

MOMENTUM

THE MAGAZINE FOR
SELF-PROPELLED
PEOPLE

families
that ride
together +

WOOL CLOTHING
NAHBS 2008
MINNEAPOLIS

#32
MAR/APR 08
momentumplanet.com



Jenni Flanigan | 25

Well-traveled writer, professional surfer. Loves clean city streets, inspired individuals, Parisian cabaret and compelling conversation. Volunteer with Pediatric Oncology Support Team nonprofit that provides counseling and social services to young cancer patients and their families.

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PHOTO BY CLANCY DENNENHY



23 hunting for adventure

PHOTO BY JASON ADDY



28 self-propelled outdoor club

MOMENTUM

ON THE COVER:

A model self-propelled family, Gavin Davidson, Liz Freyman, with Daughters Sophie and Caitlin. Photos by David Niddrie www.davidniddrie.com

MOMENTUM MAGAZINE reflects the lives of people who ride bikes and provides urban cyclists with the inspiration, information, and resources to fully enjoy their riding experience and connect with local and global cycling communities.

families that ride 20 together



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BULK SUBSCRIPTIONS

\$150/year (\$25 for 25 copies)
Delivered 6 times/year in North America
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Six issues per year:
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PUBLICATION MAIL AGREEMENT #40565523

EDITORIAL
TERRY LOWE



because it's fun!

WHEN MIDDAY FINALLY arrives, children at the elementary school devour their lunches, grab their coats, and race outside to play on the swings. They don't care if it's raining; they just want to get outside and hurtle through space in the open air for a while.

For us adults, riding a bike is one way to experience what those little children in the schoolyard enjoy so effortlessly. We cyclists know this, and it's the reason we smile at one another when passing each other on the bike routes.

Riding is my passion, and a lot of the riding I do is done for fun. Yes, fun, and nothing but. My neighbours, I'm sure, think I'm crazy when they meet me in the lobby on a black and foul February evening, returning home from my "after dinner" ride, dripping wet and shivering, but with a grin on my face. "I do it because I like it," I tell them. "No, really."

Some people somewhat guiltily think that they "should" ride a bike because: 1) it's green, and they will therefore reduce their carbon footprint; 2) it's good for them, and they will thus increase their overall health and fitness; and 3) by doing so, they will enjoy the substantial financial savings associated with not owning a car.

Those are all true, of course, but to me they're

side effects. The best reason to ride a bike around town is because it's fun. Whenever anyone tells me that they envy or admire me for riding in the city, I reply that I can't quite believe that something that can get me from Point A to Point B quickly and efficiently – and is "Good For Me," as well – can also be so much fun.

There is nothing like riding a bike. It's not all sweat, strain and endurance, as some riders would have you believe.

It's more the happy awareness of a small lightweight machine carrying you easily through the streets, the movement of your body, the air on your face, and the world in all its shapes, colours – and flavours.

I love the smell of imminent spring evening rain, filtered through a million cherry blossoms. The delight of hardcore summer hammering drives me to ride faster. I love the swirls of orange leaves cascading through the streets in October.

And when I'm navigating icy streets on my studded tires in January, the snowflakes bouncing off my nose bring me happiness.

Bikes are nimble, quick, and can go where cars cannot. I love riding around traffic jams, taking shortcuts where cars are not allowed, and using the intimate knowledge of city streets and pathways that decades of city riding have given me.

"It's not all sweat, strain and endurance, as some riders would have you believe."




CORRECTION

We failed to credit photographer David Niddrie for the Jorg & Olif article (on page 24 of our Jan/Feb issue #31), and that's a shame because he's a really sweet guy. Please look at his website www.davidniddrie.com That will help us feel a little bit better.

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Details at mec.ca/photos.



JUST PICKED UP your Jan/Feb **MOMENTUM** at Cars R Coffins (www.carsrcoffins.com) in Minneapolis. First time I've seen it. Very cool!

I've been biking over 50 years. They got me a bike at age 7 and I haven't gotten off yet. Early on I was a city biking commuter and adventurer. Just for fun. In my 20s I met up with some "racers" and became a roadie, but continued also with my city biking ways. Gave up the racing after just a couple of years but the roadie mentality stuck for a good 25 years.

Then my son spent a semester studying in China. He came back telling of the joys of owning/riding one of the Chinese city bikes. It sounded great. I converted my old Peugeot racer into a pseudo "roadster" (top left photo) and loved it. I was hooked. Since then I have added a Trek L200 European citybike (top right photo) to my stable and it's my most-used ride – usually 30 to 40 miles at a crack. And my wife acquired a Pake Urban 6 (bottom left photo) for her two mile commute and general short distance duty.

I read with great interest Wendell Challenger's "City Bike Shakedown" article. I firmly believe that the US needs this type of bike and that we Americans need to be educated in its beauty.

But I do take issue with your statement "the geometry and handling of 'hybrid' and/or 'comfort' bikes have been designed with urban riding in mind." These bikes, at least all I know of, have too-high bottom brackets and do not handle at all in a way befitting city use. They are hard to balance and are "twitchy" in their handling. And

the seat is way up off the ground when set to achieve proper leg extension.

I know this because my Trek is afflicted with this problem. It has only 65mm of BB drop where my old Peugeot has 75mm. I had to order it in without a test ride, I should have known better. I am a good rider and can compensate for this and I do get along fine - but everyone else who has ridden this bike has hated it.



On the other hand, I recently built up a "comfort/hybrid" for my wife using a Salsa Casseroll frame (bottom right photo – sensible equipment added since). The Casseroll has a 76mm BB drop and rides and handles great. She likes it MUCH better than her old frame with 70mm drop. Rides better too. And everyone else who has tried it comes back with a huge grin on their face and wants one. It just feels right. I like it so much that I'm building one for myself (with full commuter

equipment and Nitto Albatross bars) for this year. The Trek will be on Craigslist soon.

If you talk to the Civia folks they will point out that their commuters are aimed at high-end sport riders, and that this group expects a quick-handling bike. But their 70mm racing-standard drop is much better than usual hybrid 65. And fine for racers who want to commute.

The thing is, people need to know how BB height (along with other geometry) affects the riding experience. And that HIGH IS BAD! Your article would have been a great place to introduce the concept. I believe that the wrong choice can mean a bike that is not ridden. Many of my friends now have a bad impression of city bikes – based on riding my Trek. What a shame!

Scariest still: "cross" bikes are popular around here right now. They are appealing, with their cantilever brakes and ample tire/fender clearance. But cross bikes are most often the worst offenders – sometimes with only 60mm BB drop! And the buyers are getting them to use as city bikes, not for

cyclocross. I talked to a shop owner just this week and he says he tries to dissuade these purchases but usually fails.

That aside, the bikes in the Shakedown article all look right. I will definitely point friends to your mag. Keep up the good work.

Mark
Saint Paul, Minnesota

We'll be doing an article on frame geometry in a future issue. – Ed.

THANK YOU FOR producing such an outstanding publication. I just received my third magazine since subscribing and each one is more amazing than the previous. The fact that you cover everything, from culture, to different commuter bikes, to food and books (two of my major loves after my bicycle), and legal issues is just astounding. I always pace myself, reading one article a day to make each issue last longer. This issue, with the story about Jan VanderTuin and the CAT was incredibly inspiring. I'm an active member of my local CSA and reading about the connections between food and bicycling was a welcome treat. Thank you for providing us with such positive inspiration on a regular basis. I wish you all the very best.



Todd Barnell
Flagstaff, Arizona

LOVE YOUR MAGAZINE. I've been reading it since I discovered a copy about 5 years ago. My bike gave me my first real independence. I used my bike to commute to university and to work and for pleasure use on my days off. I now have two girls who will be four and two this spring and who have enjoyed various trips in their Chariot trailer. Both are keen to master two-wheelers and we're looking forward to much happy biking together!

Loyal reader,
Rachel Lautard
Greenwood, BC

MR. FORESTER'S FANS WRITE IN

THANKS FOR PUBLISHING John Forester's letter in *MOMENTUM* #31. I have read his book, and own a copy. It is very difficult to argue with his work and conclusions, and that letter is a welcome pragmatic antidote to the pie-in-the-sky hipsters' dreams that afflict our time. Rather than attempting to reinvent the wheel, you would do humanity a greater service by promoting his findings, conclusions and recommendations.

I remain thankful you have taken up the utility-cycling banner.

Larry Manuel
Kingston, Ontario

I WANTED TO add a few comments to those of Mr Forester (Mr Forester weighs in). I really don't have any strong objections to making separate bikeways if they help get more people out to ride or commute (there is a difference). The problem I've found with separate bike ways such as the Galloping Goose in Victoria or the Panhandle in San Francisco is that these paths soon fill with obstacles: pedestrians with or without dogs, rollerbladers, strollers, joggers. It's wonderful to see everyone out there getting healthy in a non-fossil fuel way. But when you're commuting you want to move; you've got to be somewhere by a certain time. You certainly don't see strollers and dog walkers strolling in the middle of the road. So when I commute and I'm not just riding I go on the road. It's more hazardous but faster. So I agree with Mr Forester that anything that can make riding on the road safer should be done. In that regard I would include keeping the road shoulder clean. Debris is frequently the reason for my veering into traffic.

Thanks. Love your magazine. I'd like add "A Bicyclette" by Le Comte de Fourques as a bike tune.

Cyrus Farivar,
Victoria, BC

THE FUTURE

I'VE JUST NOTED an article in *The Futurist* for May/June 2007 that shows a Big Boda load-carrying bicycle written by Cynthia G. Wagner. The lightweight bike can carry hundreds of pounds of cargo or two additional passengers, and at a lower cost than other forms of human-powered utility vehicles: www.worldbike.org/big-boda

Everett Horlacher

PAGE 34 FROM THE FUTURIST, MAY/JUNE 2007, FREE PDF
AVAILABLE AT: WWW.WFS.ORG/WFSVISIONS.HTM

I HAVE BEEN cycling for over 70 years, the last 40 in the greater Victoria area, with excursions to many US and Canadian cities. I cycled to work and, with a folder, on work trips away from Victoria. When I became familiar with John Forester's wisdom, some 25 years ago, it transformed my riding, making it both safer and more pleasant. My experience reinforces what I learned.

On the other hand, the drive to create bicycle "facilities" in this area has done little to actually improve safe cycling. Bike lanes can be littered with glass, even if frequently swept. Some are downright dangerous, such as a narrow car-side one on a down-hill slope. In addition, they give the impression that it is safe to pass on the right of the rightmost regular lane. Our most recent fatality was a mother of young children, passing on the right, but failing to stop when the car to the left of her did to permit a motorist to turn left into a driveway. She was dragged under the car to her death. She was reported as being "extra cautious," but obviously did not recognize this common hazard.

I wish John Luton would push cyclists' education instead of "facilities." If the bicycle is to serve a useful purpose for transportation and not just be a toy, cyclists will have to assume some responsibility for practicing basic traffic skills. Otherwise, no matter what new "facilities" are built, they aren't going anywhere!

Robert McInnes
Victoria, BC

Congratulations to Richard Tate of Ottawa who won a brand new Gary Fisher Mendota by subscribing to *MOMENTUM* and entering our Jan/Feb subscription contest. Enter to win this issue's contest at www.momentumplanet.com/subscribe



MICHAEL LENTZ'S CITY BIKE.

I GUESS I'M LIVING THE DREAM

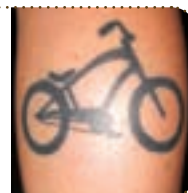
I PICKED UP my first issue of *MOMENTUM* today while visiting Aaron's bicycle shop in Seattle. I was immediately struck by Jan Heine's article about his friend's beloved 1947 Alex Singer classic.

I picked up a late 1970s production Bridgestone made for the Japanese market a few years ago from a private seller for just under \$100. I fell so in love with its ride that I sold my road bike. I admit that I have added a Brooks saddle and sometimes use my Frog pedals, but otherwise I regularly commute in street clothes on this production bike in Seattle. It is not quite as sexy as the Singer but it is relatively fast and nimble. When I go on 15-40 mile errands in Seattle, I find it quite easy to avoid the serious hills. I love my city bike.

Micheal Lentz
Seattle, WA

Josh Schlee's
Electra tattoo.

Vista, California



There are many stories from previous issues on our website. Print copies of back issues are also available. – Ed.

Please send us your feedback. We seek to continually improve our coverage of self-propelled culture, and we need your help. Tell us about your local cycling scene. Send us your photos too. Letters may be edited for length.

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BIKE VALET AND SERVICE FACILITY OPENS ▼

A NEW, ATTENDED bicycle parking and service facility has officially opened in San Francisco. Warm Planet Bikes is a 1,600 square foot facility that provides free, secure bike parking for 130 bicycles, and is located at Caltrain's San Francisco station. The station is the commuter rail line's busiest in terms of the number of passengers. The bike facility provides repair services for a fee and also houses a retail store.

The facility is the result of six years of work by cycling advocates and local transportation agencies to help meet the demand of a growing number of multimodal commuters. Each Caltrain rail car has limited space for bikes, and cyclists sometimes have to wait for a train with room or leave their bikes behind. Caltrain statistics show that there were over 2,300 "bike boardings" (instances of a bicycle being taken aboard a train) on an average weekday in 2007. But the company has said that adding space on trains for bikes is not an option.

