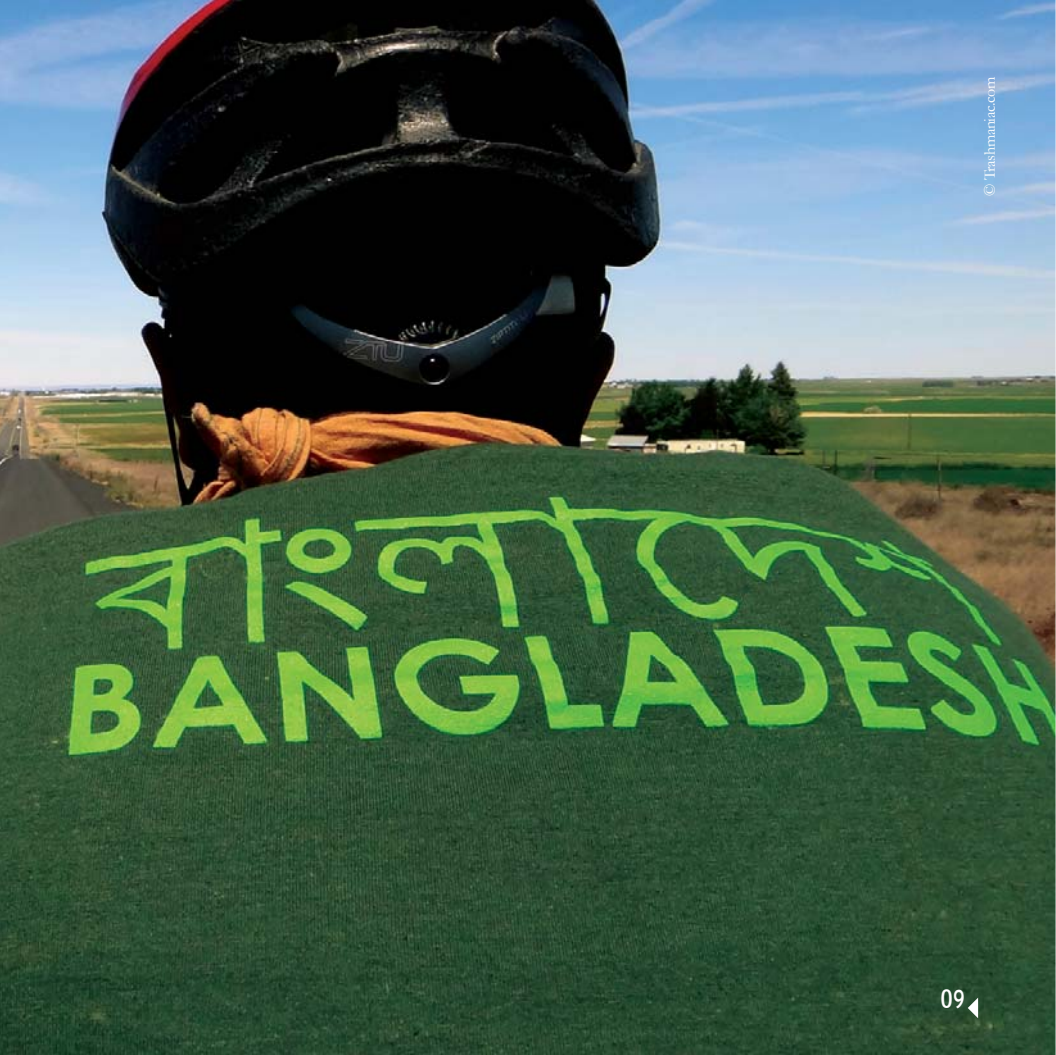
Shanti
Muntasir Mamun
Editor-in-Chief

TRASHMANIAC

5500 KMs OF BI CYCLE RIDE FOR CLIMATE AWARENESS IN THE US

TWO ADVENTURE CYCLISTS FROM BANGLADESH RODE ACROSS USA, TO RAISE AWARENESS THROUGH THEIR CAMPAIGN AGAINST PLASTIC AND OTHER WASTE. ARMED WITH A TANDEM BIKE AND A SMART PHONE APPLICATION THAT TRACKS, GEO TAGS, AND COUNTS DIFFERENT DEBRIS ALONG THEIR 5500 KM FROM WEST TO EAST COAST OF USA - THE HIGHEST PER CAPITA CONSUMERS AND TRASH MAKERS OF THE WORLD FOR THE BENEFIT OF BANGLADESH.







© Trashmaniac.com


USA has the highest consumption of plastic based products and the largest consumer market for bottled water in the world. There are about 1500 plastic bottles being consumed in every second in the US (1). Out of 50 billion bottles being bought each year, 80% end up in a landfill even though recycling programs exist. And if we look at carbon emission index, USA emits approximately 5.5 million metric tons of CO₂ which is about 18.3% of the world's total emission (3). But a few wasted plastic bottles in a place

thousands of miles away is still bad news to a place that is among the most vulnerable in the world to climate change. Muntasir Mamun and Mohammad Asrafuzzam Uzzal rode across the USA on a tandem bicycle during the summer of 2012 and collected ample of data. with the help of mobile phones, measure the amount of plastic and other waste that they find on their 5,500 Kilometer journey from Seattle to Washington DC. The trash they have found spotlighted in real-time on their website during the travel on www.TrashManiac.com. They are hoping to see how much plastic and other waste they can collect on their journey and to calculate its impact not just on the climate but also on energy and the natural environment. The impact of non-recycled plastic or plastic based products is huge – almost every plastic based product is non-bio-degradable and requires significant fossil fuels to produce. much left to see. But how many of us actually think of what we are giving back to this beautiful creation of nature in exchange for this stunning beauty?



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Sad, but true, we don't pay anything back to nature. We never did. The same goes for the places in our very own motherland. The beautiful island in the southeast part of Bangladesh is the home to thousands of marine species, most of which inhabit the corals. As we visit for our own refreshment, these species help us be refreshed by maintaining the

biodiversity of the sea and protect us by protecting the shorelines. If these corals weren't there, who knows, maybe we wouldn't be able to inhale the beauty of St. Martin's Island at all. But as I said, we don't pay anything back. Instead, we destroy what's been bestowed to us. And it's becoming human nature day by day.





TECHNOLOGY

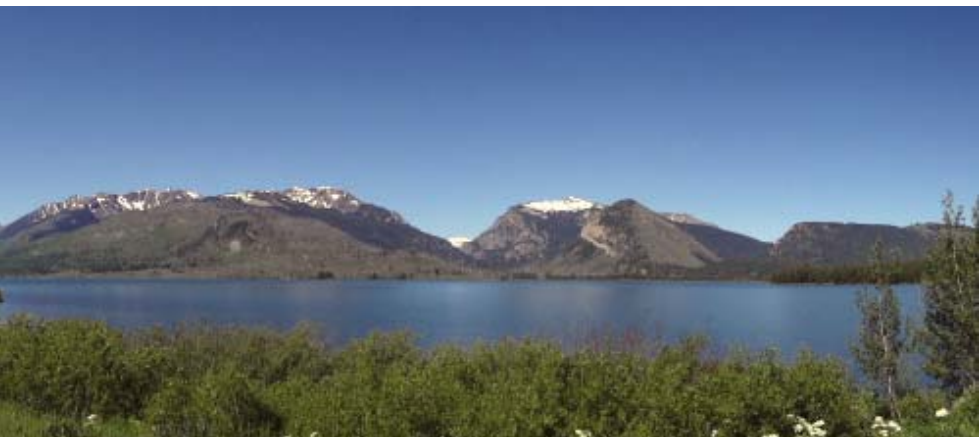
Very handy mobile application based counting gives user a freedom and fun of counting and contributing. TrashManiac app is available here. After installing on any of android devices, the device will be ready to use from the user end. But to ensure the accuracy and transparency of the statistic, user needs to logon to their Gmail account and need to sign up for registration. This will also comply user is agreeing on receiving updates from TrashManiac/UnbanLaunchPad team.







