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THE MAGAZINE FOR
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MARCH/APRIL 09

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Safe Routes to School **22**
US & Canada

Presidio YMCA **23**
After-school Bike Club

Profile: **29**
Greg Busch & Lisa Hall

Portland's Share the **35**
Road Safety Class

Editorial **5**
Letters **7**
The Messenger **13**
The Advocate **25**
Gleanings **48**

Arts & Culture **31**

FILMS: *Veer; Recycle a Bicycle*

BOOKS:

Campagnolo - 75 Years of Cycling Passion;

The Competition Bicycle; Bicycle Madness;

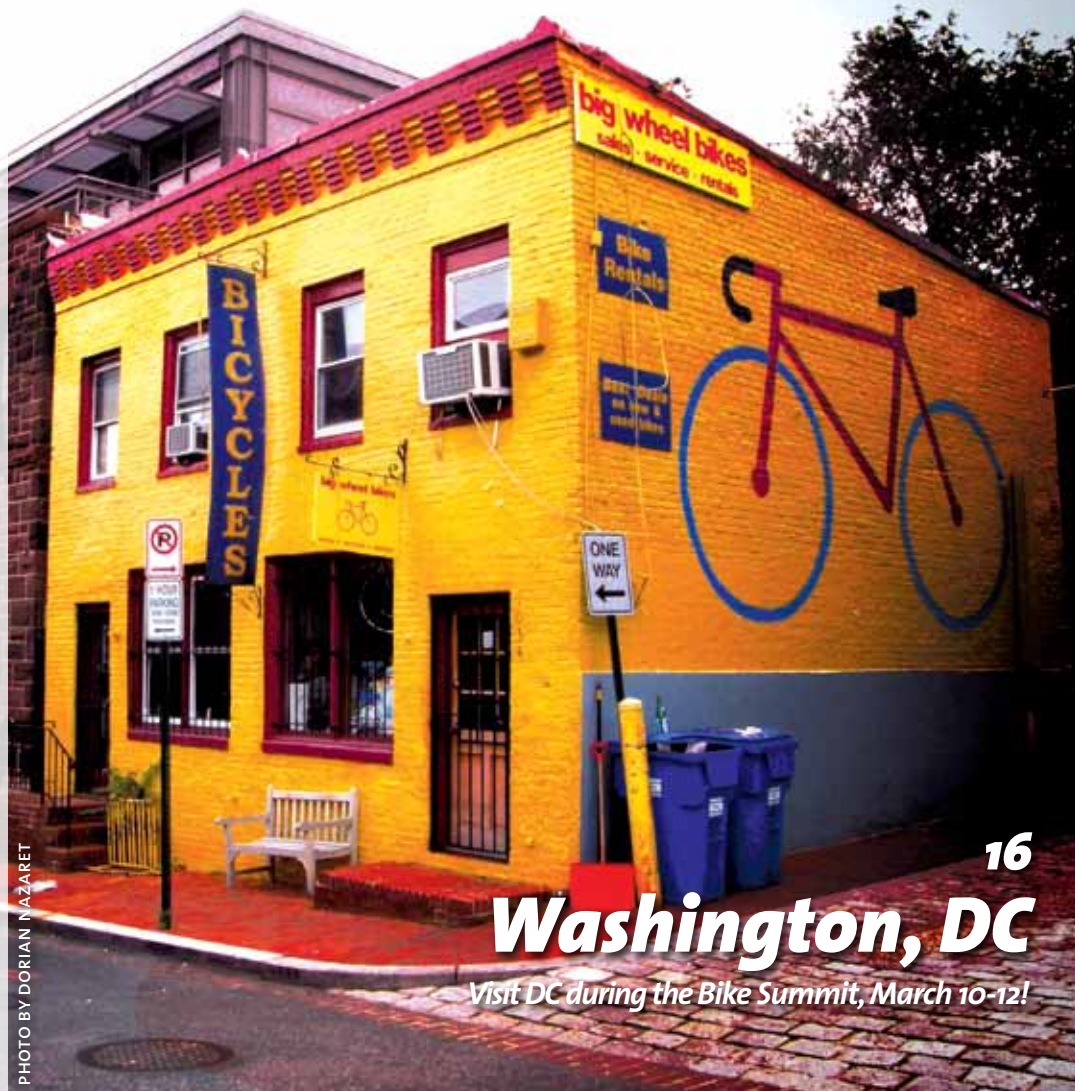
Wolverine Farm Publishing

Food **36**
Doing What's Right for Water
Delicious Deliveries

Gear **39**
ABUS Bordo Lock
E-Bikes

E-Bike Reviews:
Schwinn Tailwind & Giant Twist Freedom

PHOTO BY DORIAN NAZARET



16
Washington, DC

Visit DC during the Bike Summit, March 10-12!



26
Community Bike Shops
*Hundreds of community bike shops
make bike skills accessible to all.*



30
The Tweed Run
150 dashing London riders.

momentum

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.

ON THE COVER

This issue's cover features an original stenciled painting by Portland-based artist Tiago DeJerk. Photography for the piece was by David Niddrie. Pictured in the image are, on the left: Jasmine Stoer, a Katimavik participant who has been learning bike repair at the PEDAL depot in Vancouver. On the right: Tracey Myerson, who teaches basic bike mechanics courses for women at her shop, Jett Grrl Bike Studio in Vancouver. To see more of Tiago DeJerk's amazing stencil artwork (including many pieces inspired by biking culture) please visit www.dejerk.com

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Alfine and Nexus hubs are available as hubs (shown here) or complete wheel sets. For more information visit www.shimano.com



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SUBSCRIPTIONS

Six issues per year
\$19.95/year Canada + US | \$39.95 international
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PUBLICATION MAIL AGREEMENT #40565523

The Minivan ARMADA

THE LATEST Bikes Belong newsletter landed in my email inbox, and therein I found:

If the number of kids who walk and bike to school was restored to 1969 levels, our nation would cut 3.2 billion vehicle miles, 1.5 million tons of CO₂, and 89,000 tons of other pollutants annually. This is the equivalent of keeping more than 250,000 cars off the road for a year.

Anyone who's ridden past a school when the kids are arriving or leaving, and the "Minivan Armada" is out in full force, can appreciate that. Shouldn't those children be on bikes instead? We certainly think so, and in this issue we examine some of the reasons why they aren't, and what can be done about that.

Many parents point to a lack of sufficient infrastructure (bike lanes, bike parking, and too many cars) as the reason why their kids cannot ride to school. In many places this is true: the only concessions granted to the children are speed bumps to slow down passing cars and "No Parking" signs that are often ignored.



This is slowly beginning to change. Cycling programs are gaining ground in schools, and the kids LOVE them. Herein we profile some of them, along with an innovative driver's education programs that teach drivers how to accommodate cyclists on the road. Bicycles are also being used as teaching tools in classrooms, and we look at this, too.

The goal, of course, is to no longer need those speed bumps around the schools since drivers will intuitively be aware of the presence of young cyclists and behave accordingly. Well, okay, *that* might take a while, but the fundamentals are now being put in place. In the meantime, we hope at least to reduce the numbers of the Minivan Armada.

Lastly, please note that in response to a number of readers' letters, we have increased the font size to make MOMENTUM easier to enjoy without squinting or resorting to magnifying lenses.

Momentum will be participating in the Washington DC Bike Summit Mar. 10-12 and the Seattle Bike Expo March 14-15. If you will be attending either of these events we'd love to meet you!

SUPPORT MOMENTUM'S EDITORIAL FUND DONATE TODAY!

ONE OF THE beautiful things about publishing a magazine like MOMENTUM is the number of people willing to share their talents, knowledge and hard work "for the cause" One of the biggest challenges is working on a tiny budget and not being able to pay these people much, if anything at all. We have been looking for solutions to this financial problem and we have found an answer! MOMENTUM is now pleased to announce a contract with the PEDAL Foundation. [PEDAL Foundation is a registered charity with a mandate to promote the economic, environmental and health benefits of cycling. Canada Revenue Agency #856425384R0001]

With donations from individuals (people like you!), and under the guidance of PEDAL, MOMENTUM will commission educational articles about transportation cycling for all of our future issues in 2009. Your support is vital to this work. Your donation goes directly to paying the people who research and write about how to empower ourselves by using our bicycles. PEDAL will issue a Canadian tax receipt for all donations received. Please support our work and our amazing contributors by sending cheques made out to:

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ENJOY THE MAGAZINE. Been getting a few emails from readers this week who feel that in the latest issue you dissed my latest book or read a version that they didn't, so I went and had a look myself. Never trust fans, especially mine, who tend to be armed and unstable in the right light.

So here's the thing: I make it a practice never to comment on reviews, good, bad or incoherent, and I will keep that promise, but I must correct two factual errors.

The premise of the book is not that I was bored and needed to drag my sons cross country in the dead of summer to freshen things up. Clearly stated, I was on assignment/deadline from *Men's Journal*, and my wife had to finish grad school, so I decided to take on the Adventure Dad challenge: a boy's day out on two wheels. I've been bored in life, but never, ever on a bike trip.

In the closing paragraph of the review, it said that "Kurmaskie, for all his counter cultural bluster, is still a suburban Dad at heart."

WTF? Let's start with the capital offense of calling me a suburbanite.

I live in a high density urban neighbourhood

in Portland, Oregon, 1.2 miles from the downtown centre, five blocks from light rail, 25 yards from a busline. I pedal my family around about 90 per cent of the time. I'm adding solar onto my home and chose to upgrade an old house for eco-improvements because I give a rat's ass about future generations. And as someone who has gone on public record raging against all that is wrong with the suburbs, labelling me in this way... well, it hurts.

Now, to address the "counterculture bluster" comment, not that any examples were brought up in the review, I want to set the record straight. I, Joe Kurmaskie, have been counterculture since that fateful day back in 8th grade when everyone in my little clique wanted to lip synch to the Sugarhill Gang at the talent show. I said, "Screw that you lemmings, I'm gonna ride my unicycle, while playing my trumpet and juggling eggs. Who's with me?"

If mine is counterculture bluster, then my parents and numerous extended family members have been worrying all these years for nothing. And what about a grown man who goes by the name "Metal Cowboy" and plays a really bad guitar at some of his shows? It doesn't get any more mainstream than that.

Hugs and kisses,

Joe "Metal Cowboy" Kurmaskie, Portland, OR

We apologize for offending Mr. Kurmaskie, and will ensure that similar offenses do not happen again. Book reviews are opinion pieces and, as such, inherently risky. As far as the factual errors noted: guilty as charged, I'm afraid. We're sorry.

SCOFFLAW CYCLISTS

DEMONIZING THE AUTOMOBILE for doing what cyclists do on an ongoing basis proves little.

I have been commuting by bicycle for more than three decades, and every year it seems that there are more cyclists on the road. At the same time those cyclists seem to have less interest in following vehicle rules on the road than ever. It seems that many now believe that red lights and stop signs are meant only for cars: the bicycle and its rider would seem to be immune to any sort of laws that may apply to lesser citizens.

If all people on the roads would follow the laws of the road, as well as using a little courtesy, we would all get along much better.