Kash is the person overseeing the operation of Warm Planet Bikes; he operated bicycle parking at public events for the San Francisco Bicycle Coalition for several years. He was asked why it took six years

to complete the project. According to Kash, one reason is that big bureaucracies were involved, and changing their direction is a lengthy process. Another reason is that there was no existing model to follow and it took a lot of work to create a plan and assemble funding. Kash noted, "It's difficult to get anything done for bikes. At the federal level, bicycles are not considered transportation. At the state level, they are sort of considered transportation. At the



EVENT COORDINATOR ELIOTE DURHAM, WARM PLANET BIKES OPERATOR KASH, AND SAN FRANCISCO BICYCLE COALITION EXECUTIVE DIRECTOR LEAH SHAHUM AT WARM PLANET BIKES OFFICIAL OPENING. PHOTO BY J. HUECKSTAEDT/ JENNABETH PHOTOGRAPHY

local level, well, we're working on that."

Transportation agencies funded construction of the building and provided seed money for the start-up and initial operation of the bike parking, but not for the retail operations. After the first three years, the entire facility must be entirely self-supporting. Kash points out that this is a

departure from the existing model of continuing operating subsidies, which have been the sticking point for installing this type of bike facility in the past. "It is this self-reliance which is the really innovative part of the operating model and the one we hope to export to other transit agencies."

Asked about the success of Warm Planet Bikes since its opening, Kash said, "We had a soft opening a couple months before the grand opening. Without any advertising whatsoever, just people walking by, we got up to 70 bikes per day. That's mainly because Caltrain is such a perfect match for cyclists that the demand is really high and people get bumped from the trains."

Kash points out that if the same per-passenger subsidy were allocated for cyclists as users of other modes of transportation, then there would be vastly more facilities for cyclists, which in turn would encourage more people to ride. He refers to the cost of providing parking lots at stations for the cars of people who drive there, and to the buses that feed the stations. Kash says that, for example, if 25 people chose to bike instead of taking a feeder bus, the amount of money saved by operating one less bus would be considerable.

"We are saving San Francisco money, but it doesn't come into their calculations. I'm talking about any transit agency. It's the same thing with transit agencies all over the country. Bicycle improvements aren't counted towards the total transit policy."

"If we [cyclists] got our fair share we could have staffed bike parking facilities at every major transit hub in the US."

BIKE SHARING ▼ GROWING PAINS

BY PAUL HALYCHUK AND GWENDAL CASTELLAN

PARIS' PLANS TO grow the highly successful Vélib' bike sharing service into surrounding urban areas has been put on hold by the courts. The service, which has plans to double in size this year to 20,600 bikes, is operated by the advertising company JCDecaux. JCDecaux's competitor, Clear Channel France, has sued JCDecaux and the city of Paris, claiming that the surrounding areas are new markets that were not covered in the original bidding process, and thus a new bidding process must be held. The courts have agreed, and have cancelled the Paris city council's decision to extend the bike-sharing service. The city council is appealing the court's decision.

The expansion of the Paris bike-sharing service is part of Mayor Bernard Delanoë's ambitious plans to change the face of transportation in the region. 2008 is an election year and, if he is re-elected, Delanoë has promised to add 200 kilometres of new bike paths, to double the number of bike parking spots to 46,000, and to create a car sharing network of 2,000 electric cars. He also promises a plan to improve the safety of pedestrians and the quality of their experience by widening sidewalks, designating new pedestrian streets, and improving separation from bikes.

Bike sharing programs with thousands of bikes are a new and quickly-evolving phenomenon, and the Paris legal case is an example of the growing pains that cities are experiencing as they develop their models. With successful programs such as Vélib' in

Paris and Bicing in Barcelona worth millions of dollars each year, and with many North American cities investigating launching similar services, competitors to the giant advertising companies, such as Cemusa and Intrago, are rolling out their own technologies. This introduces the problem of whether adjacent

municipalities will end up with different service providers, making bike sharing less attractive to riders who might want to commute across municipal boundaries.

Another problem has been learning how to distribute the bikes so that there are bikes available

when they are needed and spaces available when they are dropped off. Fleets of trucks are used to move the bikes as required, and it has become a science to predict where the bikes will go, influenced by the weather, time of day, holidays, and geography.



PHOTO BY DOUG CRAIG



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PHOTO: WIKIPEDIA

WE ARE DEEPLY saddened to note the passing of Sheldon Brown. Sheldon was an American iconoclast; a builder, inventor, and innovator; a prolific writer, devoted family man, and possessor of an encyclopedic knowledge of all aspects of the bicycle.

His website is a treasure trove of cycling technology and history. Started in 1997, it became so extensive that anyone with a cycling question checked there first. In cycling forums, newbie questions were usually directed there with the acronym AASHTA ("As always, Sheldon has the answer").

Sheldon was diagnosed with MS in 2006, affecting his balance. So, he was unable to ride his collection of bikes. He enjoyed riding a recumbent trike for a while, but soon was unable to ride even that, and zipped around on an electric scooter. He still personally answered hundreds of emails every day, happily sharing his expertise. On Feb 3, 2008, at the age of 63, he had a massive heart attack.

Sheldon's presence was so life-affirming and his *joie de vivre* so expansive that it is hard to think of him in the past tense. Our world will never seem quite the same.

www.sheldonbrown.com

BTAC INAUGURAL GRANTS TO PROMOTE CYCLING

The Bicycle Trade Association of Canada (BTAC) has announced the six recipients of \$25,000 in grants. Awarded twice a year and available to cycling-focused community groups, BTAC's Grant Program supports projects that put more people on bikes.

This spring the funding goes to organizations working in education, advocacy and facility enhancement. An important selection criterion is whether the project will make measurable improvements to the overall cycling landscape in Canada.

- Vancouver's PEDAL After School Bikes program receives \$5000
- Edmonton's Bike Rodeo Resource Kit Program receives \$2,500
- Velo Quebec's Towards Pedestrian Friendly Communities receives \$5,000

- Toronto Coalition for Active Transportation's Cycling Policy Conference, scheduled for spring 2008, will receive \$5,000
- Toronto Cyclist Union (TCU) will receive \$2,500
- Moncton's Centennial Bike Zone will receive \$5,000

BTAC is a not-for-profit trade association whose members come from the retail and supplier sectors of Canada's bicycle industry.

To learn more about the BTAC grant program or to reach the representatives of the organizations receiving BTAC grants, please contact:

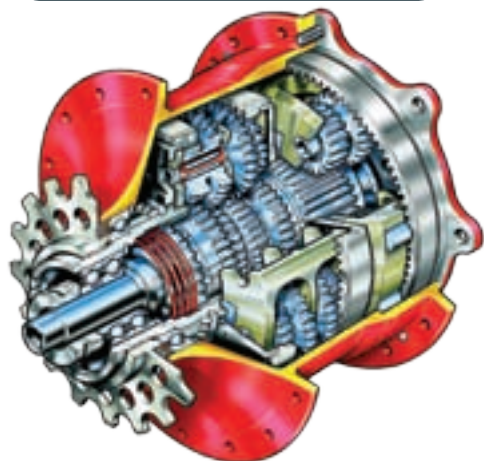
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Image from hubstripping.wordpress.com

STYLE AND VERSATILITY ► KOGA-MIYATA CHELA

MOST CYCLISTS WOULD NOT use “stylish” to describe a bike trailer, but the Koga-Miyata CHELA deserves that compliment and more. Reminds me a bit of the old Volkswagen Westphalia campers that transformed from vehicle to (tiny) motel room.

The CHELA is the Swiss Army knife of bike trailers, incorporating several fitted storage bags, a solar panel to charge your portable electronics, a comfortable chair, a table, and a telescoping light or camera mount. A suspended wheel cushions the ride. Similar to BOB trailers, the hitch assembly attaches to your bike's rear axle. To complete the package, when you are finished biking, the CHELA morphs into a wheeled luggage carrier that you can just roll on to a train, bus, or whatever.

The CHELA costs about \$1100 Canadian.

More information, including a video of its various modes and features at: www.koga.com/uk



◄ IS THIS A CANADIAN RIG?

Yes, it belongs to Canadian Richard Guy Briggs from Ottawa but it is actually a GreenSpeed trike from Australia.

PEDAL POWERED TO THE END ▼



PHOTO BY RICHARD GUY BRIGGS



PHOTO BY MATTIJS HENNEKAM

minneapolis

a BIKER'S HAVEN ON THE PRAIRIE



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FORUMS/WEBSITES

www.ci.minneapolis.mn.us/bicycles/where-to-ride.asp
The City of Lakes cyclist resources page including downloadable maps.

www.mpls.bikelove.com (*Mineapolisbikelove*)
All-encompassing site including events, bike porn, rides, events, road rash photos and forums.

www.calhouncycle.com – *For recumbents.*

www.ibikempls.com
Mark Emery's Minneapolis bike blog

istanbultea.typepad.com
Large Fella on a Bike, Scott Cutshall's blog

RIDES & EVENTS

All cycling styles and interests are covered in Minneapolis, and with gusto!

THE SOUND UNSEEN Freeride happens in the end of August with stops at bike shops and music from local bands and DJs. 2007s ride drew about 300 riders. www.soundunseen.com

THE BICYCLE FILM FESTIVAL also comes to Minneapolis. bicyclefilmfestival.com

MINNEAPOLIS BIKE TOUR

A bike tour of Minneapolis attended by about 4,500 riders. Held in mid-September by the Foundation for Minneapolis Parks. The route (of either 15 or 41 miles) is closed to car traffic. www.minneapolisbiketour.com

HIAWATHA CYCLERY SATURDAY MORNING RIDE which meets every Saturday at 7:45 am at the shop. www.hiawathacyclery.com

WEDNESDAY NIGHT RIDE

Typically meets at the picnic tables above (to the north) of the Lake Harriet Bandshell at 9pm every Wednesday all year around.

SATURDAY NIGHT RIDE meets at the Dinkytown McDonalds parking lot every Saturday at 10pm.

Carl Atkinson

I am a shiatsu therapist and I work part time at CRC Cafe. I co-produce the *Bicycle Film Festival* in Minneapolis and the upcoming *Sound Unseen Film Festival*. I met my boyfriend at One On One and he likes it when I ride fast. Bikes are my main transportation, unless I feel like walking. I started riding in Minneapolis in 2002. I bought a Cannondale mountain bike and had drop bars put on it. That wasn't enough, so I bought a British 3-speed. I couldn't stop yet, so the Cannondale was replaced by a Croll lugged steel road racing bike. I needed something to ride around town on so next was a Raleigh road bike to fixed gear conversion. Then came the Bridgestone MB-4 singled, the Bridgestone Keirin track bike, and my Surly Steamroller. Somewhere in the mix I sold my car. Vacations turned into excuses to ride in other cities and across states. I love my bikes and my life is better because I ride. I don't worry about my car breaking anymore. I understand how my bike works and maintain it mostly by myself. I feel a part of the community and connected to the city because I'm out in it every day. I can feel its bumps and see its people up close.

WHAT DO YOU LOVE ABOUT RIDING IN MINNEAPOLIS?

I'm proud of Minneapolis. I believe it to be one of the finest places to live in the world. When I ride my bike here I can sample all types of weather, soaked jeans, frost bitten fingers, wind-blown hair, tanned arms etc. People organize bike events all year round. The Stupor Bowl race was held for the eleventh February in a row this year. Bike races happened four Saturdays in a row on Medicine Lake in conjunction with artist built shanties. We have the Bicycle Film Festival in the summer as well as the Grand Rounds Tour. There are trails at Theo Wirth Park, tons of on and off road bicycle paths, a velodrome with a wood track, and lots of great day trip routes out of the city. Some of us drink a little when we ride our bikes here, which is way healthier than just sitting at the bar.



WHAT DO YOU HATE?

I could do without wishy-washy drivers who "help" me out by letting me go before them. They mess with my timing. That being said, we are extremely lucky to have relatively considerate drivers here.

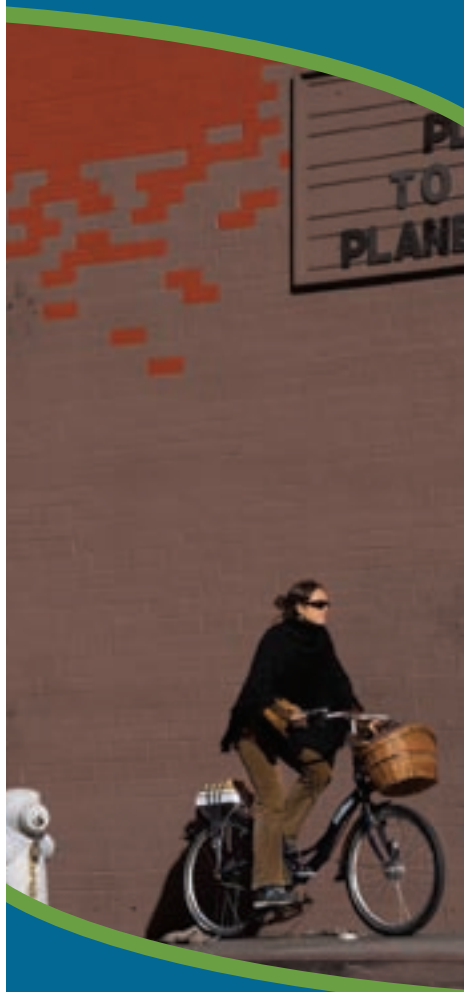
DESCRIBE A FAVOURITE ROUTE

The Mississippi River runs through Minneapolis and St. Paul. Crossing it each night from Downtown to Northeast gives me an amazing feeling. The neon lights from the old flour mills mirrored on the river, the glow of downtown, and the sound of the water all make Minneapolis feel like home.