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WHY FROM BANGLADESH

Bangladesh is a low-lying, riverine country located in South Asia with a large marshy jungle coastline of 441 miles on the northern littoral of the Bay of Bengal. The country's landmass of 56,977 square miles was formed by a delta plain at the confluence of the Ganges, Brahma-put-ra and Meghna rivers and their tributaries. Bangladesh's alluvial soil

is highly fertile, but prone to flood and drought. Still this small country is home to an incredibly large population of 158 million inhabitants. Bangladesh is the most vulnerable nation due to global climate change in the world according to German Watch in its 2011 Global Climate Risk Index. Located at the bottom of the mighty river system -

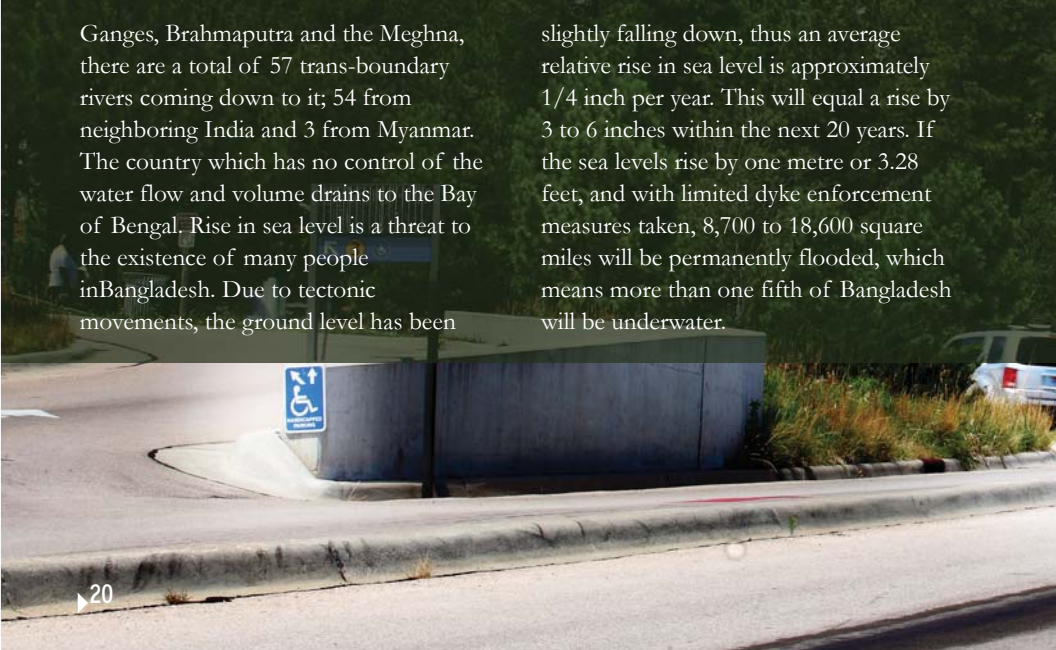






Ganges, Brahmaputra and the Meghna, there are a total of 57 trans-boundary rivers coming down to it; 54 from neighboring India and 3 from Myanmar. The country which has no control of the water flow and volume drains to the Bay of Bengal. Rise in sea level is a threat to the existence of many people in Bangladesh. Due to tectonic movements, the ground level has been

slightly falling down, thus an average relative rise in sea level is approximately 1/4 inch per year. This will equal a rise by 3 to 6 inches within the next 20 years. If the sea levels rise by one metre or 3.28 feet, and with limited dyke enforcement measures taken, 8,700 to 18,600 square miles will be permanently flooded, which means more than one fifth of Bangladesh will be underwater.







Due to the high population density, the number of people affected, will be extraordinarily high – 10 to 15 million people will lose their homes (4). The Nation's capital, Dhaka being at the center of its landmass and less prone to natural calamities, already has a population of 20 million. And with each passing year, this has been radically

increasing, and the very reason behind this is climate change. Each year, more people are affected by the rising sea level and other climate change impacts. Losing homes and livelihood, these climate refugees relocate to Dhaka and other metropolitan cities in search of a new life.





WHY IN THE USA

USA is a vast country dominating the North American Continent almost all by itself in size. With a staggering 2.9 million square miles of landmass, the United States is the world's third largest nation by total land and water area, ranking behind Russia and Canada. USA has the highest consumption of plastic based products and the largest consumer market for bottled water in the world. There are about 1500 plastic bottles being consumed in every second in the US (1). Out of 50 billion bottles being bought each year, 80% end up in a landfill even though recycling programs exist. And if we look at carbon emission index, USA emits approximately 5.5 million metric tons of CO₂ which is about 18.3% of

the world's total emission (3). Production of plastic is very energy demanding and uses a lot of fossil fuel. This releases a huge amount of carbon dioxide to the atmosphere which plays a major role in climate change. The more carbon emission occurs, the more likely we are to experience the effects of climate change such as sea level rise. And countries that are the most vulnerable to climate change, like the one Muntasir and Mohammad came from, Bangladesh is on the verge of losing its landmass from the rising sea level.





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Trashmaniacs! Plotting Against Waste (with Time Series, Pareto, and Pie Charts)

Patrick Runkel,
MiniTab.com

Muntasir Mamun and Mohammad Ujjal are riding across the U.S. on a bicycle built for two. As they pedal in sync from Seattle to New York, they're not only gazing at our purple mountains' majesty and amber waves of grain. They're also keeping their eyes peeled for plastic soda bottles, glass beer bottles, and styrofoam cups!

These self-dubbed “trashmaniacs” are collecting and recording every piece of trash they find on their 5000-mile trip. Their mission? To make us more aware of how the waste that we generate here can have a profound impact in places very far away. I love what these guys are doing—and the offbeat, creative way they're doing it. So I've been thinking of how to use Minitab to help them spread their message.

Using a Pareto Chart to Track Litter

Muntasir and Mohammed are from Bangladesh, which has a dense population living in the delta region near the seacoast. At those low elevations, even a slight rise in sea levels due to climate change would be devastating for millions of its people.

So their message is simple: let's be more efficient and not waste what we produce. By reusing materials and consuming more thoughtfully, we can reduce the energy and environmental costs associated with overproducing products that are too quickly discarded as waste.