Gary Crosby, Vancouver

LETTERS CONTINUE ON PAGE 9

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WHAT ABOUT SCOFFLAWS WITH COMPASSION AND COMMON SENSE?

AS A LIFELONG Montreal cyclist, I wanted to contribute an idea to your "Compassion" stories. They helped me define more clearly my ambiguity towards entitlement and rule following. For years I've maintained a basic rule: Be respectful of others, not the "rules." This means never forcing someone into a situation where they have to slow down for me unless I need to get in their way for safety's sake.

Being on the road gives us innumerable chances to display kindness, and drivers give compassion back to us all the time. Montreal drivers, contrary to myths propelled by those angry bicycling types, are reliable and respect a certain code of conduct. It is based on a respect of common sense efficiency. In Montreal you can ride fast, be respected and not follow the official rules and few will care – they do the exact same thing in the same situation. Are we entitled to not follow the rules? Law and Protestant ethic aside, the truth is that cyclists have better sight and hearing, are more manoeuvrable, more human, less dangerous, slower, and way cooler.



DITA AND KAJA

Montreal "common sense" efficiency allows us to burn some red lights and to roll through stop signs. The great majority of cyclists respect right-of-ways and know when to cross safely. Most Montreal drivers are aware enough to avoid the few cyclists who dangerously push their timing too tight. Most of the time, the system works in a beautiful dance of efficiency.

Richard Dugas, Montreal

BIKE WEDDING JUMPS PROPOSITION

WE'RE A "SELF-PROPELLED couple" who incorporated our bikes into our wedding plans. We'd long planned the celebration of our marriage for Spring '09 at our church. But we had to rush to do the legal bit early because of concern that Proposition 8* would pass. So we rode to the county clerks office to get the marriage license! We were legally wed the next day in front of the fountain at the beautiful 1889 era San Francisco Unitarian Church.

Dita and Kaja Rudinow
On the move from the Bay Area to Seattle

** Proposition 8 was a California ballot proposition in the November 4, 2008, general election which would change the state Constitution and eliminate same-sex couples' right to marry.*

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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LAURA WALSH lives in Brookland, Washington, DC in a house full of roommates and a yard full of bikes. She likes turning streets into parks, turning parking lots into gardens, turning cars into planters, free public transportation, market rate pricing for parking, habaneros, dancing, and bright colors. She is 5'6" and dashing through the city on the small-tall bike built by one of her charming weld-happy roommates. Laura's article on cycling in Washington DC appears on page 16.



JUSTIN SULLIVAN whose photos of the Reno Bike Project appear on page 27, is a commercial advertising photographer living and working in the Reno-Lake Tahoe area. He does not own a car, and commutes by bike daily. Justin was born in Glendale, CA and grew up in Northern Nevada. He loves riding fast, disc wheels, Canon bodies, and L lenses. www.justinsullivanphotography.com



JOEL GILLESPIE grew up in Iowa, went to college in Indiana, and is in the process of moving to Illinois. He tries to hide his prejudice against states that don't begin with I, but, let's face it, he is naturally suspicious of their intentions. If you have trouble sleeping, give him a call and ask about soybean processing. He writes for and edits *Smile Politely*. www.smilepolitely.com
Joel's Safe Routes to School article is on page 22.



FLICK HARRISON (reviews of the films *Veer & Recycle-a-Bicycle*, page 31) is a self-made nobody, a renegade artist, an underpreneur, a premier Vancouver poorfessional. Chretien's chief strategist Warren Kinsella called Flick "offensive" and "unfair," the *Globe and Mail* called him "hilarious," and the *Georgia Straight* called his work "gorgeously sophisticated." www.flickharrison.com



LUIS BERNHARDT – track racer, opera-goer, troublemaker – is one of the last of a generation of bike-riding beatniks from Berkeley, CA. He now makes his home near Burnaby's indoor velodrome and rides a Benotto track bike everywhere. Read Luis' reviews of *The Competition Bicycle* and *Campagnolo 75 years of Cycling Passion* on page 32.



CHRIS KEAM is a Vancouver-based freelance writer and video editor. He has written for *MOMENTUM* since its first issue, as well as a number of other cycling publications, on topics such as cycle touring, mountain biking, and the cycling industry. www.chriskeam.com
Read Chris' article on E-bikes on page 40 and his review of the Giant Twist Freedom on page 43.

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OTTAWA

BY EMILY CHUNG

ON JANUARY 17, Tall Tree Cycles celebrated the opening of its new Richmond Road store with the Vélo Vogue fashion show. Nancy Kukurudz, who organized the event, said it was packed with people eager to eye some diverse alternatives to lycra, crafted by designers such as Ottawa's Workshop, Victoria's Smoking Lily, and Toronto's Deadly Nightshades.

Meanwhile, the Human-Powered Vehicles Operators of Ottawa are getting ready for the annual St. Patrick's Day parade. Last year, their pedal-powered float featured an Irish pub-style bar with two bar stools and was hauled around town by a tandem trike. As of press time, they wouldn't reveal what's on tap for 2009.

BRONX STUDENTS GET BIKE SMART

BY HANNAH BORGESON

IN JUNE 2008, a tragedy shook Public School 76 in New York City's Bronx borough; Grade 5 student Michael Needham Jr. was struck by a speeding car while biking outside the local library. He died 18 days later. Rather than discouraging cycling, the school seized the opportunity to help students become safer cyclists.

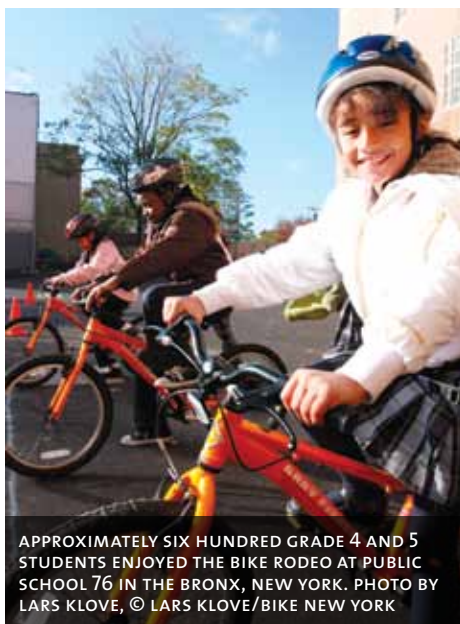
Over the summer, a grassroots effort secured the installation of a speed hump outside the library, and the school's principal, Louise Sedotto, purchased 1,100 bike helmets for incoming students. Teachers formed a Bike Safety Committee and brought in staff from Bike New York to teach its Bike Driver's Ed curriculum.

Come fall, Grade 3 to 5 students had received on-bike physical education classes for a month, covering everything from helmet fitting and identifying bike parts to starting, stopping, and following traffic rules. A Bike New York instructor hosted an evening presentation on safety for parents and a Saturday Learn to Ride class was attended by a few dozen students and their parents. The school used bicycles from Bike New York's Bike Fleet – free of charge – to enable all of their students to learn.

The program culminated on Wednesday, October 22, with a half-day bike rodeo. Braving chilly winds in the schoolyard, approximately six hundred Grade 3, 4, and 5 students and their teachers aced activities such as a slow race, a helmet relay and a bike edition of Are



MODELS STRUT DOWN THE RUNWAY AT TALL TREE CYCLES' VÉLO VOGUE FASHION SHOW TO CELEBRATE THEIR NEW RICHMOND ROAD LOCATION. PHOTO BY JORDAN CRAIG.



APPROXIMATELY SIX HUNDRED GRADE 4 AND 5 STUDENTS ENJOYED THE BIKE RODEO AT PUBLIC SCHOOL 76 IN THE BRONX, NEW YORK. PHOTO BY LARS KLOVE, © LARS KLOVE/BIKE NEW YORK

You Smarter than a 5th Grader, that reinforced the cycling-safety lessons they'd learned throughout the fall and was received with great enthusiasm by the young cyclists. Students earned raffle tickets for demonstrating safety knowledge and handling skills. The lucky raffle winner was a Grade 4 boy who had just learned to ride on a loaner bike the previous weekend.

"A lot of the skills that students need to ride a bike safely are not inherent skills, and we were assuming that they were. They need to be explicitly taught," said Dan Russo, a Grade 4 teacher at Public School 76 and a member of the school's Bike Safety Committee.



PHOTO BY GREG RAISMAN

CRITICAL BIOMASS IN PORTLAND

BY GREG RAISMAN

FRIENDS OF TREES is a Portland, Oregon non-profit that likes trees so much that they've planted more than 360,000 so far. A big part of their program are neighbourhood plantings where residents find places for trees, organize themselves into crews, and head out together to get the plants in the ground. It's a great way to find new friends, beautify streets, and create a little more oxygen in the world.

For this year's annual planting organized by the Sunnyside, Kerns, and Laurelhurst neighbourhoods, some neighbours realized that cargo bikes had been showing up all over the place. So they decided to organize the first ever Friends of Trees Bike Crew.

On Jan 24, 2009 there were 71 trees planted by seven crews including six cars and the first ever non-motorized crew. The bike crew showed many ways that people have learned to carry big things with our good friend the bicycle. Long trailers, Bakfiets, a Stites Design cargo trike, a Yuba Mundo, and some more traditional trailers were ridden by 16 volunteers who planted 15 trees. 15 was biggest planting of the day... carried out by the bike crew, who finished first, then went and helped two other crews out. The bike crew finished first (all the other crews decided to add a little CO2 for their new trees to absorb).

Brighton West, the program manager for Friends of Trees, says there's already another neighbourhood organizing a bike crew this year. Portland will start seeing a lot more trees being hauled around by bike. There are already plans underway for an all-bike planting day.

.....
www.friendsoftrees.org
www.stitesdesign.com
www.yubaride.com

THE MESSENGER CONTINUES ON PAGE 16



PATRICK DENNIS / No form of communication is more powerful than old-fashioned human interaction. As frontman for the band Wirepony, Patrick is walking away from the digitization of music in favor of a more natural, honest and ultimately personal approach. DELIVERY 3i / Recalling the days of milkmen and paperboys, this iconic American ride is reinvented with today's technology and contemporary components. Superb styling, internal 3-speed gearing and a lightweight aluminum frame make a truly modern masterpiece of this classic cargo-carrying workhorse.

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AUSTIN

BY MARSHA UNGCHUSRI

CITY OF AUSTIN Bicycle and Pedestrian Program announced test bike boxes at key intersections in the city. Program Manager Annick Beaudet anticipates the bike boxes will be completed by the end of summer. Along with the bike boxes, sharrows will be added to busily frequented corridors around town.

Austin's League of Bicycling Voters (LOBV), lead by Rob D'Amico, has launched Project Catapult to identify and promote significant projects that will improve infrastructure and culture for cyclists in the city. With Project Catapult, the LOBV also seeks to rally and unify the voice of cyclists within the city by involving local cycling organizations. Membership dues are \$10 and there are volunteer opportunities. For membership, contact Lane Wimberley at: info@lobv.org. More information at www.lobv.org.