TELL US ABOUT SOME BICYCLE FLAG-WAVING MINNEAPOLITANS

Jeremy Werst started Minneapolis Bike Love, as an online forum for all kinds of riders. It caught on and though there's sometimes lots of lippy chatter, Jeremy's aim to make biking approachable and a part of everyday life remains at its core.

Shanai Matteson, the Public Program Coordinator at the Bell Museum of Natural History, whose dedication to hosting bike events through the use of outdoor space has been invaluable. She has aided the counting of cyclists at busy intersections which might otherwise have lost their bike lanes.



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a postcard from...
MINNEAPOLIS

I passed through Minneapolis as part of a big cross-country trip I took in the fall. I had been to Minneapolis once before, and was taken by its subtle charms and eminent bike-ability. More than one person has referred to it as "the Portland of the Midwest."

At a population of 375,000, Minneapolis is situated on both banks of the Mississippi in the southeastern corner of Minnesota. The mighty river dominates, and it's best enjoyed on the Stone Arch Bridge, a former railway span transformed into a multi-use path. Like other cities in the Midwest, the Twin Cities are criss-crossed with tracks, and some of the abandoned lines have been converted into bike paths. The Midtown Greenway is one, running west from the Mississippi to the Chain of Lakes. From there one can ride more dedicated paths alongside the lakes, making a good days worth of cycling adventure!

Outside of the multi-use paths, Minneapolis' cycling infrastructure is better than many North American cities, but is by no means perfect. There are bike lanes, including the unique ones found downtown out in the *CENTER* of the busy streets, making quite an interesting ride. The city bicycle map costs \$10, easily the spendiest one I've seen. For a less pricey alternative, J. Gerlach has created the zine "Routes I Know", highlighting his common ways of getting around town. It's highly informative and every city should have one! (Vancouver? Portland?) Get one by sending J. \$3 U.S. to 1827 NE 5th ST, MINNEAPOLIS MN 55418

Minneapolis bike culture is quite healthy, this being the home of the legendary Black Label freak-bike club. The city also hosts a number of cool community bike shops like The Hub and the Grease Pit. "Dames on Frames" is a feminist bike zine focusing on issues in the Twin Cities and around the world. And to bring it all together is the website www.mpls.bikelove.com, a cool repository of info and opinion. Through it I found out about a Pub Crawl that "Traveling" Dan Miller and myself attended. Arriving at the CC Club on Lyndale, a bar made famous in the Replacements song "Here Comes A Regular", Dan announced we were "Bicycle Culture Ambassadors" from Portland. We took over the Friday night streets of the city as we rode bar to bar in a quest to consume Grain Belt Beer. Yes, Bob Stinson would be proud.

I'll be back to Minneapolis someday and will ride more of its paths, sit by one of its many lakes drinking Grain Belt, and will pass by the house on 2215 Bryant, depicted on the cover of the Replacements' "Let It Be" LP.

Probably not in winter, though.

old Virgin Bell Foundry (open to all) near "Let It Be" LP
401 Portland, Ore. 97207

shawn granton ★ tfr industries portland oregon ★ december 2007

Gene Oberpriller

"The Godfather of the Minneapolis bike scene, the den mother who adopts all the stray cyclists that blow through town, is Gene Oberpriller, former Bianchi pro and co-owner of One On One Bike Studio and Go! Coffee in downtown Mpls."

— Andy Corson, Surly Bikes

I have been riding pretty much every day since 1974. My parents didn't let me get my driving licence till I was 18. So I started riding and racing a BMX bike all over the city. I started working in a shop in 1981. Raced a bicycle professionally for 10 years or so. Worked for a number of bicycle companies in the 1990's. Started One On One Bicycle Studio in 2003. I am married to Jennifer, (and she is the best woman in the world). We have two kids, Hannah and Axel and their two cats Max and Sparky.

WHAT DO YOU LOVE ABOUT RIDING IN MINNEAPOLIS?

The four seasons.

WHAT DO YOU HATE?

The mentality of drivers and the cops because they clearly do not get it! This country really needs to get its driver education program inline with the coming reality that bicycles are traffic too.

Hurl Everstone

Cycling for me is as normal as putting on a pair of shoes in the morning. If I don't ride I get cranky, restless even. I was raised on a steady diet of bicycles and punk rock. Bicycles gave me the freedom to explore outside my neighborhood. Around the age of 12, I witnessed art-punk pioneers Devo performing on Saturday Night Live. At about the same time, a kid named Mark Halliwell moved to town from Liverpool. Halliwell brought with him his collection of Sex Pistols records and raced at the local BMX track. I knew right at that moment, that punk music, combined with bicycles, would always be a part of my life.

WHAT DO YOU LOVE ABOUT RIDING IN MINNEAPOLIS?

Riding to work on a sunny, spring morning. Soft light coming through the trees, few cars.

A FAVOURITE ROUTE?

The connector ribbon of singletrack between Glenwood & Hwy. 55, on my way to Theo Wirth mountain bike trails. Few people know about it, fewer utilize it. Shhhh! Don't tell.

DESCRIBE A FAVOURITE ROUTE

The Mississippi River road on both sides Mpls and St.Paul. You can ride on the street, on the bike path, on the dirt running path, on some alleys. You can ride some sketchy bluff trails and you can even ride some of the shoreline. It's always the first route plowed in the winter. I can ride all 27 of my bicycles there and it's never the same.

WHO ARE MINNEAPOLIS' CYCLING PROMOTERS?

State wide it's Jim Dustrude, Principal Transportation Strategist, MN Dept. of Transportation, Office of Transit and Bikes. He just retired, but he has played a big role in the infrastructure here in Mpls and of course the state. He rides.

On the city front, Donald Pflaum who is the Transportation Engineer for the city. He gets it. The mayor [R.T. Rybak] is also really supportive of cycling.

Gary Sjoquist, is a full time advocate with Quality Bicycle Products who brings a lot of people together to get projects started.

Shawn Sheely has been the most active citizen when it comes to cycling in the city. He always has his foot in the door.

Recently, we have seen that just about every ward in the city has a person on some group



that is a cyclist and makes it known when infrastructure issues come up.

Hurl Everstone [of Cars are Coffins] and I do a fair amount of networking with the media that Minneapolis is a great cycling town.

"You can't throw a dead cat in this city without hitting a coffee shop or a cyclist." — Andy Corson, Surly Bikes

The infrastructure is pretty good in Minneapolis. The MidTown Greenway is probably the fastest way to get across town with no impediment from traffic. Another great trail, The Cedar Lake Bike Highway is a boon for commuters from the western suburbs into downtown. The trail currently terminates close to downtown on Glenwood Avenue. Both of these urban trails are great assets to the local cycling community. But for the daily rider willing to take on the auto and bus traffic of the city streets, there is still a long way to go. Minnesota statute 222.169 requires cars and buses to give at least three feet of room when passing a cyclist, but you're often lucky to get three inches when riding through downtown. The Hennepin Avenue bike lane sits between three lanes of northbound traffic and a southbound bus lane. Left hand collisions are common. Whenever possible, I avoid the heavily trafficked streets and avenues. That said, it is still fastest to travel by bicycle in the urban core. Parking is never an issue, bike lanes and trails abound on many streets, and this is especially important in winter: my bike starts every morning!



PHOTO BY AMY WALKER



This year's poster designed by
Scott Shore www.luredesign.net



ARTCRANK IS A poster party for bike people in it's second year at One on One Bicycle Studio in Minneapolis. The show's organizer Charles Youel is a Creative Director for the Dalton Sherman advertising agency by day. He describes ARTCRANK as his "cure for spare time." Though the show is a lot of work, Youel is overwhelmingly positive about it. "All of the artists came through with such beautiful, brilliant work. I remember looking at the work right before the opening, and just getting goosebumps."

ARTCRANK is all about being accessible. The show's website proclaims: "Other than walking, biking is the most widely accessible form of transportation, exercise and entertainment in the world - just as the poster is the most widely accessible form of art." The show's criteria include a maximum size for the posters and artists are required to have at least 25 copies of their poster to sell at a cost of \$25, or less. As Charles says: "I think keeping the rules to a bare minimum helps ensure a diverse body of work. Besides, creative people aren't usually fond of rules."

Last year's show saw a rich mix of creative approaches: "I had this nagging fear that the artists would come up with posters that all looked alike. If you look at the work, you'll see that certainly didn't happen. A lot of people screen-printed their posters, but there were archival inkjet prints, digital prints, prints made with spray paint and stencils, even a woodcut or two."

This year's show will feature 34 artists from Minnesota and elsewhere. Youel has already chosen all the artists for 2008 and is currently signing people up to participate in the 2009 show. For Charles Youel it sounds like a project to which he'll continue to surrender his free time: "ARTCRANK has been a way to combine the two ruling passions in my life: my crush on bicycles and my love for great design."

ARTCRANK takes place April 5 - May 3, 2008 at One On One Bike Studio, 117 Washington Avenue North in the Minneapolis Warehouse District. The opening night party is on Saturday, April 5 at 7:00 pm. For a look at all the posters from 2007, look at the ARTCRANK website.



APRIL 5 - MAY 3, 2008



www.artcrankpostershow.com
www.oneononebike.com

Mark Emery



I bought my first bike 20 years ago and have been commuting to work on a bike since I was in the US Navy. My bicycle collection grew slowly through college and grad-school and now, as a mechanical engineer, it stands at a modest five. My two first loves were photography and bicycles – perfect compliments to each other. I ride year-round and can be seen riding to and from work, on any number of group and weekly rides, or sitting and drinking a coffee or beer at the CRC Cykel Garage, socializing with fellow cyclists and friends.

WHAT DO YOU LOVE ABOUT RIDING IN MINNEAPOLIS?

That I can pedal from one side of town to the next, greeting fellow cyclists with a wave and smile, all while having little to no interaction with motorized traffic. We have some of the finest independently owned and unique bike shops in the country, as well as several custom frame builders. I love the tremendous positive energy felt amongst fellow cyclists – I feel like we're all one large family. Whether you're a friend, acquaintance, or new to the scene, cycling is the common ground that ties our extensive backgrounds and other interests together.

WHAT DO YOU HATE?

Aggression, intimidation, lack of respect, and the verbal and sometimes physical assault I experience from those situated inside their motorized vehicles. I hate the hate.

PROMINENT CYCLING FLAG-WAVERS?

The Midtown Greenway Coalition members. midtowngreenway.org

Scott Cutshall

We are a family of three: I'm 44 years old and a stay at home dad/former New York City jazz musician. My wife Amy makes money as a registered nurse, and our eight year old daughter is Chloe.

My wife and I rode as kids, got away from it as adults, got back into it big when we started thinking about things like oil, kids, the earth, fun, health, big-monied corporations, greed, war, the simplicity of a cycle, and lots more. We homeschool our daughter, so bikes, riding, exploring, all of it makes sense to us.

WHAT DO YOU LOVE ABOUT RIDING IN MINNEAPOLIS?

Lots. The way the city is planned out, it's really set up as a cyclers city. Lots of flat areas, with just the right mix of rolling hills, and a couple leg-busters to keep you honest. Add to that a local government that seems to support and encourage cycling – it's good indeed. As a family, we love riding here (compared to the New York City area, where we moved from in June of 2007) because the parks system is rich and robust. It's very easy to run errands here via two wheels, stop for some great coffee, and then hit a great park for our daughter to play in.

WHAT DO YOU HATE?

When relocating out here, I told myself that I would embrace the winter weather. And I have. But riding in -30 and -40 degree weather is pretty rough, truth be told. It's certainly not for everyone. My wife doesn't dig that at all. Our daughter, Chloe, who is eight years old, is far more fearless than mommy, but even she has been heard to tell me, "No way, José, enough is enough... I'm staying inside and playing with the cat."



A FAVOURITE RIDE?

Roll out from our house, head south along the West River Parkway (right beside the Mississippi River – really pretty on a sunshine-filled day), keep heading south to Fort Snelling, hang there for a bit, roll eastward across the Mendota Bridge and on down through the village of Mendota and then enter the Lilydale Trail. It's a pretty amazing mix right there; you have gone from urban pretty, to historic pretty, to a seriously ugly-car/truck heavy bridge with a killer view of the Mighty Miss'issp and on into this wooded area that makes you feel like you are in the most green lush areas of Northern England-like tree gnomes and imps are going to jump out from behind trees. Pretty remarkable. Heading north now, you end up on the other side of the Mississippi River from Saint Paul, climb your choice of hilly bridges, enter downtown Saint Paul, work our way up, around & past the state capital building. Head west along the great bike lane on Summit Avenue (old, historic, beautiful, big-money mansions) back down to the river, go north along the East River Parkway, cross another bridge, and bam, we're home. A great day of riding, laughter and sight seeing, and we put down a nice strolling 28-32 mile ride. As a family how can you beat that?



john pucher the bicycle

BY BONNIE FENTON

ILLUSTRATION BY CHRIS DOW

THERE IS NO doubt that Professor John Pucher takes his role as a bicycle scholar seriously. In his emails and on his office voice mail at Rutgers University in New Brunswick, New Jersey, he identifies himself as “Car-Free John.”