“In Bangladesh no plastic bag or bottle is ever wasted. But a

few wasted plastic bottles thousands of miles away is still bad news to a place that is among the most vulnerable in the world," they write. After more

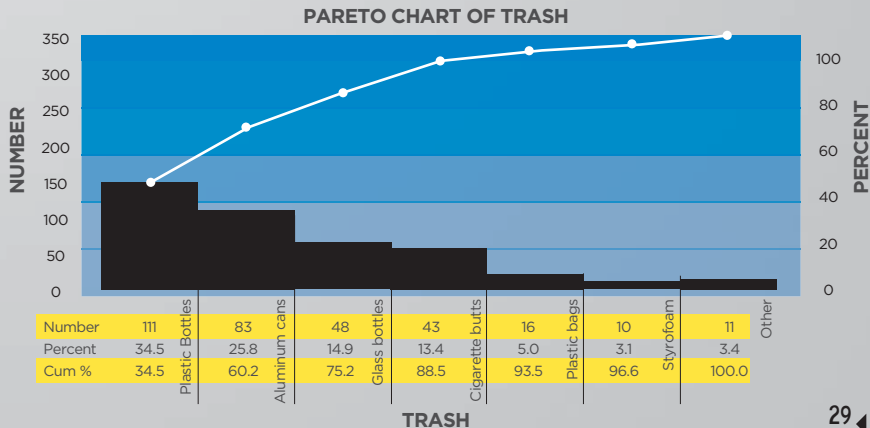
than a month on the road, Muntasir and Muhammed just crossed the Iowa-Illinois border. This Minitab Pareto chart (Stat > Quality Tools > Pareto Chart) shows the most common types of trash they've collected:

So far, the "vital few" roadside defects are mainly discarded beverage containers - plastic bottles, aluminum cans, and glass bottles.

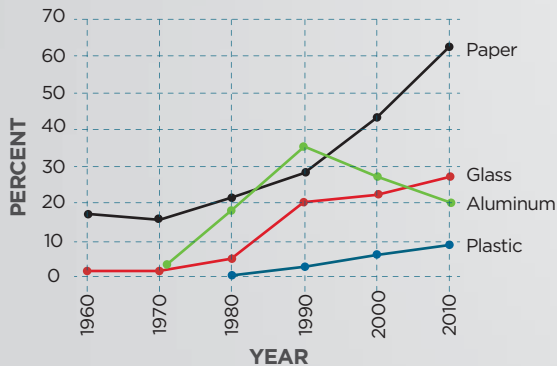
Using Time Series Plots to Track Waste Disposal

Are we making any progress in recycling and waste disposal over the last 50 years?

To find out, I obtained historical data on municipal waste from the U.S. Environmental Protection Agency and used it to create time series plots in Minitab with multiple variables (Graph > Time Series Plot > Multiple).



U.S. Recycling Rates



The plot shows that we've made great progress in recycling paper. Unfortunately, after a promising start, our rate of recycling aluminum has dropped over the last two decades.

Recycling rates for plastic and glass show an upward trend—and that's good news. But we still recycle only about 25% of the glass and 8% of the plastic that we generate.

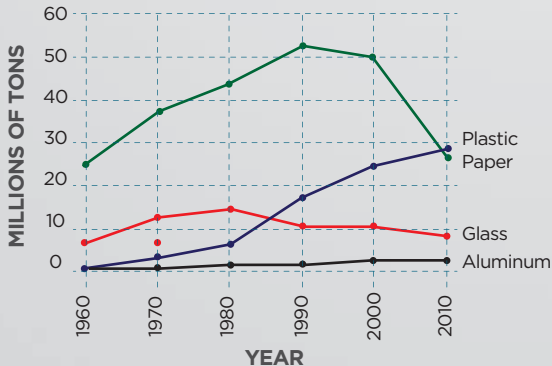
Are our rates of recycling increasing fast enough? The plot below shows the millions of tons of municipal waste that are still left over after recycling.

On the positive side, the amount of discarded paper in the U.S. has dropped dramatically—almost 30 million tons in the last decade alone. So we really can change our ways! Hopefully, this trend is quadratic (an inverted U) and will drop even more by 2020.

On the negative side, the plot corroborates what the trashmaniacs are finding on the road: Too much plastic waste.

Unless we change our behavior, discarded plastics could continue to follow the steadily increasing linear trend shown on the plot and reach over 30 million tons annually by 2020.

U.S. Municipal Waste (Amount not Recycled)



A Pie Chart of Discarded Plastics

Now that Minitab has helped to identify plastic as a major contributor to unrecycled waste, let's use it to see what types of plastic make up the 28 millions tons we discarded in 2010.

(Choose Graph > Pie Chart. Click Labels and adjust options to display the labels on the outside of the pie.)

The chart shows that plastic bags, sacks, wraps, and other plastic packaging make up more than 60% of our plastic waste.

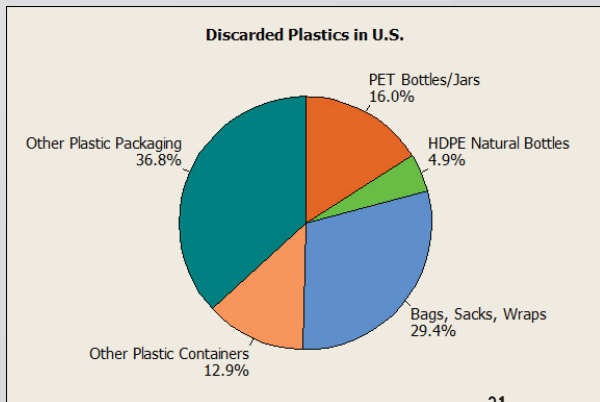
About 16% (2 million tons) of the plastic that we discard annually contains polyethylene terephthalate (PET), a thermo-plastic polymer used in soft drink bottles and plastic jars. (I'll let you Google that and draw your own conclusions.)

**Simple Visuals =
Powerful Messages =
Real Change**

Sometimes, you don't need a lot of complex calculations to get a point across. These simple Minitab graphs—and the honest, direct message of the trashmaniacs—have convinced me that I need to make more of an effort. So here's a couple of things I'm going to start doing from now on.

Avoid using plastic grocery bags.

A couple years ago, Minitab gave each employee an eco-friendly reusable grocery bag. It's still in my car—but I haven't used it once, sad to say. No excuses anymore!



Choose products with minimal packaging.

I'm going to make a conscious and deliberate effort to purchase items at the store that are not mummy-wrapped in wasteful packaging.

Skeptics might say that my small changes won't make much of a dent in the millions of tons of plastic that we discard each year. But as Muntasir and Mohammad show us, as individuals we really can make a difference.

We just all need to get on a bike together—**one built for about 9 billion people.**

Followup: Hop on the Bike!

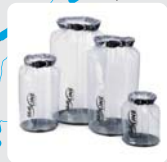
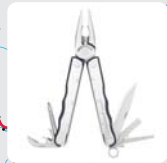
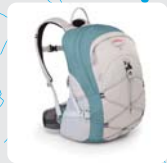
Are you looking for ways to reduce waste? At home or in your company? Find out how Building Innovations, a division of Dupont that helps builders create more efficient and sustainable structures, recently used Minitab to track their progress in eliminating all landfill waste from its 15 facilities worldwide, slashing landfill waste from 81 million pounds to 0 pounds in 3 years.