The Austin cycling scene has exploded on the Internet recently, with two bike blogs providing invaluable information and resources. Austinbikeblog.org, run by local cyclists Marcus Sanford and Elliot McFadden, is pleased to announce the newest feature for their site, the Austin Cycling Events Calendar, which is a compilation of Tom Wald's advocacy calendar, group rides from Violet Crown and Austin Cycling Association, and Austin Bike Stuff's (atxbs.com) Cycling Culture Calendar. Jason of atxbs.com has expanded his site to include a page to post stolen bikes and a "Wall of Shame" which chronicles aggressive driver-cyclist situations.

Austin's most anticipated messenger race is fast approaching. Starting at The Compound, on 1300 East 4th Street, March 14 at 2 pm, the competitions include sprints, track skids, and a main checkpoints race. Sponsored by the Austin Bicycle Messenger Association and organized by long time messengers Ian Galloway and Ben Lynch, the race and after-party benefit the Yellow Bike Project. YBP is a non-profit, locally supported organization dedicated to providing human-powered transportation for Austin. Run completely by volunteers, YBP are raising funds to build a permanent home in Webberville, east of central Austin. According to their site, www.austinyellowbike.org, thus far they have raised \$162,000 of the \$250,000 needed for their new home. For more information, please contact Ian at gallowayif@yahoo.com



PHOTO BY BRIAN BROOKS

SAN FRANCISCO BIKE LANE SAVED FOR NOW

ON FRIDAY JANUARY 16, 2009 the San Francisco Bicycle Coalition (SFBC) called the San Francisco cycling community to action. The call was to rally and protest a proposal by the local Municipal Transportation Agency (MTA) Board of Directors to remove a section of bike lane at Market Street and Octavia Boulevard, one of San Francisco's busiest and notoriously dangerous intersections. Over 200 people showed up to the early morning rally. Many SFBC members and volunteers were on hand holding signs and banners, passing out flyers about the SFMTA Board's proposal, and supplying coffee and pastries to their members and morning commuters. Opposition to the bike lane removal was very high and the protest was upbeat, even drawing support from car commuters driving by. The happy ending to this story is that less than one week later, in a special hearing, San Francisco Superior Court Judge Peter J. Busch rejected the MTA's request until the city's bike injunction is lifted. For now the bike lane stays! — BRIAN BROOKS

MASSBIKE WINS NEW BICYCLIST SAFETY BILL

AFTER EIGHT YEARS and four legislative sessions, the Bicyclist Safety Bill – supported, partially drafted, and lobbied by MassBike – has been signed into law. Among other improvements for cycling, the new Massachusetts law adds police training on bicycle law, makes "dooring" subject to ticket and fine, permits cyclists to ride two abreast when it does not impede cars from passing, and adds legal protections for cyclists.

— KRISTEN STEELE



PHOTO BY JOHN GREENFIELD

CHICAGO HOLDS WINTER BIKE TO WORK DAY

THE ACTIVE TRANSPORTATION Alliance celebrated committed bicycle commuters on the anniversary of the coldest day in Chicago history – Jan. 20, 1985, when the official temperature at O'Hare Airport was 27 below zero with 36 mph wind gusts, producing wind chills as low as 93 below zero. Their annual Winter Bike to Work day lures committed bike commuters to Daley Plaza with the promise of coffee, hot cocoa, and camaraderie.

— KRISTEN STEELE



PHOTO BY ERIC GILLILAND

AMERICA BIKED TO THE INAUGURATION

THE WASHINGTON AREA Bicyclist Association (WABA) recently coordinated "America Bikes to the Inauguration" in conjunction with the inauguration ceremony of US President Barack Obama. WABA ran two bike valet locations and in spite of the cold, parked over 2,000 bikes. Each person who parked their bike received a commemorative spoke card.

— KRISTEN STEELE



INAUGURATION 2009.
PHOTO BY MICHAEL DEANGELIS

WASHINGTON DC

BY LAURA WALSH

WASHINGTON, DC HAS a reputation for being overrun with politicians, interns, lobbyists, tourists, and blandly dressed Hill staffers. But DC is a city with many layers. Peel back the surface of regulations, bills, and corruption and you will find a city striving to develop and maintain its own identity, independent of the looming shadow of the federal government. And within this two-faced town is a bustling cycling scene that is finding itself and growing daily.

Whether you're a commuter, a long distance rider, a mountain biker, a casual weekender, a polo player, a freak bike builder, or none of the above – DC has something for you. Mountain bikers will find themselves at home on any number of trails within an hour of the city; Washington proper has 50 miles (80 kilometres) of paved bike lanes, not including the vast network of bike trails extending into Maryland and Virginia. Commuting exclusively on dedicated lanes is becoming easier and as the amount of painted bike lanes grows, so does the visibility of riders as legitimate users of our roads.

Bounded by Virginia to the southwest and Maryland in all other directions, Washington is a compact city. A height law enacted in 1910 on all buildings within the District's borders restricts the city's vertical growth. Devoid of towering skyscrapers, Washington is a

city with "low and convenient" buildings, designed to be human in scale where the sun can light your face on any street. Regardless of the other implications and problems created by this law, it rewards all residents and visitors to Washington with spectacular views from hilltops all across the city and makes it a delight for cyclists.

In the past few years, great improvements have been made to Washington's bicycle infrastructure. With Mayor Adrian Fenty, a competitive triathlete, and several progressive-minded Council members, support in the DC government for bicycling and "complete streets" (streets designed to ensure safe access to all users) has never been stronger. The number of bike lanes is consistently increasing, with eight miles (13 kilometres) added just in the past year, our new stadium has a permanent bike valet service, and bike parking is being installed widely across the city. Ground has been broken for the new bike transit centre at Union Station which will have parking available for 150 bikes, showers, lockers, and a limited shop with mechanics on staff.

After a young cyclist was run over by a dump truck last year, Council member Jim Graham proposed the Bicycle Safety Enhancement law, which mandates changes to heavy-duty vehicles owned by the city to prevent accidents. The law also stipulates that



PROFILE: JOEL GWADZ

Age: "an immature & sometimes obnoxious 41"

Location: Washington DC, USA the city previously known as the AXIS OF EVIL

Occupation: no suit, no tie, yet still the basic nine to five

Passion: LIFE. I like living.

JOEL GWADZ AKA Gwadzzilla is a commuter cyclist, off-road biker and Dad living in Washington DC. Gwadzzilla has been blogging since 2003. Photographs of other DC city cyclists started showing up in his blog in late 2005 – and since that time they have been a regular feature. Gwadz says he photographs cyclists because, "They keep passing in front of my camera." But he also adds that, "the photographs aid in my effort to interact with the city around me." The photos Gwadz takes are not posed portraits – more like snapshots with the subjects most often speeding by – but they are a lively document of the cycling population of DC. Gwadzzilla's photos present a visible connection with transportation cyclists who are often invisible in the eye of the mainstream media. For our focus on DC cycling, Gwadzzilla shared some of his photos and answered a few of our questions:

Does your blog contribute to "Bike Culture?"

Hearing a person say that they were inspired to spend more time doing bicycle-related things with their children may be the most powerful example of my blog stimulating bicycle culture.

What are the best/worst aspects of being a commuter cyclist in DC?

Washington DC is the land of the self important. If there was ever a town where the mantra of the people is ME ME ME that city would be DC. Car drivers are as inconsiderate to the rights of other road users as [they are] to other cars. A town where everyone thinks they are RIGHT no matter what the argument makes for some danger on the streets.

How long have you been using a bike for transportation and why did you choose to bike?

I have been using the bicycle for transportation as soon as I learned to ride a bicycle.

The bicycle was my raft and the streets were my river in my youthful *Tom Sawyer/Huck Finn* adventures. A good number of those adventures involved rides with to the Chesapeake & Ohio (C&O) Canal to go fishing, hiking, or exploring. The bicycle got me to a place where I could catch turtles and snakes. If I had been driven to these places by my parents and dropped off it would have been a completely different experience... nowhere near the adventure.

I love urban riding... it makes me feel alive. After work I often ride around town... trying to get the rhythm of the lights and the traffic and ride the wave. The bicycle allows me to interact with the city around me. I do not drive past people and buildings I interact with people and buildings. It is not that I am crossing over the landscape but existing as part of the landscape.

www.gwadzzilla.blogspot.com



THE GOOD PEOPLE OF DC. PHOTOS BY JOEL GWADZ



THE ART OF *Superbe*



raleighusa.com/superbe-roadster

vehicles must give all bicyclists at least three feet of separation when passing. It passed unanimously.

Another way the city is getting more people on bikes is through the new SmartBike bike rental program. After much anticipation, Washington launched SmartBike DC in 2008, and became the first city in the US to establish a fully automated bicycle rental program. With only 120 bikes in ten locations, the program is a mere hiccup compared to the 20,000 bicycles in 1,000 stations in Paris. Though more modest than its European counterparts, it is an important step towards widely incorporating bicycles into the larger transportation system.

Despite the excitement of being the first city to launch a program such as SmartBike, users have found that the details do not yet meet the needs of Washington's cycling community. While a large part of the local economy depends on tourism, the price structure of SmartBike keeps rentals out of the hands of visitors. With the only subscriptions available for a \$40 annual fee, it only makes sense for full-time residents. Because there is a limited number of stations located primarily in tourist-heavy

areas rather than in some of the most densely populated neighbourhoods, they're not easily accessible to most residents.

SmartBike was organized and is now managed by advertising behemoth Clear Channel. It might seem strange that a company with a history of bad relationships with cyclists (their radio DJs are infamous for joking about running cyclists off the road) would be the one charged with running this program, but the plans for SmartBike were included with the bus shelter construction project awarded to Clear Channel several years ago.

Across the Potomac River lies Arlington, Virginia, a progressive transit-forward county, that is planning its own bike rental program. Unfortunately, because Arlington's program will not be run by Clear Channel, the systems will not be compatible – a setback that is truly nonsensical in this dense and deeply intertwined region.

Still, these infrastructure improvements are definitely moving the city forward, and many dedicated advocates – including the Washington Area Bicyclist Association, DDOT staff, along with progressive, creative

CONTINUES ON PAGE 21

GOING FOR THE GREEN!

Make your voice heard at the
2009 NATIONAL BIKE SUMMIT
March 10-12 Washington, DC

HAVE YOU EVER wondered how Washington, DC really works, and if your voice actually makes a difference? Come find out first hand at the League of American Bicyclists annual National Bike Summit, March 10-12. Be a part of the smart transportation movement and help ensure bicycling is part of the next transportation bill. Join fellow advocates, industry leaders, and retailers as we speak to the new Congress and Administration. The stakes at the National Bike Summit this year are incredibly high. In the next few months, Congress and the new administration will debate how massive economic stimulus packages and climate change programs will be implemented. A new transportation bill – which some estimate could have a half-trillion dollar price tag on it – will be written. The funds from these three pieces of legislation will indelibly shape our communities for decades to come, at least as profoundly as the Interstate Highway System has transformed our communities and our travel habits. Bicyclists have simply got to be at the table.