Pucher (pronounced Pooker) has been researching and writing about cycling as a form of urban transportation for more than a decade, looking at places where it works (many northern European cities) and where it doesn’t (much of North America), and teasing out what it is that makes a successful cycling city.

When asked about his “car-free” moniker and his transportation habits, he offers the guilty confession that he owned a car for three years in the early 1970s, but is quick to add that he soon found driving more stressful than it was worth.

Pucher did not start out studying cycling. His doctoral dissertation was on equity in public transit. It wasn’t until he spent two years in Muenster, Germany in the mid-1980s – where 40% of all trips are made by bike – that he got a vision of the possibilities of bicycles, both for the world at large and for his own academic career. That first stay in Muenster made such an impression on him that he went back 10 years later to study bicycle culture up close.

Through his academic research, Pucher provides a description of what has been done in the most advanced European cycling cities – in effect, producing a blueprint for the creation of urban spaces where cycling is a viable and valuable form of transportation.

In a recent academic article entitled *Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany*, Pucher notes that both the European Union and the US have officially recognized the importance of cycling as a practical mode of urban transportation and both support the objectives of increasing cycling levels and improving safety. The major difference is in the degree to which these objectives have been met: the Netherlands, Denmark, and Germany are at the forefront, with policies that make cycling safe, convenient, and attractive, while the UK and the US have fallen short.

According to Pucher, “differences between [the Netherlands, Germany, Denmark, the US, and the UK] in cycling levels are enlightening because all five of them are democratic, capitalist, affluent societies with nearly universal car ownership. The success of cycling does not depend on poverty, dictatorial regimes, or the lack of motorized transport options to force people onto bikes.” The Netherlands, Denmark, and Germany have made cycling a popular way for mainstream society to get around cities.



scholar

The key policies and innovations used in Dutch, Danish, and German cities to promote safe and convenient cycling focus on:

- Extensive networks of separated cycling facilities
- Intersection modifications and priority traffic signals
- Traffic calming
- Traffic education and training
- Bike parking
- Co-ordination with public transport
- Traffic laws

Together with these explicitly pro-bike initiatives, Pucher notes that land-use policies encourage compact cities that generate shorter, more bikeable trips, and where car use is made expensive, less convenient, and less necessary through taxes and restrictions on ownership, use, and parking.

One striking difference Pucher notes between North America and the European cities he studies are the people on the bikes. In Europe, the split is roughly 50-50 between men and women, with all age groups represented, whereas in North America, the majority are young, sporty men.

The reason seems to be related to risk aversion. Women – particularly those with children – and the elderly have a much higher aversion to risk than healthy young men.

The lesson, according to Pucher, is that we need to create cycling facilities separated from motor vehicle traffic so as to attract those who don't care to be scared on their way to work or to the grocery store. When we've created something that women will want to cycle on, then we'll really have something.

So why not just copy these successful practices in North America? According to Pucher, any "stick" measures – such as increasing gas prices or creating car-free zones – would be too unpalatable for North American decision makers. Pucher states flatly, "Anything to make driving less convenient is a non-starter."

But he believes that many of the "carrot" measures could be successfully transferred to North America, and indeed some are already in use. These include the Safe Routes to Schools program (which receives federal funding in the US under the Safe Transportation Act), and traffic calming on residential streets, which increases safety for all citizens, not just those on bikes.

And if North American cities implement those "carrots" and if we can resign ourselves to the fact that the sticks are too unpalatable for our decision-makers to implement, Pucher believes the percentage of trips made by bike in the United States can be brought up to... three percent.

Three percent? "Maybe four or five if we're lucky," he concedes. The formula, according to Professor Pucher, is:

"carrots" + health concerns + safe routes + education/training + rising gas prices = 5% mode share for cycling in North America.

"A ten percent mode share is beyond us because we won't implement sticks."

So while Pucher is an effusive and ebullient champion for car-free living, he clearly doesn't hold out much hope of seeing a significant number of his fellow North Americans on bikes.

But with a kick-start from global warming fears, the blueprint that Pucher provides for successful cycling cities may be pulled off the shelf sooner rather than later.

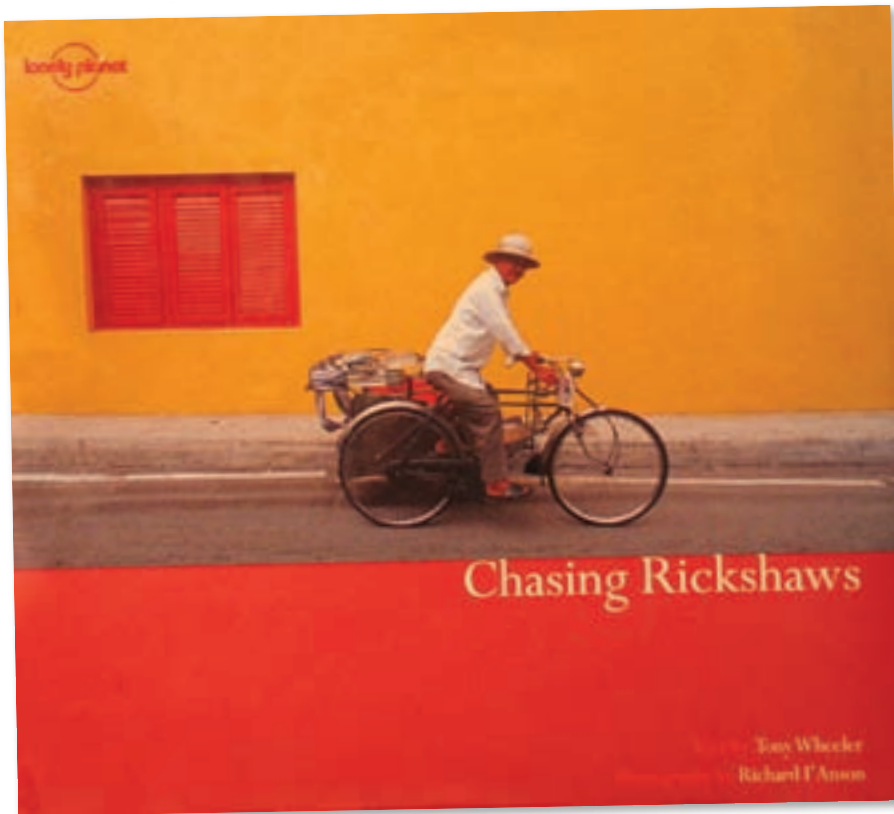
"The success of cycling does not depend on poverty, dictatorial regimes, or the lack of motorized transport options to force people onto bikes."

To read John Pucher's latest articles, go to:
policy.rutgers.edu/faculty/pucher/Irresistible.pdf
policy.rutgers.edu/faculty/pucher/Frontiers.pdf

or go to his website:
www.policy.rutgers.edu/faculty/pucher.html

Q: "What's your favourite bike?"

A: Something simple and practical where I can sit upright with a smooth ride. Not fancy or fast. A Dutch bike.



CHASING RICKSHAWS

Text by Tony Wheeler, Photos by Richard l'Anson
Lonely Planet Publications, 1998
Out of print, but widely available

REVIEWED BY SEGUE FISCHLIN III

Thank Tony Wheeler, founder of Lonely Planet travel guides, for creating this fabulous picture-book that celebrates this Asian human-powered transport, or what he terms, “the true Asian taxicab.” Teaming up with photographer Richard l'Anson, Wheeler took time off from running Lonely Planet to explore his passion for cycle rickshaws, feared to be a dying breed in the rapidly developing economies of South and Southeast Asia. They visited Agra, Beijing, Calcutta, Dhaka, Hanoi, Hong Kong, Macau, Manila, Penang, Rangoon, Singapore, and Yogyakarta; conversing with the quirky drivers in every city, learning about their colourful lives, visiting manufacturing facilities, hearing stories of government persecution, chatting with mechanics and fleet bosses, and – last but not least – taking them out for a test drive.

The focus of the book is simultaneously impersonal and highly personal – delving into the history of the jinrikisha and its evolution and outlook in each region; introducing you to Nino Quilon and his “full stereo” sidecar; 15-year-old ace

mechanic Johnjohn Norias; and the last five runners of Hong Kong. l'Anson's rich and personal images feature these gaudily-attired contraptions and their riders in a way that immediately draw you in. He shows rickshaws in daily use but also shares close-ups of the inner workings and behind-the-scene views of this cottage industry.

There were hundreds of thousands of cycle rickshaws ferrying people around in early 20th century Asia; it has only been in the second half of the century that they have reluctantly given way to motorized transport. In some cities such as Dhaka, rickshaws continue to thrive – to the great annoyance of the petrol-powered. Due perhaps in part to the publication of this book and to the efforts of others, there have been recent signs of an effort to keep the rickshaw industry vital and unoppressed.

Chasing Rickshaws will not only captivate anyone who is interested in Asian culture, it is also practical; there is enough documentation here to build your own. Wheeler carefully weighed and measured each rickshaw, later mapping out in CAD the geometry particular to the construction of each region. A fascinating read for both sides of the brain.



A WHEEL WITHIN A WHEEL A WOMAN'S QUEST FOR FREEDOM

by Frances E. Willard
Applewood Books, 1997, 75 pages, \$8.95

REVIEWED BY TERRY LOWE

Frances Willard (1839 - 1898) was a pioneering American suffragist, and the president of the Women's Christian Temperance Union. Her efforts at these pursuits eventually led to a woman's right to vote in the USA, achieved in 1920, and to Prohibition, achieved a year earlier (and later repealed).

At the age of 53, she was given a bicycle and learned to ride it. This slim volume, first published in 1895, offers her thoughts and conclusions on what this meant to her, delivered in anecdotal, oft-prolix, orotund Victorian prose.

The book is a delight to read. Its original subtitle was “How I learned to ride the bicycle with some reflections by the way,” and it's her reflections that provide the most delight.

Of her relationship with Gladys (her bike): “As we grew better acquainted I thought how perfectly analogous were our relations to those of friends who became slowly seasoned one to the other: they have endured the vicissitudes of every kind of climate, of the changing seasons; they have known the heavy, water-logged conditions of spring, the shrinkage of summer's trying heat, the happy medium of autumn, and the contracting cold that winter brings; they are like the bits of wood, exactly apportioned and attuned, that go to make up a Stradivarius violin. They can count upon one another and not disagree, because the stress of life has molded them to harmony.”

She views her mastery of “the wheel” as a dynamic metaphor for the history she saw swirling past her and the emerging place for women in that swirl that she herself was helping to create. Her final sentence offers her ageless advice to all other women, from 1895 onward: “Moral: Go thou and do likewise!”



THE BICYCLE IN India is a thing of necessity, a solution to the problem of getting something from here to there; and a way to increase one's carrying capacity and range above some sort of financial break-even point. A large number of the human-powered vehicles on the streets here are working vehicles and, with few variations, there are three basic sorts of cargo cycle in use in India: the workman's bicycle, the trike, and the reversed trike.

THE WORKMAN'S BICYCLE

This is a basic black bike made of heavy cheap steel. For \$50, you get a machine to take you and whatever else you can balance from point A to point B with less effort than walking, and it will continue to do so for many years with a minimum of service. You won't see fancy things like aluminum parts or multiple gears but full steel fenders, a chain guard, and a heavy-duty kickstand do come standard. Brakes are linkage and stirrup, and the platform pedals come in black plastic. Security is a sliding lock welded to the seat stays. When engaged, it free-locks the rear wheel.

The workman's bike almost always has a large heavy-duty rack. This is often used as a passenger seat. Often, a second seat will be attached to the top tube for a smaller person to sit on. I have often seen three or four people riding on one bike. When the rack is used to carry things instead of passengers, it can hold quite a bit. The egg man rides with 300+ eggs, the iceman ties on huge blocks of ice. The milkman has hooks welded to the sides of his rack and carries two large pails dangling from either side. The laundry man sometimes carries a bundle five feet in diameter. The long wheelbase and significant weight of the rest of the bike make carrying heavy loads mostly a matter of balance and leg strength.



THE TRIKE

To make a trike, the frame is often built with not just a double top tube but also a doubled down tube. In place of the chainstays, a wishbone of angled iron extends back and spans the axle. Rebar seat stays are welded in, and a steel and wooden box is built to sit behind the rider. The wheels are heavy-duty things, often forgoing tensioned spokes for solid bars of rebar welded to hub and rim. Tires are likely to be four or five inches wide. The drivetrain consists of a standard Indian set of cotted steel cranks on a chainring (perhaps with the brand name "Atlas" or "Hero" stamped into the steel), about eight feet of chain, and a cog bolted to the middle of the axle.

With this setup, I have seen people carry a whole tree's worth of firewood, a haystack, an automobile engine block, a dozen bags of cement, quite a lot of rebar, and a pile of coconuts.

Sometimes, instead of the truck bed, a chair or even a pair of sideways-facing benches is built, making the vehicle into a cycle-powered rickshaw, good for hauling a whole family, or a pair of intrepid tourists and all their crap.