Reality
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Cycling South Pole



Cycle South will be a world-first bicycle journey across the Antarctic continent to the South Pole. Covering nearly 750 miles, the route will traverse from Hercules Inlet to the Geographic South Pole, and if conditions permit, 750 miles back to the coast again. In the past explorers have famously quipped, 'because it's there.' However, the goal of the Cycle South expedition is to combine adventure and advocacy to demonstrate the many ways in which people can use a bicycle to protect our environment as well as improve the quality of our lives.

Using skis and sled dogs, Roald Amundsen was the first to traverse the snow and ice of Antarctica to successfully reach the South Pole. Since that time however, only a handful of expeditions have reached the Pole. In the race to the South Pole, expeditions have employed tractors, snowmobiles, trucks and more, but never has a traverse been completed on a bicycle.

In my opinion, modern expeditions are less about geographic firsts and more about story telling. The Cycle South expedition will use the bicycle expedition to the Geographic South Pole to achieve the following objectives:

- + Complete the first-ever bicycle expedition to the Geographic South Pole (and return should conditions prove favorable)
- + Engage a global audience through daily updates, podcasts, videos, real-time tracking, and more
- + Produce a documentary film and book
- + Raise money for several bicycle-themed advocacy groups (Parkinson's Disease, Climate Change, Bicycle Accessibility and Developing Nation Bicycle Donations)
- + Develop a post expedition multi-media lecture series

Route:

The route will span from the edge of the Antarctic continent at Hercules Inlet to the Geographic South Pole a distance of 600 nautical miles (roughly 750 statute miles). Should conditions be favorable, I will then cycle back the entire distance to Hercules Inlet. In 2009, I completed the same traverse on skis over the course of 51 days and consequently am very familiar with the route.



Equipment:

While bicycles have been around for nearly two centuries, the technology allowing efficient winter travel is relatively new. Therefore, cycling in Antarctica requires a wide variety of custom

modifications to be able to traverse such a varied terrain while carrying several weeks' provisions, gear and supplies. I will pedal the Surly Moonlander which uses nearly five-inch wide low-pressure tires to provide float and traction over the snow and ice. I will be carrying all my gear in



specially designed panniers and food and fuel will be pared down to the bare minimum.

Obstacles:

Surprisingly, the terrain in Antarctica is relatively conducive to snow bike travel as

the snow is dense and compact. That said, storms can deposit large quantities of snow which can create debilitating pockets of soft powder. Crevasses, whiteouts and sastrugi also pose formidable obstacles.





elora**rahman**

88
+KM **Sir**
Edmund
Hillary



Ride



**EVERY BEAUTY WAS
DOUBLED
BECAUSE I WAS NOT
SITTING IN A FANCY
CAR OR A MOTOR BIKE;
RATHER I WAS ON A
VEHICLE THAT IS SO
CLOSE TO THE PEOPLE
OF THIS COUNTRY**

“Have you gone mad?” was the first reaction that my father gave me after hearing that I was gonna go for an 88+km ride from Rangpur to Dinajpur. A ride to honor the great man Sir Edmund Hillary. A ride that was first initiated in Bangladesh by Kewkradong Bangladesh after the death of Sir Edmund Hillary on January 11, 2008. To honor his 88+ years of huge contribution on the earth, Kewkradong Bangladesh started 88+km rides in different parts of Bangladesh on the month of January every year. So, it was the sixth ‘Hillary Ride’ (that’s what we call it) and I was able to convince my father by mentioning the support car. January 24, 2013. I was so excited for a ride in Northern Bangladesh and that also in winter that I forgot to give importance to the small blisters on my face and all over body. We

started by bus on that night for Rangpur having slight tensions about our heartthrob cycles who were alone without their masters on a truck. However, overshadowing the tensions, winter came with its kisses which were really not that pleasant. But we passed the night anyway and reached Rangpur on 25th morning where we got our cycles back and also a jersey for the ride. Hungry, yet excited, I started my first Hillary Ride on my favorite place in my favorite weather with the favorite vehicle. We were 25 by number including a 12 year old. They say, morning shows the day. The misty morning said right away that it’s gonna be a great trip. We rode for some time and then realized that we made a mistake on the route. So, we turned back and found the right path. There was only one thing in my head by that time, “FOOD”. We







After some time, we had our breakfast. Pitha, sugar biscuit and last but not the least 'bichikola' was in the menu. We started again with the narrow beautiful roads through the villages. The fog above the empty fields, the dry leaves on the trees, the white sun peaking through the fog, the country women with drinking pots going for water, every beauty was doubled because I was not sitting in a fancy car or a motor bike; rather I was on a vehicle that is so close to the people of this country, that has been in this place for decades. And I was a proud female to be able to ride it. We, women are neglected in endless matters in this male dominating society. People put so much emphasis on what others say. From parents to boyfriends or husbands in both rural and urban area, very few people support women sports. I felt immense pleasure to see Mouri apu riding alone. I salute her husband for letting her lead life the way she wants. And I feel proud to be the daughter of my parents. But very few women are as lucky as me or Mouri apu. People say that some things are not for women, because of their physiological structure. Yes, women are weak, but women can also withstand the most powerful pain on earth. Women have bathroom problems, but every person in a house or a shop helps with that. Women have security problems, but

there are always some men who want to protect women from such harassment. Nature balances everything. So, the only thing that may hold somebody back from anything is fear. For women, it's far more difficult to overcome the fear. So, salute to the brave women all over the world who chase their dreams.

With time and rising power of the sun, we were getting tired. We stopped more for taking fluids and rest. So, time was running away. And we had to complete 100+km to reach Dinajpur Kantajew Temple where we were supposed to stay that night. By noon, some people got on the support truck. I was feeling jealous of them because I was on a tandem that is ridden by two people, so I was not allowed to be tired and get on the truck. Anyway, we rode and rode, the roads were surrounded by millions of mustard flowers. And in the afternoon, we reached nearby Kantajew Temple. Maybe this was the best part. The combination of setting sun rays, yellow fields, trees on both sides of the road, blue sky, cold weather and 2 wheels, this is maybe the best combination ever. As time and tide wait for none, that beautiful time also passed very soon, and in the evening, we reached Kantajew Temple. Riding in the dark through the village was even more exciting.





I was eagerly waiting to see a ghost, but sadly, that didn't happen. After reaching a rest house, we took rest, had our meals, and though we had intentions of gossiping, that surely didn't happen for me. Because more surprises were waiting for me.

The next morning I woke up, I knew there was something seriously wrong with me and I knew that I was not that weak to fall sick from such a smooth ride. I went in front of the mirror, and couldn't

think of anything for some time. Yes, I had chicken pox and it was for the first time. After being down for a while, with poxy face, I went to see the beautiful kantajew temple, took photographs there. Some blankets were brought from Dhaka to give to the poor people, so those blankets were dropped at kantajew temple. Then our cycles were packed again on the truck and we started on a microbus to view the endpoint of Bangladesh, Banglabandha 0 point in Panchagarh. We reached there in the



afternoon and enjoyed being there. From banglabandha we went to some other places in Panchagarh and came down to the bus stand at night.