And that's why we convene the National Bike Summit every year: to be at the table. To speak up for cyclists and cycling issues. The impact of the National Bike Summit is priceless. We gain strength in presenting an organized, single voice on Capitol Hill for one day: bicycle dealers, tour operators, local advocates, business leaders, mountain bikers, racers and everyday cyclists alike, speaking with one voice.

A lot of people come to the Summit having never participated in anything like this before; some have never even been to Washington, DC. All around you are Summit graduates who not only know the ropes but have actually developed relationships with their Congressional offices and Members of Congress over the years. We'd love to have the entire nation's cyclists attend the National Bike Summit. You'll get a better impression of what the national bicycling movement is and how it affects every American. Ultimately, you'll get an incredible and moving first-hand view of how our remarkable democracy works.

Find out more at www.bikeleague.org

A SOLO RIDER IN DC'S CHINATOWN.
PHOTO BY JIM DARLING



WASHINGTON, DC EVENTS

WABA Gala And Benefit Auction

March 21, 2009

An elegant black tie fundraiser at the German Embassy.
www.waba.org

Bike To Work Day

May 15, 2009

www.waba.org

WABA Bike Prom

Late May, 2009

A dance party that celebrates bike culture in the DC area – a dress-up bike party but less starchy than the Gala
www.waba.org

Bike DC

September 26-27 2009

A noncompetitive, community bike ride through 17 car-free miles of Washington, DC. www.bikedc.net

50 States/13 Colonies Ride

October

The former is an invigorating 65-mile exploration of all eight wards, touching each state-named street. The latter is a more gentle experience at 15 miles.

www.waba.org/events/50states.php



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thinkers on the DC Council such as Mary Cheh and Tommy Wells – are working to ensure that Washington becomes a safe place with many options for cyclists. It's refreshing to occasionally get caught up in a bicycle traffic jam and it's easy to see the surprise and delight of other riders.

DC has a robust and dynamic bike culture which is continuously refreshed with new personalities and ideas, as more people arrive in the city, eager to make an impact. Various groups organize rides throughout the week, and there is plenty to choose from to suit many different needs.

If you're a speed-minded rider with spandex in your closet, you will find a home with the National Capital Velo Club, which organizes a weekly espresso ride on Sundays as well as sprints during the week.

If you're more inclined towards long distance rides, check out the Potomac Pedalers, one of the largest bicycle clubs in the country which holds over 1,000 rides every year for every skill level. The Bike Rack, a shop in the Logan Circle also holds Sunday morning rides of varying distance and skill.

The Washington Area Bicyclist Association (WABA) – in addition to being an assiduous advocate for the entire region – holds several rides every year, two of which are essential for seeing Washington in a new and much broader light. One of the best non-competitive rides in the city is the 50 States ride. Riders are given a cue sheet that leads them on a winding path to every street named after a state. This 65-mile (105 kilometre) course is both gruelling and relaxing, and is an excellent way to meet other riders. Crossing all eight wards and dozens of neighbourhoods, this is one of the best opportunities to explore areas of the city that are less commonly visited.

The 50 States ride had generally been held at the end of August, the most unpleasant and sweaty time of year in DC, but was moved to October in 2008, making it much easier for people to participate without risking heat stroke. If 65 miles is too much of a commitment, you can sign up for the 13 Colonies ride, a 15 mile (24 kilometre) scenic tour that is held the same day and will still leave you with a sense of accomplishment.

For riders looking for informal recreational rides, the place to go is DC Fixed, a forum-based website that focuses on fixed-gear bikes, bike polo, and other social biking events. DC doesn't have a central go-to place for information on all things bike-related so advertising smaller non organization-based rides is somewhat more difficult. One regularly occurring event is called "Full Moon Bikes and Wine," a loose-knit group of people who gather on the night of the full moon every month and ride around the city exploring roads, trails, and parks while imbibing tasty beverages. A group calling itself the "DC Ministry of Bicycling" has organized a couple of rides with the express purpose of "Making Biking Awesomer." We hope they continue hosting energetic and fun group rides in the coming year.

DC RESOURCES ONLINE

New DC Bike Map

www.ddot.dc.gov/ddot/lib/ddot/information/bicycle/map/2007/city0.pdf

DDOT Bicycle Program

www.ddot.dc.gov/ddot/cwp/view,a,1250,q,559639.asp

Washington Area Bicyclist Association – www.waba.org

League of American Bicyclists – The national advocates, based in DC. www.bikeleague.org

Washcycle – DC stories and links. www.thewashcycle.com

ACTION ITEMS FOR DC MAYOR ADRIAN FENTY

WE HOSTED A happy hour to get some impressions of DC biking from various riders. The question which received the most response was: "What three changes would you implement if Mayor Fenty appointed you as the DC Bike Czar?" Few could think of only three things and several answers were repeated throughout. The top suggestions were:

1. Impose a congestion/commuter tax on those who drive into the city from Virginia and Maryland. Since the population of Washington nearly doubles to a million during the work week, it is logical that those drivers who benefit from our roads ought to pay for them.
2. Install cycle tracks (bike lanes) on all arterials and on all future construction.
3. Initiate a widespread education campaign about the rules of the road, sharing, and how to be both a safe driver and rider; delivered through PSAs, driver education programs and public schools
4. Complete the trails that are unfinished, repair those in disrepair, and begin construction on all others.

Bike Washington – The recreational bicycling guide to the Washington DC Area. www.bikewashington.org

Potomac Pedalers Touring Club – www.bikeptc.org

National Capital Velo Club – www.ncvc.net

Mid-Atlantic Off-Road Enthusiasts
www.more-mtb.org

Babes On Bikes – www.babesonbikes.org

Brother To Brother Sister To Sister United
www.bbssu.org

DC Fixed – Fixed gear focused forum. www.dcfixed.com

PROFILE: SARAH NAGEL

Age: 31

Occupation: Librarian

Passion: Old fashioned music and the bands that play it (including mine)

How long have you been using a bike for transportation and why did you choose to bike?

I didn't start biking daily till I moved to Washington DC, dumped the car and bought my friend's Jamis for \$75. For me, riding is the most convenient choice. Plus, going up hills keeps you strong, going down them keeps you young, so there's the physical and mental health benefit.

What do you love about riding a bike in DC?

The climate is favourable, with fairly short winters and little to no ice or snow. DC is

compact geographically, so getting from work to home to recreation is doable, even for beginners. There are paths that can get you to and from terrific destinations while helping you forget that you live in a city. And feel much safer navigating DC on a bike than on foot. While biking cannot guarantee your safety from robbery or assault, I am convinced it helps.

Being a "self-propelled person" means:

Have you ever read Emerson's *Self Reliance*? What he said.

Anything else you'd like to add?

Join WABA!



PHOTO BY ERIC GILLILAND



PHOTO COURTESY BIKES BELONG

Canadian Safe Routes Program Struggles FOR U.S. STYLE FUNDING

BY JOEL GILLESPIE

MOST CHILDREN WOULD prefer to walk or bike to school. Unfortunately, it's often not their choice to make. Short-sighted community planning built around the car, combined with overly protective parenting, results in most children being bussed or dropped off at school. According to the Safe Routes to School National Partnership website, "Today, fewer than 15 per cent of schoolchildren walk or bicycle to school." Safe Routes to School programs in both Canada and the United States are trying to reverse decades of car-centric development by providing resources to communities to make children's independent mobility a reality.

Safe Routes to School initiatives vary, depending on the local district's needs.

Both Canada and the United States have vibrant and enthusiastic national programs run by passionate professionals. However, while the United States benefits from a solid backbone of federal infrastructure funding, Canada struggles to maintain viability in the face of budgetary cuts. The Canadian organization needs your help to make public officials understand the value of what they're doing and put tangible resources toward their efforts.

In order to understand the difference in the two countries' programs, you first need to "follow the money" to learn how they acquire their resources.

SAFE ROUTES IN THE US

Margo Pedroso, policy manager for the Safe Routes to School National Partnership, contrasted Canada's situation with the funding of the US program. "Congress authorized \$612 million over five years for the program, and it's allocated to the states based on their population

of children in grades K through eight," Pedroso said. "Each state gets their formula allotment, and then each state is required to hire a Safe Routes to School coordinator within the state's DOT. Then that coordinator administers the funds. So they hold the grant competition, and they figure out the best way to divide the funds."

That's where the two countries' programs really diverge, because there are actually funds available in the US to make infrastructure changes happen.

"75 to 90 per cent of funding that goes to states is actually used for infrastructure, so it's building or repairing sidewalks, painting crosswalks, putting in signage about school zones, bike lanes, bike paths, all those kinds of things," Pedroso explained. "You can also do traffic calming, restructure intersections – those are eligible as well."

Longmont, Colorado, for instance, has seen tremendous improvement in active transportation through education and engineering improvements. Longmont used a combination of safety education; a raffle for students who walked or biked to school; and route maps, infrastructure improvements, and police assistance from the city. At one elementary school, students dropped off by vehicles were reduced from 189 to less than 15.

SAFE ROUTES IN CANADA

Jacky Kennedy, director of walking programs for Green Communities Canada, describes the funding arrangement for Canada's Active and Safe Routes to School (ASRTS) program. "In Canada, the program is run by non-profit organizations across the country, all trying to get grants from the same people, and it's a challenge. It's been a real challenge for the past 12 years to keep this program going."

Although Safe Routes to School began in 1997 in the Bronx, New York, Canada has been a centre for innovation in the program. "We have a fantastic model for Safe Routes to School in Canada," said Kennedy. "We have an amazing program and it's ready to roll out to every part of the country. We just don't have the capacity to do it. After a while, you start beating your head against the wall and saying, 'Why do we bother?'"

The ASRTS program has established itself well, but it's difficult to implement when there's no ownership of the program within the government. "This needs to be taken in by school boards and school districts and Ministries of Education as well as infrastructure, health; they all need to share," Kennedy said. "This is really something that should be done at the municipal level with funding support coming from the provincial and federal governments."

"Although the US has modelled a lot of their stuff after us, I think we're at the point where if the federal and provincial governments don't recognize the value of this work very soon, it's going to disappear."

Why doesn't the Canadian government value this work enough to invest in it? The way Kennedy sees it, "The problem is that the decision makers in education are making their decisions based on short-term thinking and short-term budgets. They're not thinking about all the other factors that go towards having healthy, well-educated children. School boards aren't recognizing that active transportation should be their business."

WHAT CAN YOU DO?

The Canadian program needs a groundswell of public support in order to remain viable. The ASRTS website has dozens of examples of programs in place that are helping Canadian children travel to school safely, as well as a new site partially funded by the Public Health Agency. Familiarize yourself with these organizations and their mission, and link up with your local organization to help them work toward their goals. Then, let your school board, as well as your local, provincial and national governments know that that funding needs to be allocated to ensure their continued operation. After all, most children would prefer to walk or bike to school.

Joel Gillespie grew up in Iowa, went to college in Indiana, and is in the process of moving to Illinois. He writes for and edits Smile Politely (www.smilepolitely.com).

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www.saferoutespartnership.org
www.saferoutestoschool.ca
www.saferoutestoschool.ca/schooltravel.asp
.....