THE REVERSE TRIKE

In cities, these are more common than the standard trikes, as they increase manoeuvrability without sacrificing too much in the way of carrying capacity. In Mumbai, the propane delivery trikes are legion. Piped in gas, whether for heating or cooking, is not something that happens in India. Instead, fuel is distributed in red canisters. My delivery guy showed up last month with his basket holding five of these bottles, a load just large enough to use the trike instead of a workman's bike outfitted with hooks on the rack. I pass him every so often while riding around the neighbourhood and though I speak no Marathi and he speaks no English, we share a smile and a nod of appreciation for each other's rides.

Zack is a mathematician who lived in Mumbai while working at the Tata Institute of Fundamental Research.

TOP: Carson and Carellin Brooks on the way home from school. Photo by Rachael Ashe.

BOTTOM: Gareth (12), Adrian Estergaard, AJ Andrien, and Mister (2). Photos by Amy Walker.





BY KATHY SINCLAIR

WHEN CYCLISTS HAVE babies, wanting to incorporate the kids into the usual transportation routine is pretty natural. Some find it a necessity.

Vancouver resident AJ Andrien's second son, Mister, used to wail inconsolably every time they went on a car trip. "You know there's that baby thing where you drive them around the block and they go to sleep?" Andrien says. "He was like, 'I'm strapped in, and nobody's holding me, and when I scream they can't pick me up because they're driving.'"

So she and her family (which also includes partner Adrian Estergaard and Gareth, 12) sold their car and decided to get around by low-carbon means instead.

"You put him in the bike seat and he's asleep in five minutes," Andrien says of Mister, now two. "He's just a bicycle baby." The family owns several bikes, including a Breezer Villager equipped with an XtraCycle, a BoBike seat, and a Wilderness Energy power system.

The Andrien/Estergaard family is part of a new generation that's happily realizing that having "two kids" does not always end in "and a minivan."

The birth of Chicago resident and avid cyclist Jane Healy's first child put a temporary halt to

her riding. But after her second child came along, she received a bike trailer as a gift. "That was my epiphany moment," Healy says. "I took the kids out for a ride and thought 'Wow, this is so cool.'"

For the Healys, cycling is not only important for the environment, it's important for health. "We live in a low-income community with a really high rate of obesity," Jane says. "I want my kids to be physically active."

Today, she leads a popular Friday night bike ride for her own three children (Will, 10, Katie, 8, and Genevieve, 4) and up to 15 other neighbourhood kids.

The kids love it, and the neighbourhood parents like it too. "They're happy we're doing something positive."

In the 1990s, Morna McLeod rode her bike to work 45 minutes each way – and she didn't let a little thing like pregnancy stop her. She cycled till she was practically "kicking myself in the stomach," she laughs. Many years later, Morna, her partner David Firman, and their daughters Adrienne, 14, and Kelly, 10, are still car-free.

"We had all these different stages," McLeod says. "We had one kid in the trailer, and then one kid in the trailer and one kid on the bike backseat,

and then we had two kids in the trailer, then one in the trailer and one on the trail-a-bike."

Firman says half the battle of being a car-free family is simply deciding to make it work. "There are two kinds of opposing halves: one is planning carefully, and the other is just to assume you can do it. You're going to be able to get around without a car, which isn't always bikes. But you're going to be able to get around."

Two years ago, when their son Lucas came along, Victor Cuevas and Julia Brown wanted to keep cycling. But the bike trailer was out. "In Julia's mind it was safer to have Lucas where she could see him rather than dragged behind," says Cuevas, "especially in heavy traffic."

That's when Cuevas stumbled on the bakfiets, or "box bike," which puts the child and cargo in front of the rider. He imported one from Holland, and when Lucas was old enough, they took him for his first ride. "He loved it from day one. We went down the seawall and he was just pointing at things, going, 'boat', 'bike', pointing at people."

Cuevas's store, Rain City Bikes, was the first to



ABOVE: David Firman and daughter Kelly (10) on the way to school. Photo by Amy Walker.

RIGHT: Victor Cuevas, Julie Brown, and their son Lucas (2). Photo by Amy Walker.

“When you’re cycling, you’re out in the world, you’re engaged with the world in a way you can’t be with a car.”



distribute the bakfiets in Canada. “We had a couple of moms roll in with a kid on the front, a kid on the back, and panniers... the bikes were unsteady and wobbling on a kickstand,” says Cuevas. “That’s the perfect customer, somebody who’s outgrown the bicycle and needs something more.”

Families who cycle are passionate about the benefits. “Cycling teaches kids how to be independent and how to get around on their own power,” says Jane Healy. Her children are also “really clued in to the seasons” because of how much time they spend outdoors.

But cycling with the family isn’t always peachy

keen, and it changes as kids go through different stages. Carellin Brooks bikes her six-year-old daughter, Carson, to school on a trail-a-bike almost every day.

“She hates it,” Brooks admits. “She would like to just sit on the back [and not pedal], and I’m not strong enough.” Another thing Brooks finds frustrating: the lack of bike racks at her daughter’s school. “It rains for nine months of the year here; it’s crazy not to have covered bike racks.”

According to Jane Healy, the hardest part about family cycling is going on longer trips with four bikes and a trailer. Being able to take your bike on

public transit has made things easier, but, agrees David Firman, it’s “not really designed for family use. There’d be room for just two bikes and then there’d be the trailer.”

But for these families, the good points far outweigh the challenges.

“When you’re cycling, you’re out in the world, you’re engaged with the world in a way you can’t be with a car,” Brooks says.

Kathy Sinclair vividly remembers riding on the back of her mother’s ten-speed.


{ FATHER & DAUGHTER }

Hunting *for* Adventure

PHOTOGRAPHED BY CLANCY DENNEHY

Martin Larson and daughter Pia always enjoy excursions. They often go self-propelled and always pack a sense of adventure. Martin and Pia go hunting for new parks and playgrounds with bigger, better swing sets. In the summer-time they seek out swimming pools and ice cream.



A man and a woman are standing outdoors in a garden, each next to a red bicycle. The woman, on the left, is wearing a brown sweater, a white scarf, and a white skirt. The man, on the right, is wearing a white shirt, a brown and white diamond-patterned vest, a dark cap, and dark pants. They are both smiling and looking at each other. The background shows green foliage and a white building with green trim.

on Pia: Allison Wonderland sweater
allisonwonderland.ca, belt from
Hum Clothing www.humclothing.com
White scarf – stylist's own
Leggings and boots – Pia's own

Martin: boots, pants, shirt, vest, hat
– Martin's homespun.

Pia, who is 11, started riding bikes when she was three years old – and before she turned four she asked Martin to take off the training wheels. He ran behind her holding the back of her bike for an afternoon but by the end of the day she was riding on two wheels and she has never looked back.

When they're not out on adventures, Martin is making people look beautiful in his Red Square

salon www.redsquare.ca, and Pia is attending her fine arts elementary school, practicing the trumpet or tap dancing, sometimes competitively. They also make appearances on the blog, *Domicile: Our Life at Home* which was created by Martin's partner Emira. As Martin says, "It is about our triumphs and failures at trying to make a better place to live." domicile.typepad.com

Photography by Clancy Dennehy
Styling by Danielle Gillis for The Honey Mustard www.thehoneymustard.com

Martin's red Raleigh roadster and Pia's Triumph Rodeo courtesy of Michael Rosser

Pia: denim dress, riding hat – stylist's own
leggings, scarf and boots – Pia's own

Martin: shawl collar navy vest by Engineered
Garments from Jonathan + Olivia
www.jonathanandolivia.com
trousers, shirt, overcoat, boots and hat
– Martin's homespun





THE ADVENTURES OF
MITEY MISS
ULRIKE RODRIGUES

gonzo goes misty

A TRAIN AND BIKE ADVENTURE ACROSS WESTERN CANADA

WHAT IS IT about trains? And what was it about a train journey into Western Canada that yanked on my heart hard enough to bring tears to my eyes? That wasn't the idea. The idea was a "gonzo car-free road trip" that would see me, a buddy, and a couple of bikes onto a few trains and into a few communities for adventures and stories.

To select a route, I pored over road atlases and train brochures and happily found that, not only can you circle the region by train (as opposed to just going across), but that two rail providers – Rocky Mountaineer Vacations and VIA Rail Canada – are wowing the tourists doing just that.

Now, I've travelled by bike and train in Thailand, New Zealand, and the US; but it wasn't until California-based Dahon bicycle company put a couple of tour-ready folding bikes into my hands that I even considered doing it at home.

Why? Imagine you're on a train in Thailand – a culture where a bike is just a bike. Like suitcases, sacks of rice and butchered pigs, it's something you bungee into the luggage car. Here in Canada your bike is something precious that must be boxed, marked "FRAGILE," and for which you get charged extra. If you're a North American urban cyclist like me, you run out of energy after you've done that a few times.

My friend Michelle feels the pain from both sides: she's a fellow bike traveller who also drives public transit buses for a living, including a past stint with Greyhound. She's the one who – when I put an email call-out to my cycling friends that I was looking for someone to join me on a no-guarantees, multi-modal trip into the mountains – hit the "reply" button the fastest.

I described the journey's "gonzo" mission to her and presented an itinerary: we would board the "Whistler Mountaineer" from Vancouver to Whistler, pedal around Whistler valley for a couple of days, then board Rocky Mountaineer's "Fraser Discovery Route" to head north and east to Jasper, Alberta via Quesnel. After a few

days in Jasper, we could swap trains and step aboard VIA Rail's "Canadian" and head east to Saskatoon, then Winnipeg. We'd spend a couple of days cycling around in each city and then take VIA Rail back to Jasper.

I warned her that in Jasper we'd go hardcore: we would clip panniers onto the Dahons and road-test the bikes on the 300-kilometre stretch of mountainous highway between Jasper and Banff. We'd leave our sleeping bags at home and stay at yet-to-be-confirmed Hostelling International wilderness cabins along the way. Once in Banff, we'd get back on track and complete the rail circle almost a month later by climbing on Rocky Mountaineer's "Kicking Horse Route" to return to Vancouver via Kamloops.

So, what really happened? Well, we did go somewhat gonzo: we rebelliously nibbled handmade chocolates in Rocky Mountaineer's dining car and sloppily sipped bubbly in VIA Rail's lounge. And we did get chided about our bikes by a tired station staffer who'd just come back from vacation.

I dutifully blogged it all en route and was keyboarding an edgy moment involving marinated chicken, coconut shrimps, and Mount Robson when... I felt it happen. A tweak that signalled that something had climbed aboard, knocked aside my cynicism, softened my heart and would now make me go misty over mountains and renditions of "What a Wonderful World."

My gonzo had gone sentimental. Traveller's magic – something I'd only ever experienced in faraway countries – had kicked in, here, in my own country. I was grinning stupidly, trusting strangers, learning life lessons.

I realized, for example, that much of the landscape we were travelling through cannot be experienced by car or a bike and because of that, it is rare and gorgeous. A dawn rose amidst rain forests, golden capped mountain peaks, and

PHOTO BY MICHELLE EISELE



PHOTO BY MICHELLE EISELE



PHOTO BY ULRIKE RODRIGUES

*"My gonzo
had gone
sentimental.
Traveller's magic
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countries –
had kicked in,
here, in
my own
country."*

PHOTO BY MICHELLE EISELE

sunlit jade lakes that seemed impossibly green. Jasper sandbars, spruce trees, and a mink-grey range of mountains framed a frost-blue Athabasca River. Eagles, bears, and big-horn sheep came into view just metres from my train window, lingered, then continued their foraging.

How is it that – when slowed to 20 clackety-clack kilometres per hour – time could swirl, pause, and then begin to unravel and tell tales backwards, like in a Martin Amis novel? This is how the train revealed the landscape: riding on steel rails, it could pull us back into rural, then rugged, then wild terrain. Canadian history slipped by the curved glass as quietly as the lodgepole pine and white spruce. It also gleamed elegantly in the panelling of a vintage dining car, or the polished steel of a 1950s era knob detail.

I realized that trains connect us to that, to our coasts, and communities; but they also connect us to what's inside. Inside the train, inside the heart.

Some of the stories from a couple of Rocky Mountaineer attendants made my eyes prickle, and for different reasons. Sophie had invited her parents onboard for a treat because her mother was donating a kidney to Sophie's 17-year old son. When the train company heard about the procedure they told her that they'd treat her parents. Rob's story was a commentary; one afternoon I watched his face and his hand gestures become soft as he talked about Canada's Chinese rail workers, their working conditions, and the head taxes they were obliged to pay to bring their families here to join them. The story resonated for him and – as a Canadian – he felt it was important to share it with the train-travelling tourists: our country is one of many cultures and connections.

On VIA Rail's westbound train out of Winnipeg, VIA Rail attendant Dennis brought a car of passenger to tears as he sang for us and told us that this would be his very last trip as an attendant since he was retiring after 35 years

of service. He and Karim joined VIA as college students and, more than thirty years later, they still loved the train and the people they worked with.

I also learned that when you step off a train with a folding bike under your arm, you can connect with a community and its bike culture within hours. The bike identifies you, and people will point you to the places you want to go almost without asking.

In Saskatoon, staff at the Senator Hotel connected us with the 50-kilometre Meewasin Trail and the cafés it leads to on Broadway Avenue. In Winnipeg, hostel staff directed us to the Mondragon Bookstore, where members of the collective were preparing for the next day's World Car-Free Day festivities. On the Icefields Parkway, proprietors of the Hostelling International cabins went out of their way to make sure there was a hot fire and extra blankets ready for the two snow-covered cyclists.