I returned to Dhaka with at least 12 pox marks on my face. Some of these may become permanent. But these marks will be the reminder of my first ride on northern Bangladesh with some great people (who didn't throw me out of the bus after knowing that I am carrying pox

virus). This ride was to pay tribute to Sir Edmund Hillary, who proved nothing is impossible when you have courage to start something and willpower to take it to the end. Even if in a very small scale, I think I could pay that tribute by putting my effort for completing 103km on two wheels with chicken pox growing on every inch of my body. I feel proud, I feel grateful, and I feel good.



DREAM TOURING BIKES



This is one of the most talked about question- which touring bike to buy! But answer is very simple,- bike isn't so important. After all, the history of bicycle touring is filled with cyclists who covered vast distances on bikes that seem, on the surface at least, totally unsuitable for the job.

Thomas Steves circled the world on a penny farthing in the 1880s. Heinz Stücker has covered over half a million kilometers a bike with only 3 speeds. Even the sluggish rickshaw has been used to span continents. Than where is the point? A nice bike is just that: nice but not essential. Determination and a positive attitude are the most vital factors for a successful trip by bicycle, not the price of your bike, there's no point in spending so much money that you don't have any funds left to actually travel!

Most importantly, don't be fooled into thinking that buying an expensive bike will save you from mechanical worries or that will make you less pedal. It won't. You'll have to deal with regular mainte-

nance and unexpected occurrences no matter which bike you're riding and, depending where you're cycling, you might have an easier time getting a basic bike repaired, versus a very fancy one with specialist parts. Even in lower price brackets, you should be able to find a bike with some ideal features for touring. These include plenty of mounting points for luggage racks and water bottles, and a design that favors a comfortable riding position over long distances, rather than speed.

5 Basic Factors before you start thinking of specific brands and models, consider these basic variables. They will help narrow down your choice. Budget a reasonably solid second-hand bike.

TRIP DURATION

For shorter tours, where you're travelling lightly and relatively close to home, just about any bike will do. We personally covered 5,000km on bikes that might cost very little. They weren't always a smooth ride but they took us on some fantastic adventures, without breaking the bank. The more remote and lengthy your trip, the greater the case for investing a bit

more in your bicycle. Put a special focus on quality wheels, a decent gear set, racks that can handle a heavy load and - of course - a comfortable saddle.

TERRAIN

This very important because it will defined the necessity of what type of bikes you would need. A mountain bike with suspension might be the best choice for rugged terrain or mostly unpaved road. You'll appreciate the extra cushioning on bumpy, dirt roads. On the other hand, if your trip involves mostly paved roads and decent weather then a touring bike with skinny tires will probably do the job just fine. But here, you need to be sure you have spare parts especially tubes and tires. And some spare spokes. Rims are often not the main problem on sudden accident but the tire. You might even get away with taking a racing bike, as long as you plan to stay in hotels and travel with a minimal amount of luggage.

Trains and Buses taking your bike on other forms of transport can be one of the more stressful parts of touring. This

is doubly true if you choose an unusually long or wide bike, such as a tandem. It makes sense, then, to choose a relatively standard bike if public transport is a big part of your trip plan. You might even go for a folding bike like but not the most common touring choice, but certainly possible.

If you do go for an unconventional bike, you may still be able to get it on that plane/bus (or even ship it ahead by courier) but be prepared for a bit of extra hassle. Comfort The best bike is ultimately the one that feels best to you. Bike touring is not supposed to hurt. Before you settle on any bike, go for at least a short ride. If you return with aching knees, a sore neck or strained ankles, chances are you haven't found your dream bike or it needs some adjustments.

TYPES OF BIKES

Now that you have a basic idea of what kind of bike might be best, it's time to learn about the most popular types of bikes for touring. As you shop around, remember that touring bikes aren't

commonly stocked by many bike shops and certainly not in department stores. Track down a specialist dealer who can give you good advice, and who will have a few models for you to try out. Mid-Range Touring Bikes Trek's classic 520 model, Surly's Long Haul Trucker and the TX 400 from VSF Fahrradmanufaktur are just a few of the touring bikes currently on the market that strike a good balance between quality and price.

BIKES IN THIS CATEGORY SHOULD HAVE :

A Long Wheelbase - This style of frame ensures that your wheels have plenty of room to clear the panniers as you pedal.
Attachment Points - Room for 3 bottles plus mudguards and racks is ideal. Decent Components - The popular and robust Shimano LX and XT groupsets are often used. Don't expect much of a choice, however, when it comes to custom options like colours and wheel size. Other places where manufacturers often cut corners include: Racks - Mid-range tourers are often fitted with racks that are fine for moderate loads but not heavy



THE ROHLOFF HUB : A HIGH-TECH PIECE OF TOURING GEAR WITH MANY BENEFITS.

touring. Often, only a back rack is included and don't have racks at all. You have to buy them as an extra accessory.
Gearing - The gearing can be a bit to the high side, without a true 'granny gear' for serious hills.

Wheel Clearance - *Check to see if there is enough space between the frame and the mudguards to fit the widest tires. If not, dirt road touring could be challenging.*

Wheels - *The wheels will probably be machine built and not quite as strong as those built by hand.*

Tires - *May be a bit thin for dirt road touring.*

Saddles - They're often not the most comfortable models. On the whole, none of these things matter much if your goal is to take shorter tours, mostly on paved roads. If you're planning a more adventurous trip, factor in the cost of upgraded racks, wheels and a better saddle. With a few changes, you can turn a mid-range touring bike into a decent bicycle for longer expeditions and still come in well below the cost of a high-end expedition

touring bicycle. If you decide to make upgrades, try bargaining with your local bike shop. They might give you a discount on things like better quality tires and racks if you're buying a bike at the same time.

Planning ahead also helps make your money go further. If you can buy your bike in the autumn or winter, just as next year's models are coming out. You might get a great deal on last year's version.

TOURING BIKE ANATOMY*



This bike is a Santos Travelmaster
www.santoshikes.com



Surly Long Haul Trucker

- Steel frame with 26" or 28" wheels. From 2012, with disc or rim brakes. Great value at \$1,100 U.S. www.surlybikes.com



Trek 520 - Steel frame with 700c wheels. Shimano Deore components, Bontrager back rack and classic drop handlebars. Cost: \$1,400 U.S. for the 2012 model. www.trekbikes.com



Santos Travelmaster

- Dutch built. Loads of options. Steel or aluminium frame, 26" or 700c wheels. Belt drive, Rohloff hub or derailleur. 24 colours. Cost: From \$1,700 U.S. www.santosbikes.com