After School Bike Club at the **PRESIDIO YMCA**

STORY & PHOTOS BY BEN CALDWELL

JUAN CARLOS RAMIREZ, a Grade 6 student at Francisco Middle School, in San Francisco's North Beach neighbourhood, thinks he's lucky to attend his school. Why? "Bike club!" answers Juan in a heartbeat. Francisco is one of nine San Francisco middle schools where the Presidio Community YMCA runs its popular bi-weekly after-school bicycle clubs – in partnership with the city's Municipal Transportation Agency and the San Francisco Bicycle Coalition. Francisco is also the only school in the city that has a bi-weekly bike maintenance class. Juan and his bike club mates were riding all over the city after just a couple weeks of learning the basics of on-street bicycling and brushing up on their skills in the school yard. In bike shop class, Juan learned to build a bike from scratch, piece by piece, and in January, he reaped the fruits of that labour, "earning" the bike he built. Juan's teachers love the bike club too. This fall, Juan's grades fell, and though his teachers tried everything they could to engage him, nothing worked. Finally, they threatened to bar him from participating in bike club. That did it; his grades promptly went back up – and have stayed up since.

Although youth bicycle safety education



in the United States is a long way from what can be found in, say, Denmark (as John Pucher reported in this magazine in Jan/Feb, most children in Denmark – many of whom ride to school – complete a comprehensive curriculum by Grade 4), San Francisco's program is proof that there is hope yet for safely getting significant numbers of young people on bicycles in this country, even in

a big city. Complementary programs like Safe Routes to School enjoy broad bipartisan support across the country, and their impact is likely to grow as they achieve success in places like Charlotte, Tucson, and Indianapolis. Still, not all programs make meaningful gains, and those that don't are unlikely to see continued funding. That makes the outcome of projects like San Francisco's bike club – which expanded into nine schools (from just four previously) with the help of a two year, \$250,000 grant from the California Office of Traffic Safety – all the more critical.

Successfully returning bicycle safety education to public schools will be key. In San Francisco, the Presidio YMCA's Bicycle Program partnered with Physical Education teachers at Lowell High School to bring bike education to their students in two-week blocks (Francisco Middle School is next). Many Lowell students who participated agreed with Amanda Liu, who said the course was "by far the most fun of the semester." Some students went even further. "All schools in San Francisco should provide biking as a class," said Rachel Chan. "Hopefully more people would consider riding a bike to and from places." Allison Martinez agreed. "It is a good idea to teach students who aren't already aware of how to ride a bike to do so," she said, "because it opens up a whole new window of opportunities for them, and it is a good way to help save the environment and exercise at the same time. You may get places faster taking public transportation, but it can be more fun to take a bike and get some fresh air."

Juan Ramirez's new bicycle has surely opened up all kinds of opportunities for him. Now he's the only student at Francisco who rides a bike to school (some of the long journey is made by bus, with his bike on the front-loading rack). But with Francisco Middle School just this month receiving the first new bike rack in the San Francisco Unified School District in many years and with a city-wide Bike to School Day planned for late May, Juan may soon have friends along for the ride.

.....
www.ymcasf.org/Presidio/

Ben Caldwell is the Bike Program Coordinator at the Presidio Community YMCA in San Francisco.

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Making CONNECTIONS

We are pleased to welcome Kristen as our North American advocacy columnist

IN HIS BOOK *The Tipping Point*, Malcolm Gladwell describes the “three rules of epidemics,” one of which is the Law of the Few. As he puts it, “The success of any kind of social epidemic is heavily dependent on the involvement of people with a particular and rare set of social skills.” The first group among these are the “Connectors,” people who “link the world up.” Connectors aren’t afraid to make new friends and alliances. Next are “Mavens,” the “information specialists” connecting people to knowledge. Lastly come the “Salesmen” – the “persuaders” with powerful negotiation skills who connect people to belief. According to Gladwell, these

are the 20 per cent of the people who do 80 per cent of the work. These social change agents are the advocates. Their work defines advocacy as the art of connecting people and ideas in ways that motivate action

in a desired direction, each on their own term.

When I became a bike advocate in Charleston, South Carolina, there wasn’t a lot of bike advocacy going on there. I didn’t know much about transportation policy, or about non-profit organizations. I started by making connections with other people in the community – local bike clubs, environmental groups, and student organizations. I organized a week-long event called Charleston Cycle Fest. It was such a hit and so many people felt connected to it that it launched several of us on the path of starting a new advocacy organization called Charleston Moves. As executive director, I was introduced to the Alliance for Biking and Walking (formerly the Thunderhead Alliance). The North American coalition of biking and walking advocacy organizations. I was told by a colleague at the Washington Area Bicyclist Association that I should join. Not wanting to be the odd-organization-out, I did.

As I started to plug into what the Alliance offered, I couldn’t believe how lucky I was

to have joined. They were the advocate’s advocate. Their resources were geared directly to me – a biking and walking advocate. I attended a training session and was energized by the stories shared and the connections I made with other advocates in the region. I used the online resources and email listserv to access best practices and to seek advice. I called upon Alliance staff for help with strategic planning and advice on our campaigns. I was such a fan that it comes as no surprise that I jumped at the opportunity to work for them a couple of years later.

Working for the Alliance is rewarding and inspiring. I get to be a connector, connecting people to information, and to each other. I connect advocates struggling with certain issues to others who have faced similar

challenges. Facilitating sharing is a big part of what I do. I coordinate mutual aid conference calls where advocacy leaders can share questions, experience, and expertise and I help host an online resource

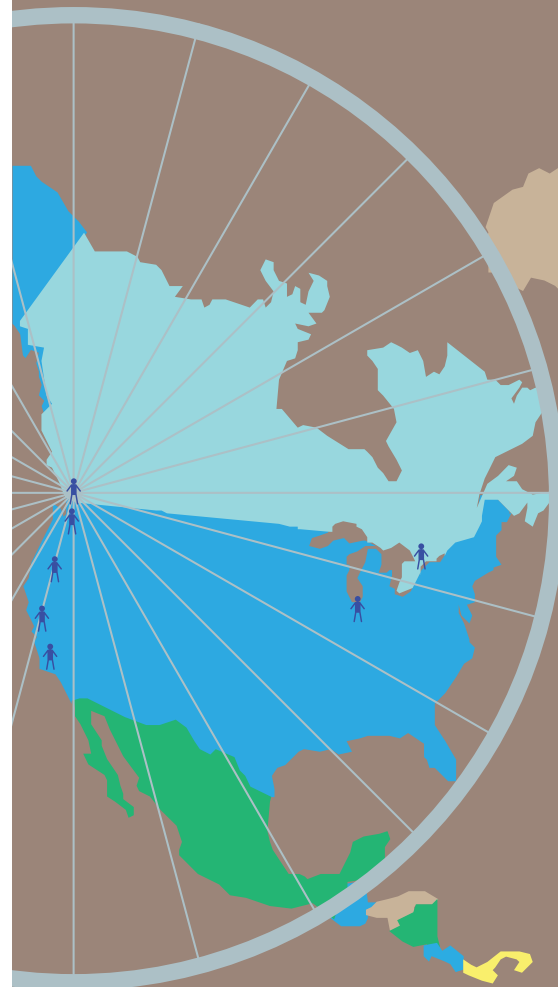
library that shares over 600 templates and resources to support advocates in their work.

And I share stories. Part of my job is keeping abreast of what’s going on in North American biking and walking advocacy. While we share stories of the nuts and bolts of organizations – fundraising success, membership drives, etc.; the best stories we share are the ones of vision and victory. These are the stories that are shaping the movement. They speak of car-free parks, of bike and walk to school programs for children, or of car-only bridges converted to pedestrian crossings. These stories hold the vision of this movement; they inspire advocates to keep making connections. And these are the stories I hope to tell in this column.

Kristen Steele works with the Alliance for Biking and Walking, the North American coalition of bicycle and pedestrian advocacy organizations. For more information and to locate your local biking and walking advocacy organization, visit www.bikewalkalliance.org



ROBIN STALLINGS OF TEXAS LEADS A WORKSHOP AT THE 2008 LEADERSHIP RETREAT IN SEATTLE, WA. PHOTO BY ERIC GILLILAND



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ABOVE CENTRE & RIGHT: RIGHT TO MOVE SHOP. PHOTOS BY DAVID HSIEH

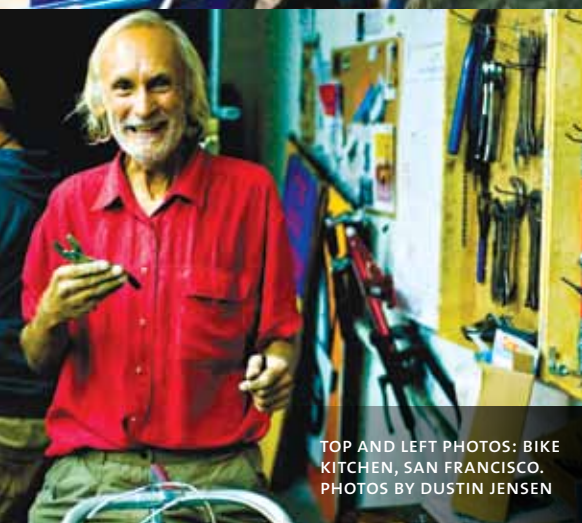
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BY BETTINA GRASSMANN

OF THE SIX bicycle co-ops in Montreal, Right to Move/La Voie Libre (RTM/LVL) is generally recognized as the “mother ship.” Named after a line in the Canadian constitution, Right to Move started out as a project of Quebec Public Interest Research Group at Concordia University almost twelve years ago. After several donation drop-off events, RTM/LVL opened a workshop in the downtown

Concordia University campus in September 1997. In addition to the walk-in workshop, RTM/LVL offers courses on basic bicycle maintenance, winter cycling, and organizes cycling tours. Its parties and events are famous for a bicycle-powered blender, which was designed and built by one of the volunteers. RTM/LVL runs an outreach program at the Native Friendship Centre in downtown Montreal and encourages safe cycling by giving away reflectors and reflecting tape, and by selling bicycle helmets at cost. The organization is non-hierarchical and is run solely by volunteers.



TOP AND LEFT PHOTOS: BIKE KITCHEN, SAN FRANCISCO. PHOTOS BY DUSTIN JENSEN



RENO BIKE PROJECT

541 E. 4th Street, Reno, NV 89512

blog.renobikeproject.com

NOAH SILVERMAN AND Kyle Kozar founded Reno Bike Project (RBP) in October 2006 with the mission of getting people onto bicycles. Silverman & Kozar both in their 20s, recruited a group of 20-something volunteers to gather donated bicycles, fix them up and make them available to the public. In November 2006 RBP hosted its first event — “Bike-Out or Strike-Out.” The day-long celebration of urban cycling culture gave RBP an opportunity to be highly visible in the community and raise people’s awareness of bicycle use. RBP has hosted several annual events promoting cycling and culture, like Bike-Out or Strike-Out, We heART Bikes Art Show, Bike to Work Day Pancake Feed, and Bike Valet (with Nevada EcoNet, Art Town, and the City of Reno. Reno Bike Project also hosts bike maintenance workshops and classes, including “Build-a-Bike” and “Women with Wrenches” (Ladies Volunteer Night).