What is it about trains? I learned that like bikes, trains bring out kindness. They're slow and social, and can tweak your heart when you least expect it. When you ride a bike or a train, you become historic and rebellious. You tell stories, you create stories, and you write stories.

I ended up writing more than thirty-five of them about the trip. I hope you read them online, but more importantly, I hope you get yourself and your bike on a train line and try it for yourself. I'll meet you in the lounge car.

Read the complete "Train+Bike..." story in the Blogs section of MOMENTUM online: www.momentumplanet.com. For additional information on trains, bikes and hostels visit: www.rockymountaineer.com; www.viarail.ca; www.dahon.com; and www.hihostels.ca.

Ulrike Rodrigues is a Vancouver-based writer, trainspotter, and neo-patriot.

THE SELF-PROPELLED

BY TARA IRWIN

IN OCTOBER 1996, the late Swedish mountaineer Goran Kropp left home and cycled over 8,000 miles, arriving at Everest base camp four months later. Following a short rest he set out to summit Mount Everest, succeeding on his third attempt. Then he got back on his bicycle and returned to Sweden.

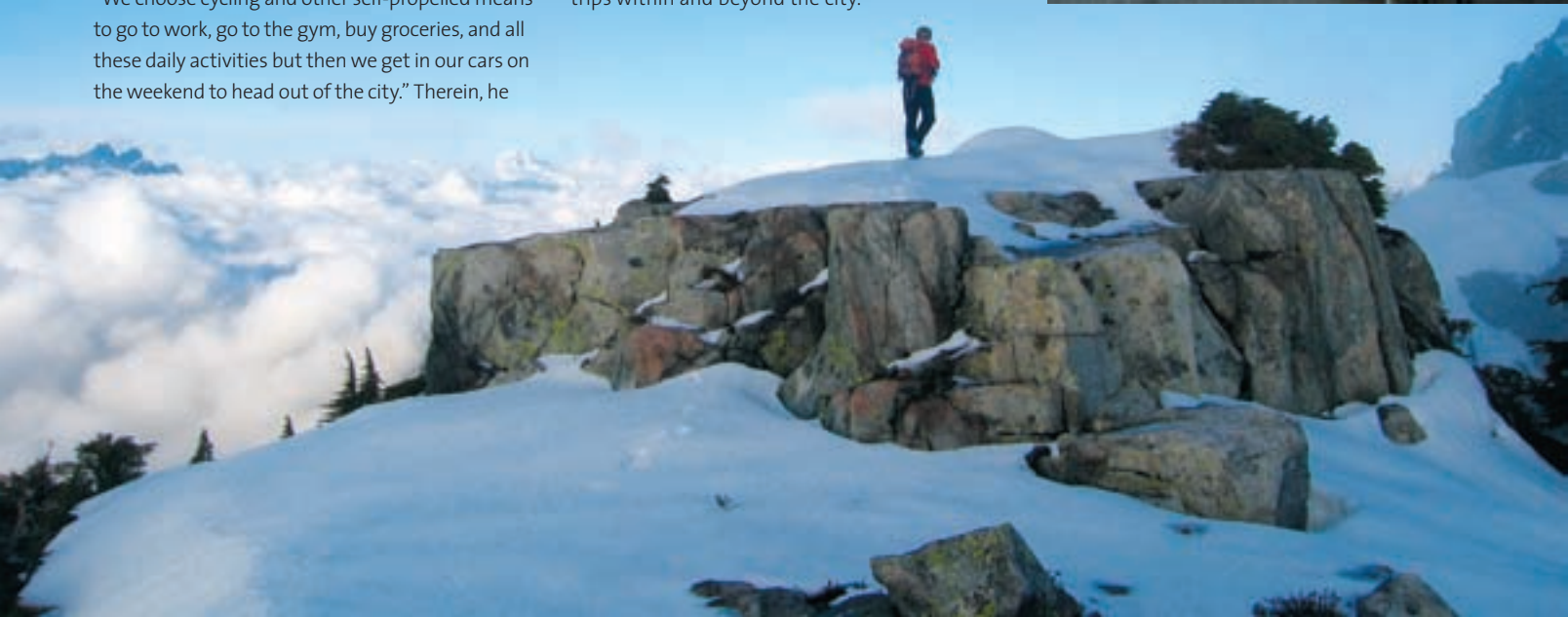
Closer to home, the Self-Propelled Outdoor Club (SPOC) has been keeping this style of adventure alive—on a slightly different scale and always with a healthy level of self-deprecation. The Vancouver-based members of SPOC have summited Mount Baker; Meslilloet Mountain; Mount Judge Howay; and Alpha Mountain, to name just a few. And they have done this all completely self-propelled, beginning and ending on bicycles from Vancouver. Intrigued, I set out to meet Jason Addy, a founding member of SPOC, for a coffee and some insight into how it all began.

Addy explained that the idea for these kinds of trips started in 1998, among a few close friends, as a way to experience familiar landscapes in a new way. In 2001, motivated by increasing interest in their mode of adventure, they transformed the loose collaboration into a club, now known as SPOC. He says that most club members are committed urban cyclists looking to extend their self-propelled city lifestyle into other areas of life, such as travel and outdoor adventures. He points to an inherent contradiction in the life of the typical outdoor enthusiast and cycling advocate saying, “We choose cycling and other self-propelled means to go to work, go to the gym, buy groceries, and all these daily activities but then we get in our cars on the weekend to head out of the city.” Therein, he

“From climate change to dwindling oil supplies, people are embracing the idea of cycling as a way to independently fuel trips within and beyond the city.”

explains, emerged a desire to bridge the practices of everyday life in the city with outdoor pursuits.

Addy works in a Vancouver bike store and says he has witnessed a growing awareness of this contradiction, and a corresponding shift in what motivates people to come into the store. He says historically new customers expressed the desire to “get back on their bikes” or “get in shape.” However, in the last year or so Addy notes that more and more people are coming into the shop because they are concerned: from climate change to dwindling oil supplies, people are embracing the idea of cycling as a way to independently fuel trips within and beyond the city.



OUTDOOR CLUB



A key message on the “global oil predicament” from author and public speaker James Howard Kunstler, is the need to start reconsidering the way we travel, and in general our “relationship” to how we get around. He suggests we are entering into the end of the era of spontaneously driving or flying to whatever weekend destination we fancy, and suggests “other arrangements will need to be made.”

The concept of making the journey to the trailhead or summit part of the overall trip might be catching on. Beyond the obvious environmental benefits and perhaps impending necessity, the independence and challenge of this kind of adventure might be motivation enough to inspire more and more self-propelled “trekkies.”

Addy explains that self-propelled adventures make for a unique experience every time, and while it may not be the quickest way to the top of the mountain, he suggests there is an underlying and

powerful philosophy behind these kind of trips that embraces the “quality, not quantity” of adventure.

Currently SPOC has about 25 members and many upcoming trips, in both the dreaming and planning stage. For those in Vancouver wanting an introduction to this kind of weekend adventure, Addy suggests the following self-propelled starter trips:

- Day trip to Lighthouse Park by bike – take the climbing gear and a picnic
- Go for a weekend camping trip at Seymour, Grouse, or the Lions; take camping gear with a trailer or pannier/backpack combo
- Hook your portage trailer to your bike and take your canoe overnight to Deep Cove, Bowen Island, or for a day up False Creek

To learn more, read past trip reports, or join the club go to www.selfpropelledoutdoorclub.com



LEFT PAGE: BROCK WILSON ON CATHEDRAL MOUNTAIN, NORTH SHORE. PHOTO BY JASON ADDY

RIGHT PAGE: JASON ADDY HEADIND TOWARDS THE SQUAMISH CHIEF. PHOTO BY JESSE JACKSON.

INSET:

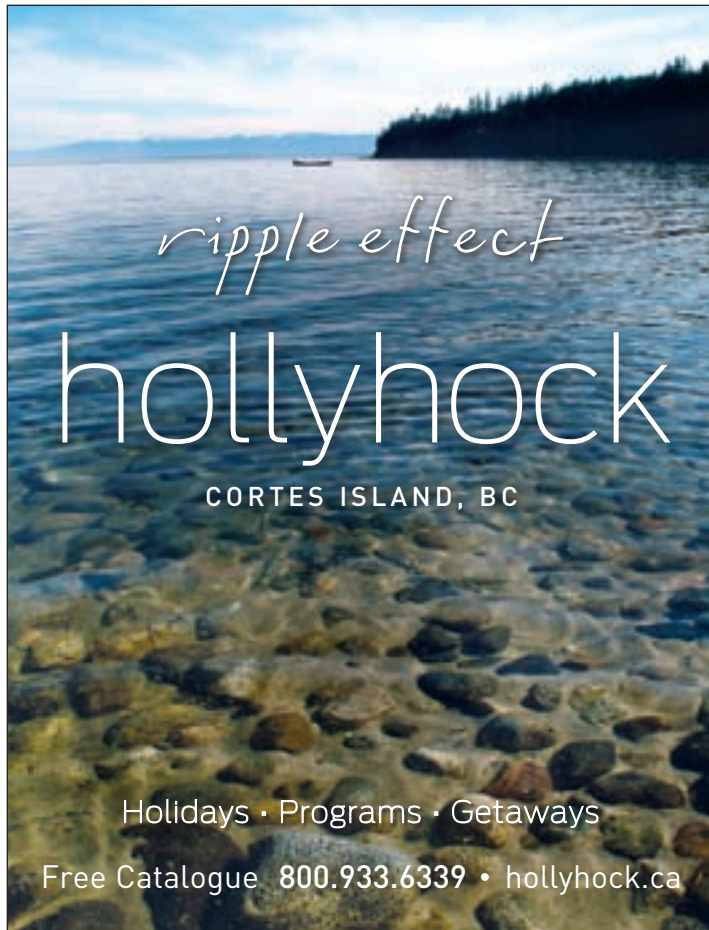
TOP LEFT: DAMIEN MCCOMBS IN STAVE LAKE. PHOTO BY KARL MANZER.

BOTTOM LEFT: JASON IN VANCOUVER. PHOTO BY JESSE JACKSON.

TOP RIGHT: SELF PORTRAIT WITH JESSE AND COLIN PUNCHARD FRASER VALLEY. PHOTO BY JASON ADDY.

MIDDLE RIGHT: DAMIEN EXHAUSTED OUTSIDE OF MAPLE RIDGE. PHOTO BY KARL MANZER.

BOTTOM RIGHT: JESSE JACKSON RAPPELLING FROM VIENNESE PEAK. PHOTO BY JASON ADDY.



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bent on bacchetta

BY FARAH MOOLJI NAZARALI

I ADMIT THAT for years, I was a recumbent virgin and upright snob. Most recumbents I saw looked home-built and geeky, and none had the slick, sexy look that I like to feel when I'm riding. I love cycling and I love riding all kinds of bikes, especially my fast fixed-gear, otherwise known as Red Hot Ruby. And yet, despite my flirtations with other bikes besides my own, I had never considered a recumbent until I saw my Bacchetta. The slick design caught my eye and the comfort factor really got me thinking.

What I love most about riding a bike is the feeling of the wind caressing my face, the sensation of speed, and the meditative and rhythmic motions of my legs. However, saddle sores slow me down on long rides, and touring is torturous on my butt. Also, the perpetual quest to find a good seat (and I've tried them all: the cheap ones that claim to be comfortable, the expensive ones, everything in between, and even a Brooks saddle) has left my fanny furious. After three or four hours of riding, I get sore and no amount of Dream Cream works well enough to prevent it.

My first experience riding bent was on a tandem, which made it easier because I was the stoker and my pilot did all the balancing. The ride was comfortable (even after 10 hours of riding through northern Ontario), and the sensation of riding downhill was entirely different. Riding bent is like gliding along the streets while being able to sit back comfortably, and going downhill is a

ride like no other. Riding tandem bent and riding upright fixed on my own seemed the best of both worlds until I saw my dream bike.

I couldn't wait for it to arrive, but once it did, I got scared. I put off riding it until I realized the fear wouldn't go away and I would just have to learn how to ride it. Starting and stopping freaked me out. I had to practice my yoga breathing every time I went out, and had to think positive affirmations every time I stopped at an intersection and had to start again. Starting and stopping involves the delicate art of balancing and I felt like a school-aged kid relearning how to ride a bicycle. But after a few rides, I gained more confidence and was able to experience the glide of riding bent.

Gliding rather than riding is the best way I can describe the feeling. Recumbents glide on the slightest downhill incline and gather speed in ways an upright can never reproduce. I never engage in techno-geek babble of aerodynamics and efficiency, but even an untrained amateur like me can feel the definite speed difference between riding upright and gliding bent. And I love it!

To all you upright snobs and recumbent virgins out there, you don't know what you're missing until you try. But beware, after gliding bent, you may never want to ride upright again!

Farah Moolji Nazarali can be seen gliding around the streets of Vancouver on her new Bacchetta "Beatrice."



PHOTO BY AMY WALKER



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POST-PLASTIC CLOTHING

MAKING YOUR RIDE EVEN MORE FOSSIL FUEL FREE

BY ROB BAXTER

THERE ARE PLENTY of good reasons to ride a bike, but for many of us, one of the main reasons is to reduce our dependence on fossil fuels. It is ironic, then, that we tend to clothe ourselves in products (such as Gore-Tex™ or PVC) derived from petroleum.