Expedition Bikes

The expedition touring bike is the big, sturdy brute of the bicycle world. These top quality machines are ready to take whatever you can throw at them. Some are made by craftsmen, turning out a dozen or so bikes a year from their garage. Others come with a brand name like Thorn or Koga. Regardless of their pedigree, these are bikes you should be able to ride around the world, over mountains, through rivers and down rocky tracks with every confidence that they can handle the terrain and the week's worth of food you've loaded on the back

luggage rack. Frames are often made to measure and the wheels will almost certainly be the 26" standard that is most easily replaced anywhere in the world. Across the bike, the focus should be on high quality components and there should also be an element of beauty. Custom paint jobs and beautiful welding work are to be expected on this level of bicycle. Rohloff Hubs Expedition bikes are also where you're most likely to see the latest technology, including the Rohloff Hub – a nearly maintenance-free and sealed gearing system. Because everything is enclosed, the Rohloff is great for trips down dirty, dusty roads. It



also lets you shift without pedaling (if you want to change gears at a stoplight, for example), and a wheel built with a Rohloff is very strong, because the wheels don't have to be 'dished' or arced as they do on bicycles with derailleurs. On the downside, the Rohloff costs an extra \$1,000 U.S. and in the unlikely event that something does go wrong, you'll probably have to send the hub back to the factory to be fixed. The customer service is, by all accounts, wonderful but how will you feel if you have to stop a tour and wait for your wheel to make the journey to the factory in Germany and back? Our personal preference is to deal

with the quirks of a derailleur, which we can fix and which every bike mechanic the world over understands but plenty of cyclists are completely in love with their Rohloff hubs. It's not really a case of derailleurs versus Rohloff but being aware of the pros and cons to both, before you make a decision. Think Ahead One final thought on expedition bikes in general: plan ahead if you decide to buy one. They are often made to order, and it can take weeks or even a few months before your bike is ready. Starting to look six months or even a year ahead of your departure day is not too soon.

six months or even a year ahead of your departure day is not too soon. Recumbent Bikes & Trikes Sit back, put your feet up and watch the scenery glide by. With a recumbent bicycle or trike, you'll be doing just that. These reclining bikes are renowned for being a luxurious way to tour. The generous seat and laid back position takes the pressure off your upper body, eliminating aching backs, sore necks and numb hands at the end of a long day on the road. Recumbent bikes have other benefits too. They're aerodynamic and their unique style means less worry about your bike being stolen. Most thieves wouldn't have a clue how to ride one away! A trike can be great for people with stability problems, and doubles as a seat when you stop for lunch or to camp. What's the catch? Like expedition bikes, these specialist bicycles aren't cheap. Expect to pay more for a recumbent than you would for an upright bike of similar quality. Their unusual shape and relatively heavy weight also

makes them harder to pack for bus, train and plane travel. Big hills can be harder to climb than on an upright bike because you can't get out of the saddle to really pump the pedals. For two-wheeled recumbents, you will have to learn how to ride them. It's different than an upright bike but 10-15 minutes of practice is usually enough to learn this new way of balancing. Other concerns include the potential challenge of sourcing non-standard replacement parts on the road and the fact that recumbents are still rare enough to make you a tourist attraction. Only you know whether you will revel in the attention and use it to make new friends, or find being in the spotlight overwhelming. If you're considering a recumbent, find a specialist dealer and try a few out before you buy. Tandem Bikes You know all the words to 'A Bicycle Built For Two' but does that mean you should consider touring on a tandem? For many riders, the answer is yes.





EDC'S 64 GOODACTS

drabiralam



ইস্কাট উচ্চ বিদ্যালয়।

স্থাপিত: ১৯৪৬ ইং।

স্বদেশী



Cyclists have way too much fun. They are not stuck in traffic, they go out of the city every weekend and enjoy the beauties of nature. They are always in good company of other cyclists and enjoy an amazingly friendly environment. In return for all this fun and joy, BDCyclists also try to give something back to the community and this is where 64GoodActs come in.

BDCyclists is a group of 11000 people that started in 2011. We have only one purpose, encourage, inspire and spread cycling across Bangladesh. There are regular rides, racing events, trainings and beginners lessons throughout the week. But there is one project of ours that has stood out from all of these. It is called 64GoodActs and it is our way of using cycling to do something good for someone out there.

64GOODACTS HAS A VERY SIMPLE THOUGHT BEHIND IT. IT IS AN ENJOYABLE CYCLE RIDE WHICH VISITS VARIOUS DISTRICTS OF THE COUNTRY.

Members join in for the fun and festivities and also for one more reason. Whenever we go out to a district, we make sure to leave something good behind. Sometimes we buy a cow for a family that needs it, or give sewing machines to women who can change their life with it. It is not a charitable effort even though there is a charitable angle to it. It is an event that celebrates the joy of cycling and enriches it by coupling it with a good act for others.

We have done 5 GoodActs so far and this was the journey in Act 3 in Teknaf. We had not ridden on the Marine Drive and this was our opportunity to enjoy the scenic route with a large group. In June 2012, the journey began.

Right after the announcement in the group, riders registered and people who wanted to donate, gave their money to the fund. Within a very short time we were ready to go. People donated clothes; children's gift items, chocolate and one of our largest cycling stores donated two bicycles. After a day and night of frantic gift packing, bike packing, suitcase packing and all other packing, we were ready to go.



Our journey was full of laughter and smiles. But that is a story for another day. After a long night, we arrived at Cox's Bazaar, unpacked our bikes and as is usual with us, went for a fun ride.

The morning after, the GoodAct3 ride began. It started off slow, but pretty soon, things started to get a bit tougher than expected. We had riders varying in pace so we had to split the group in two. One group went ahead and the other group waited with the less experienced riders to ensure that they get to Teknaf safely.

But the true experience was the ride itself. Salty wind blasted us from the right and the sound of the sea was a constant companion. On our right the small hills provided constant views of green to give us a completely peaceful mindset. Even when the road conditions were getting bad, the sun was getting scorching, we never felt the brunt. It was so beautiful out there that nothing could spoil our mood that day.

And the stories and the addas on that ride would be things to remember for many years to come. I wish I could write about

how it felt to be there. But I can't, because I am no wordsmith. All I can do is share some images that can give you a hint of things there.

The atmosphere was electric with excitement. The students were absolutely ecstatic. We played quizzes, engaged in conversation and through those we donated some much needed school supplies to all the kids.

The journey back was done by less than 10 riders. Rest of the 70 riders decided to ride back by truck. We had 3 hours of daylight left within which to complete 80km of uphill and downhill in headwind. Not deterred we started off. Back in those days, we weren't good with formation riding. But this time, the team stuck together. As a result we were making good progress and seemed like we would get there before dark. But disaster struck. One rider was completely dazed from the exertion and 30km from Cox's Bazaar he simply got down from his bike, laid down beside the road and stopped responding to words. After a few minutes of water and air he



started feeling better. We were running out of daylight so we called one car to pick him up. One rider stayed back to support him and we started off again. After a small break in Mermaid cafe, darkness struck. In pitch black night, the last part of our ride began. Two lead riders had headlights and since I had none, I stuck to them like glue. We rode like crazy on the marine drive and at 7:30,

the lights of Cox's Bazaar came into view. Finally our ride was over. We shall always remember that GoodAct with fondness. It was a beautiful ride at one of the most beautiful roads in Bangladesh.

We hope we shall go back there again someday. Till then.
Ride safe.

HAPPY CYCLING.