RENO BIKE PROJECT LEFT AND BELOW.
PHOTOS BY JUSTIN SULLIVAN

BIKE COLLECTIVE NETWORK

THIS IS AN impressive resource for grassroots bike shop organizers. The Organizations Wiki page lists 154 organizations in North America, and includes a Bike Collective Starter Kit with an evolving resource for beginning a community bike collective. Topics covered include: philosophical, structural and legal considerations; fundraising; staffing; and a list of activities.

www.bikecollectives.org

BIKE! BIKE!

BY BETTINA GRASSMANN

WHEN IT COMES to bicycle co-op solidarity, few events compare to Bike! Bike! – an annual conference of community bicycle projects from across the US and Canada. Currently in its sixth year, the conference hosts over one hundred representatives from about 60 organizations. In true DIY fashion, workshops are offered by the people who attend them and cover such diverse areas as conflict resolution, studding tires for winter, and gender dynamics. Evening festivities include group rides, video screenings and Spandex parties. Volunteers serve vegetarian food to attendees. Entrance is by donation. The conference is hosted by a different organization in a different city each year. Bike! Bike! has pedalled across the US (sometimes literally), making its temporary home in cities from New Orleans to Tucson, Milwaukee to Pittsburgh, and San Francisco in 2008.

The first Bike!Bike! Southeast took place January 22-25 2009 and was hosted by the Sopo Bike Co-op in Atlanta, GA. It was the first regional Bike!Bike conference. southeast.bike-bike.org

LEFT: BIKE-BIKE CONFERENCE DISCUSSION.
PHOTO BY EROK BOERER.



PLAN B

511 Marigny, New Orleans, Louisiana
www.bikeproject.org


PLAN B is a very grassroots Community Bike Shop housed in a 1200 square foot section of converted warehouse space, called the ARC, which also includes an infoshop and an acrobat/dance collective. Started in 2001, the 501(c)3 non-profit shop is run by about 12 volunteer staff, six of whom are core members. Plan B is a homegrown project that has maintained its size and stabilized over the years rather than become larger.

Plan B is unique for its openness and lack of structure. While there are policies which

guide day-to-day decisions and operations, people do not need a membership nor do they need to pay to use the workshop, which is always open to the public.

Volunteers at Plan B will not accept payment to work on someone else's bike, "We will not do it for you, but we will show you exactly how to do it" is their motto.

By a conservative estimate, roughly 100 people a week use the facilities at Plan B. Reaching consensus and organization can be challenging, but according to core member Victor Pizarro, "We have lots of meetings and try to work things out in the best way. Seeing as the core group is so small, it's not much of an issue."



"People are encouraged and empowered by the simple act of maintaining their own transportation. This is especially important in a low income community."

— Victor Pizarro

ABOVE: PLAN B BIKES.
PHOTO BY JENENE CHESBROUGH

BELOW: WASHING BICYCLES AT FREERIDE,
MONTPELIER, VA. PHOTO BY STAN BRINKERHOFF



FREERIDE, MONTPELIER

89 Barre Street, Montpelier, Vermont
802-332-6060
www.freeridemontpelier.org

BY BETTINA GRASSMANN

A **RELATIVE NEWCOMER**, Freeride Montpelier (Vermont) opened its doors in 2006 with the mandate of "promoting bicycling by providing affordable used bikes and community-wide access to the tools, skills, and information necessary for bike maintenance and safe riding." Freeride provides a community bicycle workshop, sells used bicycles, and offers a "bicycle library" for people who want to borrow a bike to fetch groceries or just get around town. It also hosts a women and transgendered night once a week and is completely volunteer-run.



BIKEROWAVE

1816A Berkeley St
Santa Monica, California
www.bikerowave.org

MANY SOUTHERN CALIFORNIA Bike Collectives have a food fixation. There's the Bicycle Kitchen, the Bike Oven and also Bikerowave. Bikerowave is a bicycle repair collective which provide space and tools to teach people how to build, repair, and maintain their bicycles. The non-profit, volunteer run organization is about empowering people and connecting them through the bicycle community. A detailed list of the shop's bylaws is posted on its website. Bikerowave charges a \$7 per hour workshop rate and also offers a \$150 annual unlimited card (\$100 for high school students and seniors), and hosts a movie night on the second and fourth Wednesdays of the month after the shop closes.



ABOVE: BIKEROWAVE TOOLS AND ZINES. PHOTOS BY GARY KAVANAGH — WWW.GARYRIDESBIKES.BLOGSPOT.COM



GREG BUSCH & LISA HALL KEEP THINGS INTERESTING

STORY & PHOTOS BY JOEL GILLEPSIE

AT FIRST GLANCE, Lisa Hall and Greg Busch seem like an ordinary grad student couple. They've been married for four years, and Lisa will finish her Ph.D. in chemical engineering in the summer of 2009, while Greg will complete his doctorate in aerospace engineering later next year. They have a one-and-a-half-year-old son, Glenn, that they load into a car seat to take to daycare when they travel from their home in northwest Champaign, Illinois to campus.

But once you realize that Glenn's not riding in the backseat of a car, but in a fully-enclosed trailer behind his parents' homemade back-to-back tandem recumbent bicycle, the situation reveals itself as anything but ordinary. "It just seems like the obvious thing to do, though," said Greg.

Hall and Busch have come a long way as bicycle commuters since their undergraduate days at Rose-Hulman Institute of Technology in Terre Haute, Ind. Greg explained, "In undergrad, I got an internship at Digital Audio Disc Corporation, and I lived literally a quarter mile away and I drove there every day to work. And I said, 'I should ride my bike there.' I did it one day and I'm like, 'This sucks,' and I never did it again." Lisa agreed, "When I was a kid, I would ride down the street to my friend's house. But I didn't really think of it as a way to commute before we moved here."

So what would inspire such biking novices to make the switch to hardcore bike commuting from the wrong side of Interstate 74? Poor car parking options, of course. "We moved here and we had heard that parking was going to be a problem, so we had planned on riding bikes when we moved here," Greg

recalled. Lisa remembered things a little differently. "Greg had planned on riding," she said with a smile. "I remember considering whether it would be bus friendly."

Things didn't go so smoothly at first, despite their enthusiasm. "Greg dragged me to commute a few times, and we would go on the sidewalks, because it's kind of scary to jump into it on the streets," Lisa related. "I guess what really motivated us is that we decided that it was faster than driving and parking somewhere and then walking, or bussing because we have to transfer. So we get there significantly faster than the bus."

Another motivation was the opportunity to try out their own home-built vehicles. "When we first moved here, Greg had wanted to build a human-powered vehicle when he was at Rose and he never got a chance," Lisa said. "So Greg made his first bike then," a low-riding recumbent.

"That was a lot of fun; I put a lot of miles on that," Greg recalled. "Probably like 15 to 20,000 miles. It outlasted all my bike computers, so I don't know exactly, but Lisa had 12,000 on one of her bike computers. We go about 3,000 miles a year, we estimate."

Lisa soon caught the bike-building bug, too. "I used to be the handy one, and then Greg went off and became a mechanical engineer and I think that's cheating. So after a while, I dropped the Schwinn [her original bike from Wal-Mart] and we built a bike together," that being Lisa's personal recumbent. They worked through several prototypes together before Greg completed their current tandem, a brazed-steel frame, dual-wheel drive machine that uses all standard components.

Despite the bike's size and carrying capacity, Hall and Busch are still happy with the tandem's performance. "We do pretty well on the tandem, pretty good speed," Greg noted. "Of course, that was before the new trailer."

"The new trailer slows us down," Lisa added, "It is pretty heavy, but it's almost airtight, so it's a much better ride for Glenn. It's a very cushy ride. It's double suspension, so we'll go over a huge bump and Glenn does nothing."

Despite the winter cold, Glenn stays nice and cozy in the trailer. "If you ever look at him in the trailer, you're like, 'How the hell can he get cold?'" Greg contended. "All you see is a pile of blankets. We kind of worry about him being too hot, if anything."

Lisa is not satisfied, though. "We've got lots of projects we want to do," she said. "I want a full on-board electronics system, I want a thermocouple, accelerometer, blinky lights, turn signals."

Did I mention that they're engineers?

Greg and Lisa have even more goodies lurking in their garage. There's Glenn's all-wood runner bike, Greg's high racer and the couple's bike-hauling bike trailer, which can carry at least eight bicycles for large transfers, the sort that are often needed at The Bike Project.

Unfortunately, the couple's time in Champaign-Urbana is probably drawing to a close; but they've inspired many in the bike community during their time here with their creativity, ingenuity and industriousness. Like Lisa says, "I think you have to be serious about cargo if you're going to be serious about riding your bike for transportation," and it's clear that no one can question them on that count.



PHOTOS BY ROXY ERICKSON
www.roxyerickson.com

THE LONDON FIXED-GEAR and single-speed forum held their first winter Tweed Run, a "social ride with a bit of style" Saturday, January 24. The invitation suggested: "woolen plus fours, Harris tweed jackets, flat caps, fair isle jumpers, alpaca coats, merino wool team jerseys, cycling skirts, and perhaps a jaunty cape for the ladies, cravats or ties for gentlemen, and of course a hip flask of brandy. 150 riders from the London area leisurely navigated a route which began appropriately on Saville Row and ended at the Bethnal Green Working Men's Club. More photos may be found by searching for "tweed run" on flickr. www.londonfgss.com



VEER

98 minutes, HDV, colour

BY FLICK HARRISON

WHEN GREG FREDETTE started making *Veer*, a new feature-length documentary about bike culture in Portland, Oregon, he had less faith in his community. But as he followed the tributaries of the cycling scene, he found an increasing sense of hope.

"I feel like I'm far less cynical than I used to be," he says, speaking from Portland a week before *Veer* premiered in February. "I noticed a change in myself. I had found myself disappointed in our government and our community – but I met so many people who are dedicated to improving things."

One such character in *Veer* is Steven Kung, president of Exchange Cycle Tours, a program that uses bicycles for social/travel exchanges.

"An average guy," Fredette says, "who decided to save the world in his own way. Seeing everything he has to go through, has to put up with – I'm more optimistic now – it's been an amazing experience."

Veer is an intense, funny, and wide-ranging movie, and the stories it tells could really be told anywhere. What holds them together is the thin but strong thread of two-wheeled transport.

"I'm not including everyone on a bike as bike culture – it's when people come together around bikes," Fredette says. "There's a social aspect to cycling. It can be as extreme as bicycle art, or as simple as a Sunday ride. Bike culture is not a subculture – it's a bigger thing."

Veer introduces us to the renegade Zoobombers: grown-ups with a punk ethos who ride high-speed down the hills from the Portland Zoo, often incurring the wrath of local police. We also follow the suit-wearing Scott Bricker, executive director of Portland's Bicycle Transportation Alliance. He lobbies state senators to pass laws that would punish reckless drivers who injure cyclists or other "vulnerable road users." There is also a mix of activists, educators, riff-raff and dancers – sometimes a combo of all the above – and then there are the tragic stories of cyclists killed in action.