THE PROBLEMS WITH PLASTICS

Although wearing Gore-Tex™ is not harmful, its manufacturing process may be. Gore-Tex™ is made from Teflon which, as *Washington Post* writer Julie Elperin points out, contains PFOA, a likely carcinogen and persistent pollutant that contaminates water, air, and bloodstreams. PVC, which most rain jackets are made of, is a known carcinogen, emits dioxins during manufacturing, and may contain hormone-disrupting phthalates, according to Adria Vasil in her book *Ecoholic*.

NATURAL ALTERNATIVES

Wool seems to be the first choice for cyclists looking for a natural fabric for their clothing. It wicks moisture (about 75 times better than polyester), is breathable, offers superior body temperature regulation and insulates (even when wet). Wool is very durable and also does not hold body odours to the same extent as synthetics. The preferred wool for athletic wear is merino. Merino is finer, softer and more insulating as it comes from sheep who live at high altitudes.

Organic cotton and hemp are usually considered options for more casual endeavours, but these fabrics are also starting to be used for technical sportswear as well. And for those allergic to wool, silk is another natural choice for an athletic base layer.

JACKETS

Wool cycling jerseys are pretty common. Using wool as an outer layer on a rainy day might not be as common, but is it practical?

Two companies that offer merino wool garments designed as an outer layer for outdoor use are Icebreaker and Ibex. Both are available in stores across North America. A Swedish company, Klättermusen, produces technical outdoor wear free of PVC and PTFE (Teflon). They also have water-resistant organic cotton jackets and pants in their clothing line. Unfortunately their clothing is not yet available in North America. And if you want to give hemp a try, check out the “all-element” jacket made by Hoodlamb.



www.icebreaker.com
www.ibexwear.com
www.klattermusen.se
www.hoodlamb.com

JUSTIN BERGER IN HIS OWN WOOL WARDROBE. PHOTO BY AMY WALKER.

PANTS

Pure wool pants for outdoor use are a little more difficult to find. Even the companies that specialize in technical wool clothing think they need to add a layer of petroleum gunk over their wool when it comes to pants. However, pure wool tights are available.

I decided to experiment with pants and picked up a pair of 100 per cent wool dress pants at my local thrift store for five dollars. On short rides in light rain they did surprisingly well. Rain beaded on the pants and did not soak through. During longer rides on heavy rain days the pants did tend to



ABOVE: HANDMADE FELTED WOOL SPATS BY ERIN GIBBS, WWW.FLORENCEANN.COM

TOP LEFT: HANDMADE FLIP-TOP, FINGERLESS MITTS FROM ECUADOR.

LEFT: WOOL JERSEY FROM PORTLAND CYCLE WEAR
WWW.PORTLANDCYCLEWEAR.COM



soak through but they stayed warm and dried out quickly once indoors.

If you are looking for wool pants intended for outdoor use, army surplus stores and hunting outfitters are the best bet.

WATERPROOFING

Natural fabrics may require waterproofing treatments, and there are several natural or partly natural products out there.

Nikwax offers a product for waterproofing wool garments. Their products are labelled "non-toxic" and do not contain nasty fluorocarbons or solvents, although they may contain some petrochemicals. Beeswax is another option for waterproofing, and articles on how to do it yourself can be found on the web. A commercial product, Sno-Seal, mainly designed for footwear, is made mostly of beeswax but also contains acetone.

Lanolin is what sheep use to keep their wool waterproof. It can be harvested without harming the sheep and is available in our local pharmacy at a very reasonable price.

CLEANING

Some of the clothing described here is labelled "dry-clean only." But that doesn't mean you have to subject them to that nasty chemical bath. A quick web search will yield instructions on how to clean these garments yourself.

Rob is co-founder of the Vancouver Renewable Energy Co-op and an all-weather cyclist looking to replace his Gore-Tex™ jacket.

SEE:

ECHOLOGIC: YOUR GUIDE TO THE MOST ENVIRONMENTALLY FRIENDLY INFORMATION PRODUCTS AND SERVICES IN CANADA (ADRIA VASIL, 2007)

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WASHINGTON POST (JULIE ELPERIN, JANUARY 26, 2006).

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return to rational dress

FASHION TIPS FOR BOYS

BY JUSTIN BERGER

UNTIL THE MID twentieth century, people wore the same practical and dignified clothing for work, recreation, and transportation. When central heating and car culture came along, dressing to go outside became a special project. So most people stayed in, and didn't ride bikes. Now, as practical cycling is becoming popular again, the idea that cycling requires special clothes persists. Don't believe it. If your great-grandparents could ride bikes in normal clothes, you can, too. You can ride swiftly for long distances, without getting stinky, chafed, or soaking wet. You can look presentable in a meeting, on a date, or at the symphony; and you can get there on a bike. Here's what to keep in mind.

KNOW YOUR FIBRE

When cotton gets wet it sucks away body heat. If you are back of beyond this could be fatal. No joke. Even in summer sweaty damp cotton is no fun.

Plastic, especially polypropylene, stinks after extended wearing because bacteria builds up on it. Plastic also stinks insofar as the vinyl compounds that make up so-called waterproof breathable layers often include thalites and other highly toxic compounds. The dyes that produce bright colours, especially high-visibility electric green are also nasty.

Wool is the best. The best of the best is merino. It's not itchy so you can wear it next to your skin. It's expensive but not as much as you think. It's inherently antibacterial so it repels odour. It's stretchy so it won't chafe. It stays warm when it's wet. It keeps you cool in summer. It's amazing.



PHOTO OF JUSTIN SPORTING WOOL BY AMY WALKER

DON'T SKIMP ON BRIEFS

Spend twice as much on your undies as on anything else you wear, including shoes. Long underwear is not just for arctic expeditions. In spring and fall, long undies will allow you to wear lighter clothes overall. Merino undies are super, but nylon is okay.

A GOOD WALKING SHOE IS

A GOOD CYCLING SHOE

The most important attribute of a cycling shoe is a sticky sole. If your shoes are grippy enough you can pull your pedals past the high and low spots as well as you can with clip-in shoes. And when it's really ugly out, gumboots win out over dinky overboots any day.

CLASSIC STYLES ARE PRÊT À ROULER

Top coat, turtleneck sweater, and breeches: together the outerwear trifecta. You can get them at boutiques or at the thrift store – they are still stylish and functional.

Long dress coats have a split down the back called a vent. Originally this facilitated riding a

horse. It persists to allow bicycle riding. Three-quarter length coats are ideal – short enough that they don't catch in the spokes of the rear wheel, and the extra length keeps the rain off your back. The coattails flap fetchingly as you ride.

Turtleneck sweaters were likely first worn by fishermen. Keeping your neck warm keeps the rest of your body warm. Plus you'll be classy like Audrey Hepburn.

Breeches – If you look at pictures of men from the 18th or early 19th century you'll notice that they are wearing short pants that gather just below the knee. This makes a lot of sense for serious walking, horse riding, and cycling, and until recently was something you could wear in polite company. It's a style worth fighting for, especially if you have knee socks that match your cravat. That said, pant clips work fine and are the only cycling accessory mentioned in a Philip Larkin poem.

Water flows as easily off the backs of swans as of ugly ducklings. Dress accordingly.

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BIKE THE blossoms



PHOTO BY JOSEPH LIM

PICTURE A CONVIVIAL citywide spring event with cyclists fanning from Vancouver's west side to east side riding under fragrant pink canopies of cherry blossoms.

Slow Food Vancouver, in partnership with the Vancouver Cherry Blossom Festival, is launching a new food-focused event that fosters Slow Food's philosophy of good, clean, and fair while bringing an active, tasty, and beautiful awareness of the city.

The free event on April 19, 2008 will see hundreds of enthusiastic residents and visitors embark on a leisurely cycle along designated city bike routes to view the peak blossoming of Kanzan cherry trees, stopping along the way to enjoy the culinary pleasures of eight

of Vancouver's unique eateries and coffee houses selected by Slow Food. Routes will also include special stops where riders will be able to sample local and artisan foods with an opportunity to meet Fraser Valley farmers.

As if the pleasure of the ride were not incentive enough, a treasure hunt is planned for the route, plus all registered participants in Bike the Blossoms have a chance to win a round-trip ticket for two to Japan.

More information & registration:
www.slowfoodvancouver.com
www.vcbf.com

food



PHOTO BY GWENDAL CASTELLAN

SWEET-MORE BARS

BY FARAH MOOLJI NAZARALI

HEALTHY EATING DOESN'T have to be difficult. In fact, it is important for cycling and doesn't have to take up a lot of time.

I love high-energy snacks that pack a punch. These can be prepared ahead of time and left in the freezer. One batch is intended to last a week, but I find them so tasty, they usually only last a few days!

This is from my friend's book, *Health By Chocolate*, and has been a hit with all my friends. It is a great protein-based snack with a chocolatey nutty flavour. Perfect for long rides, day hikes, or a snack between meals. You can cut them into bars, into small squares or roll it into balls.

- 1 cup nut butter (unsweetened and unsalted) peanut, cashew, almond butter work best
- 1 cup honey (or brown rice syrup for less sweet taste)
- 1 cup cacao or 1/2 cup raw cacao
- 1 cup unsweetened shredded dried coconut
- 1 cup sunflower or pumpkin seeds or sesame seeds

In a medium saucepan, heat honey and nut butter on low-medium heat until bubbly. Remove from heat and add cacao, coconut and seeds. Press firmly into a greased pan. Cool completely and cut into bars or squares.

Health By Chocolate, by Victoria Laine, is a whole foods chocolate cookbook with 40 recipes that are dairy-free, wheat-free, and free of refined sugars and flours. Email chocolate@thesmilingyogi.com for information or to order a copy.

When she's not cycling, Farah is a culinary artist. She loves to create healthy, whole food recipes and cycling snacks. She can be reached at farah@thesmilingyogi.com

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THE BIG DUMMY IS SURE TO GET A FEW LOOKS. PHOTO BY DAVID NIDDRIE

UNTIL RECENTLY IT'S been uncommon to see North American cyclists carrying large items without the use of a trailer. A new generation of bikes called longtails are changing the landscape for utility cycling. If you're thinking of reducing your car use, or looking for a way to be more "self-propelled," it's probably your most practical option. Two longtails I've been testing for Momentum are Surly's Big Dummy and the Xtracycle.

XTRACYCLE

Xtracycle was the first company to make longtails available in North America. They've been at it for about 10 years now, and their website contains a wealth of information on all things longtail.

We tried out the Free Radical, Xtracycle's conversion kit that allows you to transform your existing bike into a longtail, and a few of their more popular accessories. There are a lot of available accessories: wide loaders, long loaders, ground effect lighting, even a blender attachment to turn your bike into a mobile margarita bar. Xtracycle accessories can also be used with the Big Dummy frame.

The Free Radical bolts onto the back of a traditional bike frame to create a longtail bike. The Xtracycle conversion kit has everything you

need to ensure a smooth transformation, though I had to jerry-rig one part of the assembly to compensate for my mountain bike's super-beefy chainstays. If you're not a DIYer, any decent mechanic should be able to follow the excellent instructions provided with the Free Radical kit.

When I finally put foot to pedal and got rolling, I had my first revelation: the Xtracycle rides like a bike. There's no uncertainty, no learning curve. It takes a bit longer to turn because of the long wheelbase but the bottom line is this: if you can ride a bike, you can ride an Xtracycle.

BIG DUMMY

The Big Dummy is an integrated longtail frame: a study in utilitarian design. The curving top tube makes it easier to mount and dismount; there are braze-ons (mounting points) for every conceivable accessory or addition (including tabs for disk brakes, a good idea if you're carrying heavy loads); and passenger foot-rests are integrated into the frame.

Despite its extra length, the Big Dummy handled like a long, stable bike. For anyone who's ever jackknifed a trailer or wrestled with a cargo trike or bakfiets, that's a big plus.



OMAR ON THE MOUNTAIN BIKE XTRACYCLE CONVERSION.
PHOTO BY AMY WALKER.

“I’ve carried two 40-litre kegs, two full-sized mountain bikes, an (empty) 200-litre plastic box, and a ten foot ladder (though not all at once).”

THE RIDE

My amazement over the seamless transition from bike to longtail lasted until I got home and confronted the first downside of longtail ownership: how to store an eight-foot-long bike. The longtails took up a lot of space wherever I went. At the wrong angle they’ll take up a whole sidewalk; they poke a bit too far out of standard bike stall; and don’t even think of trying to put one on a car or bus rack.

These limitations arise from the physical attributes that make longtails the überbike from a utilitarian perspective. Having used trailers as well as tried a number of other utility bike designs, I can say with confidence that the longtail model has all other comers beat. The super-long wheelbase makes the longtail stable, while the extended rear-end allows one to load it up with an extraordinary volume and range of stuff.

With the aid of long or wide-loaders if necessary, strap on unwieldy items and feel the super-hauling power of the longtail. I’ve carried two 40-litre kegs, two full-sized mountain bikes, an (empty) 200-litre plastic box, and a ten foot ladder (though not all at once). Recently, while trying to load a crib in the back of my car, I turned to my partner and said, “You know, I should’ve brought the bike.”