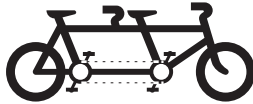
TRASHMANIAC



A FILM ON TWO ADVENTURE CYCLISTS FROM BANGLADESH RODE ACROSS USA, TO RAISE AWARENESS THROUGH THEIR CAMPAIGN AGAINST PLASTIC AND OTHER WASTE.



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Cyril Muller, Vice President for External Affairs at the World Bank, presents Voices4Climate Special Prize to Muntasar Mamun from Bangladesh for his environmental commitment and his video, “Trash Maniac.” The video documents Mamun’s 66-day bicycle journey across the US. Muntasar’s fellow biking partner on the expedition, Mohammed Zaman, is on stage to accept his prize during the Connect4Climate: Right Here, Right Now event at The World Bank on March 1, 2013 in Washington, District of Columbia. See more of the great and informative entries here: www.voices4climate.org

HOW TO ADAPT A MOUNTAIN BIKE AS TOURING BIKE



This is the situation. You have a mountain bike & want to travel for about a week or two on that bike, which means that you are going to ride a lot on paved roads (around 70-80% of the road). So you would like to make the proper adjustments on your mountain bike to improve the speed and make it lighter and once come back you'd like to recover your mountain bike. One additional point that is worth mentioning: to buy another bicycle for that specific purpose is not an option. Said that, the question would be: how can one temporarily convert his/her mountain bike into a touring bike? Mountain bikes have been pressed into service as touring machines for a long time. Old hardtail mountain bikes make great, bristly touring machines, and they're fun to ride.

Tires

The first things you'll want to look at are the tires. Most mountain bikes come with knobby tires for riding on dirt and gravel. A set of slicks or semi-slick tires will decrease rolling resistance. Tires with tread on the sides are also good for this.

Carrying stuff

Racks: A sturdy rear rack and a front rack are the best way to go for long-term use. Be aware that a suspension fork can make fitting a front rack difficult, but there are racks made to accommodate this. Rear racks are only a problem if you have a full-suspension bike. You may be tempted to put only a rear rack on the bike. This will still allow you to carry a good amount of cargo, but the shorter wheelbase of a mountain bike (compared to a proper touring or cyclocross bike) will encourage wheelies while climbing hills with a load, so be careful. If your bike doesn't have the fittings for racks, hose clamps are a handy way to get around that. It may be easier to buy or borrow a trailer for touring. You can get a cargo trailer, or find a kid/pet trailer and convert it. A trailer also means you can skip buying panniers.

Handlebars

You may find the flat bars of a mountain bike onerous while riding for hours and hours. A pair of bar ends will help here. I recommend the large, curved kind that allows you to sit more upright.

Other stuff

For a single trip, this would be overkill, but if you decide to do more touring on this bike, look into getting a decent touring saddle that you can sit on for hours on end, or even a Brooks. Getting fenders for a single trip is, similarly, probably not needed, and many mountain bikes would be tricky to fit them on. But there are partial fenders you can mount on your downtube that might help. (Or you could make one out of cardboard and zip ties, it'd probably last you the weekend and then some.) Double-check your brakes before heading out; enough stopping power to bring you and the bike to a halt might not be enough when you add on the weight of camping gear and clothing and a beat-up guitar for the campfire.

Rang Tiang 8



Peak 9
outdoor & adventure



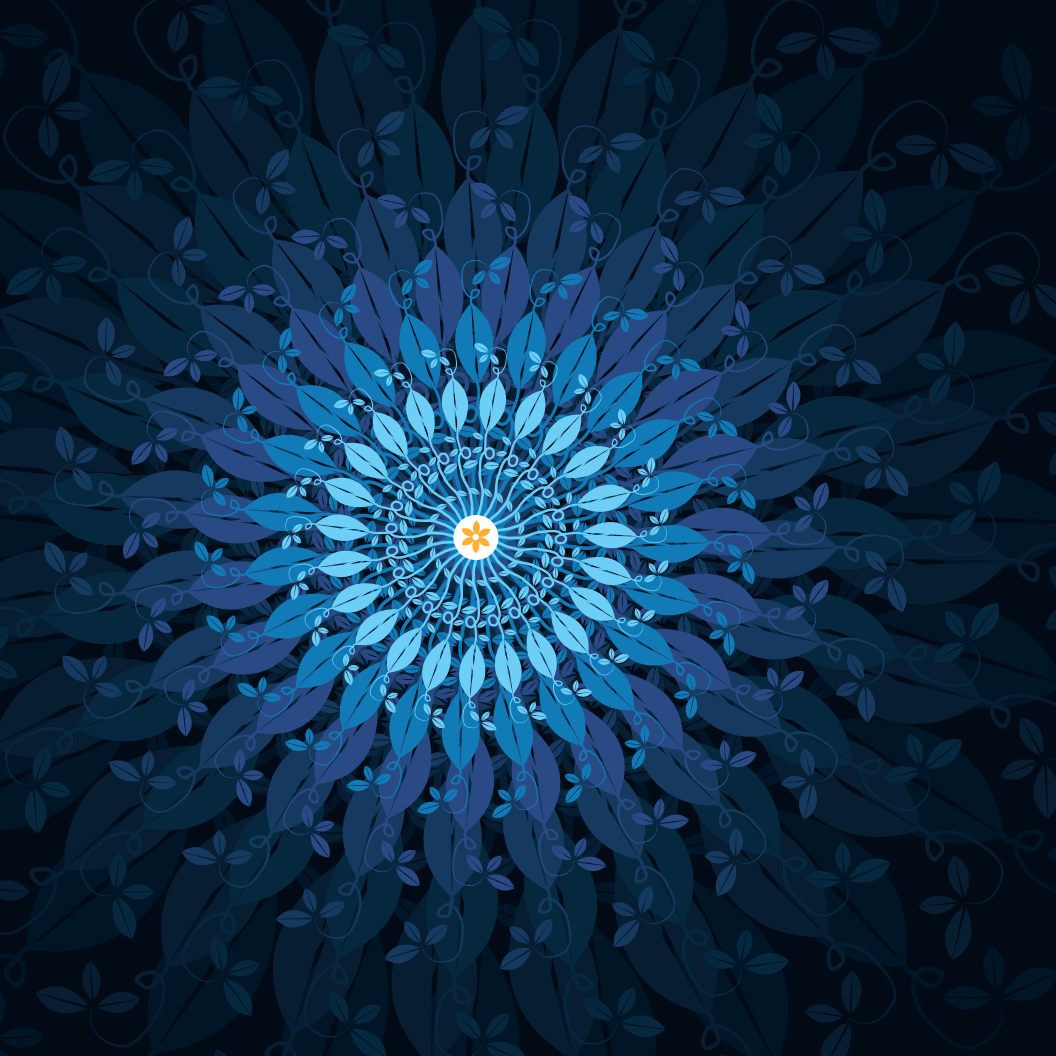
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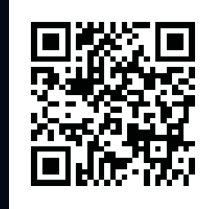
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RIDE SA

shaktiwalcrowdhury

AFFE

There's nothing in life that's risk free. Still we have to live and specially, RIDE. So it's not about being afraid, sitting idle or doing nothing. Rather, it's about the management of risk and minimizing the possibility of accident. As a cycle commuter, managing risk means being assertive and behaving like traffic so that others treat you as traffic.