Fredette, along with co-producer Jason Turner, had to narrow down the most compelling stories that played out during the 300 hours or so of footage they shot for the film.



"BEN HURT" CONTENDER.
PHOTO BY JONATHAN MAUS

"It was absolutely brutal," Fredette says. "We were at a lot of different places at a lot of different times. We were sleep-deprived."

"When I started writing, it all clicked," Fredette says. "People say, 'I'm not really a bike advocate.' But what's so impressive about bike culture is that the only thing we're asked for is participation: Just show up."

At the anarchic and festive end of the spectrum, daring bike punks play rambunctious, gladiatorial bike-chariot games at Mini Bike Winter and joust on tall bikes and unicycles during Pedalpalooza. At more civilized gatherings, the Community Cycling Centre teaches young kids the safest way to ride: single file in traffic, no passing, always wear your helmet.

This is the greatest value of *Veer*. It unfolds a big road map of the bike world: a distributed community in which sometimes interweaving, sometimes distinct, and often hazily-defined groups choose wildly different strategies which lead in equally different directions. The average cyclist you see on the street might have no clue about these cultural nooks and crannies in their city, but all of us on bikes are affected by them.

www.veerthemovie.com

RECYCLE-A-BICYCLE
THE MOVIE

Dir: Marcus Burnett, 22 minutes

REVIEWED BY FLICK HARRISON

RECYCLE-A-BICYCLE IS A short film about a training program with the same name in New York City. School kids get a chance to build and take home their own bike, after a few hours of lessons and volunteer work in the bike shop.

It seems like a simple premise, and it works quite well. Most of the bikes are donated by landlords clearing out defunct bike lockups. The program sells scrap metal and finished bikes, and ends up breaking even, or close to it. And the kids learn some useful skills.



Marcus Burnett's short documentary about R-a-B is powerful. Clearly, the program is about results, but it's also about people. Kids can get into anything that's presented to them in an interesting and useful way, and Recycle-A-Bicycle seems to

meet that challenge. In the video, we don't just hear from teachers and educators about how good the system is; you can see it on the kids' faces. Their intensity comes through, and the simple spectacle of kids biking on the streets of New York makes a biker's heart warm.

The video is touring the surprisingly robust bike film festival circuit. You can find the Recycle-a-Bicycle organization itself online at www.recycleabicycle.org www.marcusburnett.com

BOOKS

CAMPAGNOLO 75 YEARS OF CYCLING PASSION

By Paolo Fachinetti and Guido Rubino

Velopress 2008, 160 pages, \$39.95 USD

REVIEWED BY LUIS BERNHARDT

IN 1972, WHEN I entered the cycling world, the name Campagnolo referred to more than a collection of Italian cycling components. The marque was then at its height and had its mystique, touching everyone who raced bicycles and creating a cult of initiates. Japanese components had recently appeared and were being sold for about half the price. But such was the power of Campagnolo that it could charge top prices with the broad consensus that the extra cost was worth it. Their components had always been proven in competition by the best cyclists of each era, ever since Tullio Campagnolo's initial development of the quick-release hub in 1930.

In this book, the authors offer a decidedly glowing view of the company, focusing on Tullio's total control of all aspects of the business, and glossing over the crises of the 1980s. Tullio had just died; his son and successor Valentino made a misguided foray into the mountain bike market, and Shimano began winning the rapidly growing North American roadie segment while Campagnolo was in disarray. The company survived by refocusing on its

high-end road bike components. The book provides some details on this strategy, but fails to mention some of Campagnolo's notable failures, such as the overweight and poorly designed SGR pedal, or the first generation of the Centaur group, originally a mountain bike line that worked poorly in mud and suffered from inept marketing.

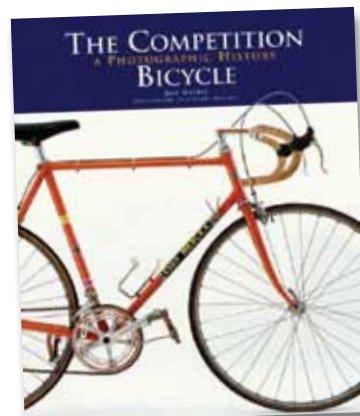
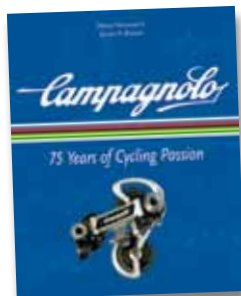
But as the book points out, a cult can ignore its failures and laud the legends who have embroidered on the passion. A significant portion of the book is devoted to Campagnolo's

development of its arcane dual-rod

Cambio Corsa derailleur of the 1940s, which not only shifted the chain from one rear sprocket to another, but also moved the rear axle forward or back to take up the chain slack! A pro rider of great strength and skill could make this system work well enough to win races, but one can see why the cable-controlled parallelogram rear derailleur

with dual take-up pulleys quickly caught on.

You can read this book as a business case study, with lots of fabulous archival exhibits thrown in. Lavishly illustrated throughout, it ends on an optimistic note; describing Campagnolo's emphasis on carbon fibre fabrication, its Fulcrum spin-off strategy in renewed pursuit of the MTB segment, and its dramatic growth as the company has learned to rely more on engineering teams and computer technology rather than the sentimental visions of its founder. One hopes the passion is not lost in the company's evolution. Others may thrive on anticipated earnings, but Campagnolo lives on because it has a soul.



THE COMPETITION BICYCLE A PHOTOGRAPHIC HISTORY

By Jan Heine

Photographs by Jean-Pierre Pradères

Vintage Bicycle Press 2009, 176 pages, \$60 USD

REVIEWED BY LUIS BERNHARDT

E UNUM, PLURIBUS: even before you get to the first chapter of this sumptuous book, a two page pictorial index lays out what is to come. To the untrained eye, most of the 34 thumbnails show the same diamond-frame bicycle – along with manufacturer, rider, and page number – and attest to a successful and pervasive design. To the aficionado however, for whom this heavy volume was painstakingly designed, the differences stand out remarkably. “Out of one, many.”

With an expertise derived from six years of publishing *Bicycle Quarterly*, and a lifelong passion abundantly obvious with each turning page, Jan Heine has crafted the perfect coffee-table for the significant riders in your life whether they race bikes or not. Yes, it ranks up there with the Campagnolo corkscrew.



www.planetbike.com

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PHOTO BY JEAN-PIERRE PRADÈRES

BICYCLE MADNESS

By Jane Kurtz, Illustrations by Beth Peck
Henry Holt 2003, 122 pages, \$14.95 USD
REVIEWED BY BRUCE TRIGGS

"What an all-overish day it had turned out to be! My new neighbour riding a bicycle? Miss Frances Willard? I wanted very much to see her do it. What a shame it was completely impossible."



BICYCLE MADNESS is a young adult novel about Lillie, a girl who's working out how to transition into adulthood in the early industrial 1890s, when adult womanhood largely meant "no fun."

She befriends her neighbour, radical feminist speaker (and historical figure) Frances Willard. And watches as the 54 year-old woman embarks on the project of learning to ride a bicycle – eventual subject of *A Wheel Within a Wheel*, the first (1895) non-fiction book by a woman cyclist.

For a book called *Bicycle Madness*, it includes remarkably little bicycle riding. Our girl heroine doesn't have a bike, and her older friend only practices 15 minutes a day. It does leave an impact, though. Some women had already defied social norms by riding bikes, provoking comment by leaving the house and wearing "sensible" clothing for riding. Other women said, "If Frances Willard, the chair of the Women's Christian Temperance Union can ride a bicycle, maybe it's not so disreputable after all?"

Known for more than her bicycle, Willard was one of the more famous women of her time. She travelled and spoke for worker rights, women's suffrage, and against child labour. Her politics, though, are largely outside young Lillie's middle-class realm. Lillie mostly watches her famous neighbour learn to ride and, in turn, Willard helps her prepare for a spelling bee. They encourage each other, and it's plain that the courage to face personal challenges can build the courage to impact the world.

The 1890s was a turbulent time, and Lillie slowly begins to notice the issues of her day. While interesting to an adult, the historical setting may not have enough adventure to grab a young "Harry Potter" audience. Still, it is a fine look at the historical role bicycles played in the world of reforms.

That Frances Willard is little known today seems wrong. *Bicycle Madness* goes a way towards bringing her back to life and resurrecting her from the age when charismatic leaders advocated for the most basic rights. As such, it's worth the ride.

That the book features racing bikes is appropriate. Heine frames the significant events in the bicycle's development in terms of what was state-of-the-art at that time – usually, the professional racing bicycle. Admittedly, tourists were happily climbing the Alps on multispeed bicycles while the *géants* of the Tour de France were forced to struggle up the highest passes on single-speeds due to Henri Desgrange's disdain for technology which devalued human effort. But we get to witness the polar opposite – the little-known races among *Le Parisien* newspaper delivery riders, some equipped with out-and-out super light racing bikes with giant racks built by prestigious Parisian custom builders.

Unlike his previous volume, *The Golden Age of Handbuilt Bicycles*, the examples featured here span over a century, cover several countries and include all the significant influences, stopping short at the recent materials revolution. Almost all of the examples are steel, omitting important landmarks such as the Speedwell and Teledyne titanium or Graftek carbon fibre bicycles of the 1970s (it's likely none have survived). Oddly, Heine chose to link Sean Kelly with his last steel Concorde frame rather than with his more familiar Vitus aluminum ride, and included U.S. marques of little significance, such as J.P. Weigle and Mike Melton – whose bike was ridden in the first Race Across America – at the expense of such influential American builders as Albert Eisentraut, or even Emil Wastyn who developed the Schwinn Paramount – famously brazed together in the 1970s by two women.*

It's the sincerity that matters though, and it can be seen in the details of time-worn pitted steel and the scratched paint so evident in the magnificent photographs that enhance this comprehensive history. Highly recommended.

*The two female brazers were Wanda Omelian and Louise Redman. Any Schwinn Paramount from the 1970s or late 60s was built by one of these two women.

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WOLVERINE FARM PUBLISHING

BY TERRY LOWE

FROM FORT COLLINS, Colorado comes the Wolverine Farm Publishing collective, publishers of literary/art journal *Matter*, a magazine named *Great Ecstatic Reporter* (GER), and the new *Boneshaker: A Bicycling Almanac*, among others.

Started in 2003 by Todd Simmons and three friends, they began with free zines. The publishing company was formed later as an "information vehicle for crazy schemes and high ideals," says Simmons, and became a registered non-profit in late 2005.

Boneshaker (\$5 USD, 96 pages) is a slim, eclectic, and quirky pocketbook, designed as a companion for you and your bike. A graceful 1907 track bike adorns the cover, and inside we find lists of useful tools, commuting diaries, profiles, philosophical musings, bike builders, and much else. It is delightful.