An incredible number of smaller items can be organized and packed in the Xtracycle’s oversized panniers. Over the course of a seven hour

holiday shopping epic I managed to cram all my gifts, plus enough food and drink for eight people on the longtail. I should also mention that when you have to make a lot of stops, the open-pannier system Xtracycle uses can be a bit nerve-wracking.

While doubling someone on a normal bike takes nerves and skill (on both parts), I never thought twice about offering someone a lift on my longtail, and every passenger was eager to accept. I’ve never had an easier time picking up girls.

My personal horizons started to expand as I realized how easy it was to haul stuff around, and I became more cavalier about what I would pick up and make work.

HEAD TO HEAD?

Surly readily acknowledges that the Big Dummy is the product of a collaboration with Xtracycle. An integrated longtail was simply the next logical step in the evolution of the model that started with the Free Radical conversion kit. Both companies are practical and forward thinking; considering Surly’s reputation for excellent design and their ability to get behind non-traditional ideas while keeping costs low, you’d be hard pressed to find a company better suited to take the longtail concept to the next level. Add to this the fact that all of Xtracycle’s well thought out add-ons work with the Big Dummy and – if you’re considering a longtail – the only tough question is: how do you choose between the two?

With the Big Dummy, you’re getting the height of utilitarian bicycle design. The frame is purpose built to be a longtail – the nagging complaints that users have had about the Xtracycle and the work of finding the perfect bike to convert have been removed from the equation. For example, responding to concerns about how Xtracycles handle with heavy loads, Surly built the Big Dummy out of steel, meaning the frame can handle lots of load-induced flex, and used a massive, ovalized boom tube instead of two chainstays to make the back end more rigid. All you have to do is spec it, load it up, and ride.

But the Big Dummy will never be anything but a longtail. It’s very good at what it does, but with this evolutionary step forward, a major strength of the original design comes shining through: the Xtracycle is a longtail when you want it to be. When you need the extra carrying capacity, simply bolt on (or, even easier, use the new quick release option!) the Free Radical, make a few quick modifications and your everyday commuter gets a bit more trunk for your junk.

The choice between models, then, boils down to four questions: your budget, how serious you are about longtails, how often you need to haul things, and how much storage space you have.

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LEGAL BRIEF DAVID HAY



the big picture

ON A RECENT early morning ride, I pondered the nature and purpose of our tort (civil wrong) system, and the social purpose underlying litigation; in short, “the big picture.” Normally I confine this column to the facts of accidents involving cyclists and motor vehicles, and the application of the law to those facts. However, this time, and perhaps this time only, I ask for your indulgence while I sally forth into the very heart of what I do.

In Canada, we live in an English common law jurisdiction whose laws are rooted in 800 years of judicially-considered human experience. And if you were to ask any English common law student or lawyer what is the most famous case of all time, they would tell you, without hesitation, *Donoghue v. Stevenson*. In my respectful view, this case is like no other.

In 1928, May Donoghue, an impoverished woman of modest means but much determination, took a tram from her home in Glasgow, to the ancient borough of Paisley, Scotland. She met a friend there to enjoy a refreshment at the Well Meadow Café. Her friend was never identified. After they took their seats, her friend ordered for her an ice cream and ginger beer. When May Donoghue was consuming this form of ice cream float she saw in the glass what she believed to be the partly decomposed remains of a snail. Because her friend had ordered the refreshment, May Donoghue had no contract with the café owner.

Accordingly, at that time in legal history, May Donoghue had absolutely no remedy against anyone. There was no tort law to help her. She suffered an illness from consuming the decomposed snail, spent three days in the hospital, probably lost wages, and had no entitlement to any compensation. This is how the world used to be.

Without a tort of negligence, she had no power against corporations or the state. Lacking the ability to seek compensation, and in the absence of a crime (the failure on the part of a manufacturer or a café owner to discover a snail in a bottle of ginger beer is hardly criminal activity), she simply had no way to redress the wrong. It was against this background that the case was pushed all the way to the House of Lords in London.

The fascinating aspect of the case is that it never went to trial. The presence or absence of the snail in the ginger beer was never determined. The case was argued on the hypothetical; that is, if a snail were found in a bottle of ginger

beer in 1928, would the affected consumer be legally entitled to any remedy?

In a remarkable landmark decision, Lord Atkin gave judgment for the Plaintiff, May Donoghue. In his judgment, he virtually created the law of negligence which today is responsible for literally billions of dollars exchanging hands. Lord Atkin formulated the neighbour principle based on the Christian parable “to do unto others as you would that they should do unto you.” In legal terms, one must avoid acts or omissions which one can foresee would injure one’s neighbour. Even though there was no physical proximity between May Donoghue and the manufacturer of the ginger beer, Lord Atkin held that the manufacturer ought to have had her in mind, given that it was reasonably foreseeable its acts or omissions would harm her. This principle can be applied to any conceivable relationship between two parties in society.

At the time of *Donoghue v. Stevenson*, there were naturally significant concerns about the limits which might be placed on these principles to prevent endless litigation. The courts continue to struggle with these limits to the present day.

Like any system of ideas, those relating to the law of negligence are subject to abuse. But as a tool for addressing foreseeable harm and providing compensation for the victim of that harm, the “neighbour principle” is universally regarded as a beacon of hope, without which the individual would be powerless. So when you get on your bike today and set off into the wild blue yonder, take a moment to think about May Donoghue and her journey against adversity. Reflect on one of the true heroes of our law: a woman who died in virtual obscurity, but in whose name great Goliaths are held accountable by individuals throughout the common law world.

On a final note, any progress in the law relating to cycling is wholly dependent on a proper understanding of the common law duty of care based on reasonable foreseeability. Making this connection may seem mystifying until one fully appreciates the correlation between the increasing presence of cyclists on the roadway and the rising duty of care on the part of motorists and municipalities. May Donoghue’s journey to the centre stage of legal history has a direct bearing on cyclists’ rights and cyclists’ remedies in the law of negligence.

“the ‘neighbour principle’ is universally regarded as a beacon of hope”

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CARING FOR THE *old cog and chain*



ILLUSTRATION BY IAN HOFFMAN

MY EXPERIENCE TEACHING workshops on bicycle repair and maintenance have taught me to regard two mechanical skills as essential for the well-prepared bicycle commuter: flat repair and drivetrain maintenance. You're better off learning how to fix a flat from a practical demonstration, so I'm going to put forward my thoughts on how, how often, and why the conscientious cyclist should work on her drivetrain.

A bicycle's drive train is the system that transfers the rider's pedalling to the rear wheel of the bicycle.

In terms of regular maintenance, the parts we're going to focus on include the chain, the front cog(s) and the rear cog(s). On a geared bicycle I would add the rear derailleur, or more specifically the rear derailleur pulleys, to this list.

When your bike (or drivetrain, if you're replacing) is brand new, all of the parts of your drivetrain are in their optimal state. Your chain is covered (literally, both inside and out) with a thin layer of lubricant, and nothing else.

Each of the 50+ links of your bike's chain is composed of several tiny, connected, metal parts. As you ride, these parts are constantly moving, rotating and rubbing against one another and the chain rings, and being pushed this way and that as you change gears. For all this to happen quietly and smoothly, proper lubrication is essential. Your chain came out of its box covered in a thin layer of lubricating oil, but as you ride two things happen. First, the oil is attracting dirt, sand, dust, etc. all of which is ending up on your chain. And second, the oil is being broken down through exposure to the elements – especially water, which, over time, will strip all of the oil off your chain.

Proper maintenance of a bike's chain deals with both of these issues: the objective is to get your chain back to its optimum state, clean and well-oiled. At the end of this process, your chain will be clean, lubricated on the inside (where it counts), and dry on the outside (where dirt tends to collect).

1. Put away that lube! The first thing we have to do is clean the chain. If this is your first time doing so, you might want to rip up an old t-shirt so you'll have no shortage of rags – this

is going to be messy. If you have a repair stand, stick the bike in it – if not, flip your bike upside down. Next, move the pedal with one hand – as if you were riding the bike – and with the other, take a rag and squeeze it around the length of chain running from the top of your rear chainrings to the top of your front chainrings. Keep pedalling and cleaning like this, using new rags as necessary and rubbing all sides of the chain, until it starts looking substantially cleaner and your rags aren't coming away all black and nasty. If this is your first time doing a thorough clean, you'll also want to use a rag and something thin, hard and pokey (and old spoke works well, so does a small flat head screwdriver) to wipe and pry off the greasy dirt that is caked onto the other parts of your drivetrain – especially on and between your chain rings and on your derailleur pulley wheels.

2. Now that your drivetrain is clean and shiny, continue pedalling the bike as if you were riding it, dribble or spray a thin layer of lubricant on your chain. Pick a spot, point the lube applicator, and apply as you move the chain slowly along until the whole chain has been oiled. Once you've applied lube to the whole chain, keep pedalling for ten seconds or so to give the rotating links a chance to pull the oil inwards.
3. Grab a clean rag and, following the same process outlined in step one, wipe all of the lube off the outside of the chain.

Now your chain is clean and well-lubricated on the inside. As a bonus, as you follow this process again and again, you should notice that your drivetrain stays cleaner longer – all the oil is going to the inside where it's needed, and not on the outside attracting dirt from the road – so there's less need over time to keep scraping your pulleys and chain rings clean.

(Note: there are more thorough processes for cleaning your chain. One of note, the ShelBroCo Bicycle Chain Cleaning System, is available online).

How often should you clean and lube your drivetrain? It depends on how often and under what conditions you ride. If you're a fair weather cyclist who only rides on sunny, summer days, once a month may be plenty; if you're a dedicated commuter who rides every day, even in "the suck," you'll want to go through this process at least once a week when the weather is bad.

As for what kind of lubricant to use: different products are better suited to different conditions and personalities. If you ride in the rain a lot and don't want to be constantly lubricating your chain (but will do a thorough job when you must), a heavier oil like Phil Tenacious Oil might suit your need – it's thick, so it will stick around longer, but it's also tacky, so it will attract more street crud. If on the other hand you're a fair(er) weather rider who doesn't mind doing a quick clean-and-lube more often, go for a lighter weight oil – it won't last as long, but it will run cleaner and collect less gunk.



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VAL WITH TROPHY FOR
"BEST FACIAL HAIR"
PHOTO BY AMY WALKER



MIA KOHOUT WITH ROBIN WILLIAMS
PHOTO BY ULRIKE RODRIGUES
BELOW: BRAD QUARTUCCIO
PHOTOGRAPHING THE SHOW

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EMILY AND JOSH MUIR
FRANCESCYCLES.COM
PHOTO BY ULRIKE RODRIGUES
BELOW: CABLE STEERING FROM
FRANCES. PHOTO BY AMY



THE WOMEN OF MOMENTUM. TANIA, ULRIKE,
AMY, AND MIA. RIGHT: THE BILENKY BOYS RODE
49 HOURS ON THE TRAIN FROM PHILADELPHIA.
WWW.BILENKY.COM PHOTO BY AMY WALKER.



LEFT: DON & JULIANA
WALKER WITH THE
BIKE HE BUILT FOR
HER. PHOTO BY AMY

500 BIKES WERE
PARKED IN THE
INDOOR BIKE VALET
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MORE WERE PARKED
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AHEARNE AND BABA GANOUSH PHOTOS BY BRAD QUARTUCCIO, URBANVELO.ORG



PHOTO BY AMY WALKER

▲ Sam Whittingham's entry won three top awards at the show, including President's Choice, People's Choice, and Best of Show. The British Columbia builder's fixie called Baba Ganoush combined modern ideas with late 1800's style. Sam created the show-stopper by combining all his favourite ideas into one bike: a top tube lock hole, E-centric dropouts, wooden rims and spoke shave bars with wood grips. Naked Cycles www.timetogetnaked.com



▲ Joseph Ahearne of Portland won the prize for Best City Bike category for the second year in a row. www.ahearnecycles.com

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CALL FOR SUBMISSIONS

Though we understand it's not all rosy in the "Bikeosphere" – it is certainly a separate reality from life in the "Car-niverse."

The Bikeosphere Art Show is collecting visions of that separate reality: the alternate universe we inhabit when we ride our bicycles to get around. What sights do you see? What joys and challenges do you experience? What epiphanies arise through travelling under your own power?

MOMENTUM will present a show in June at Vancouver's Ayden Gallery. Selections of the work will be included in the July/August issue of MOMENTUM. We invite artists from across North America to submit work to the Bikeosphere Art Show. Everyone is welcome to participate and create art for this show (even if you don't call yourself an artist).

TO APPLY:

Please submit by email:

- Any relevant details about your work (size, medium, description)
- 1-3 jpeg photos of the artwork
- Artist bio
- Website (if applicable)

Email info@momentumplanet.com with "Bikeosphere" in the subject line.

For more details please contact Amy Walker at amy@momentumplanet.com or 604.669.9850

Submission deadline: Monday, May 5 2008

www.momentumplanet.com
www.aydengallery.com

MOMENTUM
Ayden
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778.891.4310

PHOTO BY WENDELL CHALLENGER FROM RAD: BICYCLE ART RIDE & SHOW
FEBRUARY 1, 2008 @ GALLERY GACHET IN VANCOUVER. BIKESINSIDE.COM
ILLUSTRATION BY LEONA SUPRUN