To become a part of the traffic, one needs to learn skills, first. First of all, it is to learn where to ride and where not to. Like when you need to be a part of the traffic you must have to ride with in the

traffic i.e. on a marked lane. And must not in sidewalks, pavements or gutter. Please, get out of the gutter. It may appear defensive to ride in those marginal portions, but it is suicidal indeed. Because it does not leave any room for you to slide through to avoid surprise push from cars.

While good cycling technique is a vital part of staying safe on the roads, isn't the only answer. There may be few other helpful measures to improve cyclist safety. Proper cycle training like "Bike ability" is one of those. It needs secure cycle parking in every place.

1. Signal like you mean it. Don't behave lame.
2. Overtaking through the right is best for visibility.
3. Do not creep into the intersection at red lights to get a head start.
4. Carefully cross the intersections where slip road joins with your road. At the hatch markings before the slip road joins the main road, stop if necessary. Then, follow the slip road onto the main road. Or if you are at any exit slip road, carefully rejoin the main road at the hatch markings.
5. Cycle training drastically alters your riding style on busy roads – for example, taking a primary position and not riding on the inside of lorries. This would help to lower the possibilities of cyclists' deaths and injuries.
6. Put a Lid on your helmet and it should be a "must wear" while riding.
7. Get a light. It will help other people to see you in the gloaming.
8. If you're riding at night, you must use a front headlight. Headlamps (mounted on your head or helmet) are the best, because then you can look directly at the driver to make SURE they see your light.
9. Even for daytime riding, a bright white light that has a flashing mode can make you more visible to motorists who might otherwise Right Cross you.
10. Find a Fender to save yourself from mud.
11. Piles of leaves and puddles may appear as tons of fun by day, but they are killers in the dark. Even with a good light, it is not possible to measure the depth of puddles accurately. So, pay an extra dose of attention to these hazards.
12. Exposed aggregates are quite common in urban areas. In addition to being bumpy, this stuff becomes extremely slick after extended wet periods. Approach with caution.
13. Traffic danger increases in winter due to lower visibility in fog and it makes drivers to focus more on road conditions. Riding as a "hood ornament" will increase accident chances.
14. Learn to study the weather condition. Sometimes Mother Nature wins. Nasty conditions can be a fun challenge, but too much of a good thing means you should take the bus. And being safe is the most IMPORTANT thing.

15. In the Old West, no cowboy worth his salt would go inside without making sure his horse was well cared-for. Treat your wheels the same way. Wipe down your bike or the wheels. If you can wipe off the bike chain, do it, and then lubricate after it is dry. Pay special attention to brake pads and cables too.

16. Most importantly, clean your own self. Have a shower if possible. Take a change of clothes. And make sure they are stowed in a waterproof pack, a plastic bag, or rain-proof panniers. Sweat doesn't get smelly until it sits on your body for a while. If you shower before leaving and wipe yourself down when you arrive, you'll be OK. It is as important as hygiene. Remember, human body is like a tree. Sufficient water, air and nurturing are important to keep it healthy.

17. If you can't make eye contact with the driver, wave your arm. It's easier for them to see your arm going left and right than it is for them to see a bicycle coming straight towards them. If it looks like that the driver is about to pull out without seeing you, yell "Hey!" You may feel awkward waving or yelling, but it's better to be embarrassed than to get hit.

18. If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit.

19. You're probably used to riding in the most left lane, closest one to the curb, because you're worried about being hit from behind. But think as driving a car. We look down to the road for traffic, not in the bike lane or the area closest to the curb. To be exact, we look into the middle of the lane, for other cars. The farther right you are, the more likely the driver will see you. There's an added bonus here: if the motorist doesn't see you and starts pulling out, you may be able to go left, or may be able to speed up and get out of the way before impact, or easily roll onto their hood as they slam on their brakes. In short, it gives you some options. Because, if you stay at extreme left and they pull out, your only "option" may be to run right into the driver's side door.

20. You might worry that moving right makes you more vulnerable to cars coming from behind. But the stats say you're far more likely to get hit by a car at an intersection ahead of you that can't

see you, than from a car behind you which can see you clearly. So while both positions have risk, you generally reduce your risk by riding a little farther right. Your actual lane position depends on road conditions. On fast roadways with few cross streets (and thus less chances to get hit at intersections), you'll ride farther to the left. On slow roads with many cross streets, you'll ride farther right. Don't ride on the sidewalk in the first place.

21. Don't ride against traffic. Ride with traffic, in the same direction.

22. Don't stop in the blind spot. Simply stop behind a car, instead of to the right of it. This makes you very visible to traffic on all sides. It's impossible for the car behind you to avoid seeing you when you're right in front of it.

23. When you stop at any place, keep your bike out of the street. Park your bike just on the border line. Use the pavement or sidewalk.

24. Look behind you before turning right or left. Never, ever take turn without looking behind first.

25. Get a mirror and use it. Glance in your mirror before approaching an intersection. If it looks like a car doesn't see you, hop off your bike and onto the sidewalk. This will help you to feel safe and reduce your paranoia at least 60%.

26. Wear something bright, even during the day. Wear a reflective vest or a safety triangle. High quality reflective gear makes you a lot more visible even in the day time, not just at night. I had a friend riding away from me while wearing one during the day, and when he was about a quarter mile away, I couldn't see him or his bike at all, but the vest was clearly visible. At night the difference is even greater. Also, when you hear a motorist approaching, straightening up into a vertical position will make your reflective gear more noticeable.

27. Don't swerve in and out of the parking lane if it contains any parked cars.

28. Choose wide streets. Ride on streets whose outside lane is so wide that it can easily fit a car and a bike side by side. That way a car may zoom by you and avoid hitting you, even if they didn't see you!

29. Choose slow streets. The slower a car is going, the more time the driver has to see you. I navigate the city by going through neighborhoods. Learn how to do this.

30. Use back streets on weekends. The risk of riding on Thursday or Friday night is much greater than riding on other nights because all the fun drivers are out

driving around. If you do ride on a weekend night, make sure to take neighborhood streets rather than arterials.

31. Don't hug the curb. This is counter-intuitive, but gives yourself a little space between yourself and the curb. That gives you some room to move into in case you see a large vehicle in your mirror approaching without moving over far enough to avoid you. Also, when v the curb tightly you're more likely suffer a right cross from motorist can't see you.

32. Re-think music players and m phones. It distracts your concentr and increases the risk. So it's better use these while riding.

Finally, your attitude is the best tool . keep you visible in the streets and safe indeed. Try to stay vigilant, focused and calm in every possible occasion. Accidents may even happen after all these pre-cautions taken. And if anything odd happens, do not over react, handle situation sensibly. May ALLAH bless you.

Peak
Rāmākri TA's



Temp. Range	T.comf. + 10 °C	T.lim. 6°C
Size_Regular	205 x 75 x 48 cm	User Height up to 185 cm
weight	825 g	Fill Weight 270 g

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