GER ("Rhymes with air and is Mongolian for yurt") is a compendium of ideas and opinions that tries "to ask hard questions and sort out the best way to live in a frustrating, endangered world that is still full of wonder." Large-format, free of cost and advertising, a fat 128 pages,

and printed on recycled newsprint, *GER* is a future-focused journal offering many ideas on sustainability that need to be copied elsewhere. I particularly liked the provocatively named "Sweatshop" seminar, a "skill-sharing literacy outreach project" designed to teach children gardening, bicycle repair, and sewing, and then asking them to write about it.

The current *Matter Journal* (#11) explores the theme of "The Woods." It arrives packaged in a lovely limited edition, silk-screened, cardboard box. The box contains the journal itself – another, more artistic miscellany, a small bonus volume on the joys of climbing trees, and a small scroll of poems.

Noteworthy also is The Bicycle Army, a fundraising effort to support their publishing work. A \$30 annual membership (5¢ per day)



gets you two issues of *Matter Journal*, periodic issues of *GER*, and a copy of *Boneshaker: A Bicycle Almanac*. Details on the website below.

All of these publications are carefully and lovingly made, and reward the reader with a sense of optimism and inspiration.

.....
www.wolverinefarmpublishing.org

BIKE CULTURE EVENTS

MIAMI – BIKE MIAMI DAYS

Saturday, March 14 & Sunday, April 26 2009
 Bike Miami Days is a new monthly bicycle event created to promote bicycling, livable streets, and the city's growing urban community, right in the heart of Downtown Miami. Without real media buy-in and zero sponsors, the event brought thousands of people to Miami's rejuvenated Downtown area to explore the city in a new way.

Saturday, March 14 from 9am-3pm

Featuring live music, an eco-arts fair, and a dance-off hosted by a local Improv troupe.

Sunday, April 26 – Bike Miami Days

will explore the Coconut Grove neighbourhood, and will feature an arts & crafts workshop for kids, an international parade of bikes (lead by the Consulate of the Netherlands, who will be giving out prize orange Dutch bicycles), live music throughout the route, and a special bike-themed film series showing at City Hall.
BikeMiamiBlog.wordpress.com



PHOTO COURTESY OF CHARLES YOEUL

MINNEAPOLIS – ARTCRANK

Saturday, April 4 at One On One

The latest poster party for bike people rolls out on with new artists, new sponsors and all the usual bike-inspired hijinks. For more information, check out:
www.artcrankpostershow.com

TORONTO – VELOSOCIAL

March 12 2009 & April 9 2009
 (Second Thursday of every month)
 The Augusta House 152A Augusta Avenue
 Kensington Market

Join hostess Sunny D for videos courtesy of Chippy Flix and Biketree Productions, dancing, DJs, open mic, spicy pad-thai, and info and merchandise tables. Party starts at 9pm. Presented by Team Jackpot.

AUSTIN – MOBILE SOCIAL SXSW

Saturday, March 14, 2009

The Mobile Social is an intersection of bikes, technology, and culture, through riding, blogging, partying, and giving away free stuff. The ride begins at the Susanna Dickinson House, Saturday, March 14, and runs from 2pm-4pm. For more info, refer to: mobile-social.bikehugger.com

PORTLAND – FILMED BY BIKE

April 17 – 23, 2009

The Seventh Annual Filmed by Bike is a festival of bike-themed independent short movies from around the world. The opening night features a New Belgium street party, a beer garden and a raucous bike atmosphere. Filmed by Bike is a fundraiser for Multnomah County Bike fair, a one-day free bike fair in June. For more information, refer to: www.filmedbybike.org

Send your bike related cultural events to
stephen@momentumplanet.com



PHOTO BY AMY WALKER

Learning to Share THE ROAD

BY STEPHANIE NOLL

WHERE IN PORTLAND, Oregon can you find a teenager in baggy pants slouching next to a no-nonsense retiree, next to a slick businessman? In the Emanuel Hospital Auditorium, two Wednesday nights a month, at the Share the Road Safety Class. The amazing thing is that they have all chosen to be there... sort of.

The one element the individuals in the auditorium share is that they have been charged with a traffic violation deemed eligible for dismissal or a sentence of discharge (conviction entered but no fine) if they successfully complete the Share the Road course. A driver cited with unsafe passing may be seated next to a cyclist cited with failure to use required lighting. Both have opted to spend \$30 and two hours learning traffic laws and best practices from a judge, a nurse, a police officer, and a cyclist. At the discretion of their ticketing officer and the court, they can avoid a much larger fine and possibly the mark on their record.

The class is a result of a partnership that began in 2006 when Multnomah County Judge, Christopher A. Larsen reached out to other traffic safety experts: Portland Police Bureau Traffic Division, the Legacy Emanuel Trauma Nurses, Portland's Bureau of Transportation, and other bicycle and pedestrian advocacy groups. The

groups worked together to develop a curriculum that addresses commonly misunderstood traffic laws, as well as inattention and intolerance on the road. It puts special focus on ensuring the safety of vulnerable road users (cyclists, pedestrians, children, etc).

At the end of 2008, two years after the first class was taught, almost 4,500 road users have graduated. At the beginning of every class, the vibe from the audience is overwhelmingly reticent – bored, arms-crossed, blank stares that solidly communicate, "I'd rather be somewhere else right now." Yet the evaluations offered two hours later are strikingly positive.

"Keep it up. Best safety course I have ever taken. I am 66 years old."

"Everyone should take this class before getting a license."

"I was cynical coming into class and have been humbled and educated. Thanks!"

"Thank you guys. It's obvious that you all really care about what you're teaching and the emphasis on really working together to share the road – on being humans in a city – is SO welcome ...When you keep the focus on empowering people to understand their city and cooperate, education lasts ... Our city needs this! And I'll be making some changes in my behaviour."

While wonderfully successful, the reach of

the Share the Road Safety class is still relatively limited. More than 100,000 people received traffic citations in Multnomah County in 2008 while about 3,000 people took the class (if the class pulled a more significant amount of money out of the traffic fine revenue stream, it might encounter some opposition). Individuals can also register for the class without getting a traffic ticket, but very few choose to do so.

Partners in the class agree that everyone should have access to more road-user education. The Oregon non-profit organization Bicycle Transportation Alliance (one of the class partner/presenters) continually works to increase school-based bike and pedestrian safety education programs and has focused much of its 2009 legislative agenda on raising the driver-education standards, both for those seeking an Oregon license for the first time and those renewing their existing one.

While traffic safety advocates continue to press for change at the State level, hundreds of Portlanders each month are graduating from the Share the Road Safety Class and hopefully carrying the information to their homes, office break rooms, and school cafeterias. Meanwhile, in 2008 (as in five out of the last ten years) Portland had zero cyclist fatalities, even as bicycle use is skyrocketing. Program partners hope to share the model. A DVD of the class was distributed in other Oregon communities last fall and partners will present the curriculum at the National Lifesavers Conference in Nashville this spring.

Share the Road Class Info
www.legacyhealth.org/body.cfm?id=1928

Bicycle Transportation Alliance
www.bta4bikes.org

Stephanie Noll is the Programs Manager for the Bicycle Transportation Alliance in Portland, OR



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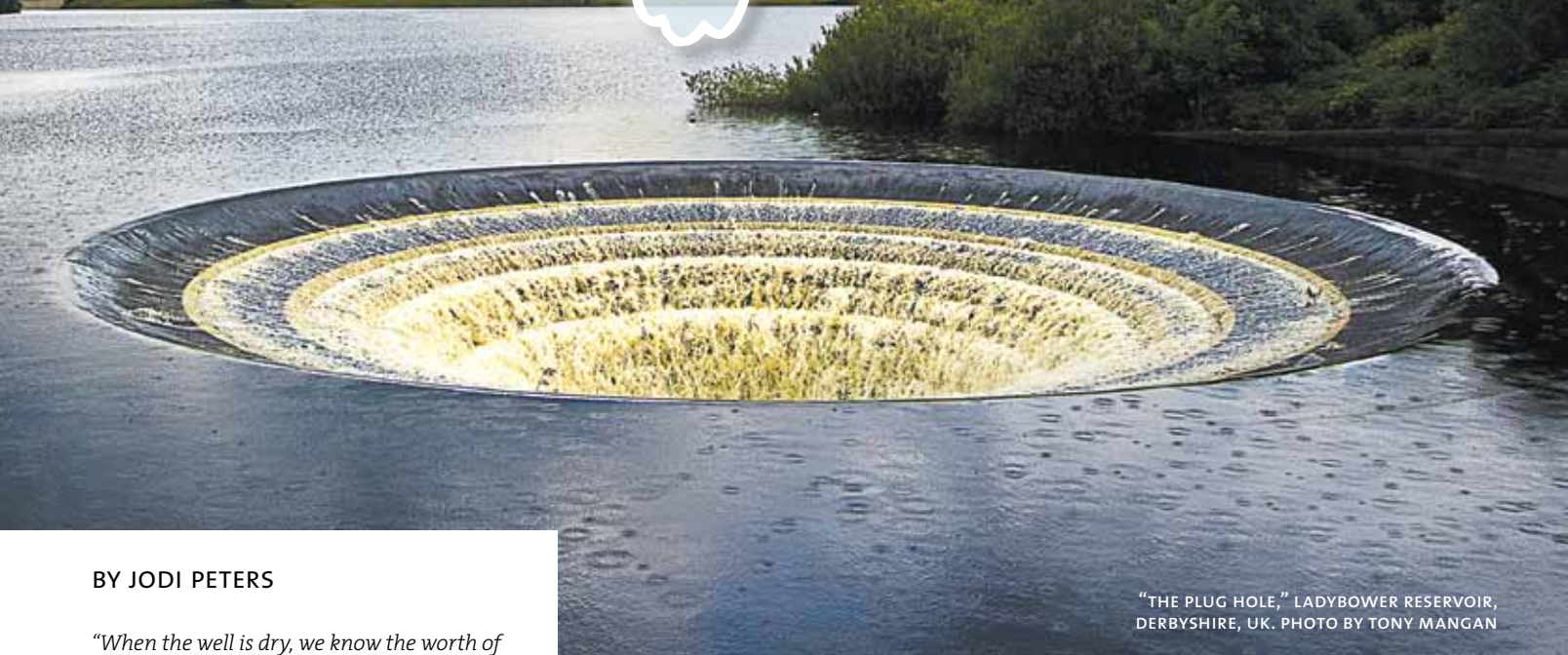
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BURSTING OUT OF THE BOTTLE

WHY THE WORLD NEEDS TO SHARE ITS WATER



BY JODI PETERS

"When the well is dry, we know the worth of water." – Benjamin Franklin

FROM TRIBAL RAIN dances to countless philosophical metaphors, water saturates the human psyche. When scarce, water strips the rational human being down to a burning thirst that demands satiation before all other needs. However, when it is shared and held in trust it is the fluid connection that binds the community of life together. A worldwide movement is calling for a return to a "water commons" approach* (collective management of an essential resource for the common good), in contrast to the dominant "water as commodity" ideology supported by those who profit by its sale.

Multinational corporations like Suez (France), and RWE (Germany) lead the corporate rush to capture what has been estimated as a 450 billion dollar market: providing clean water to the public for profit. The World Bank has financed these and other corporations to expand operations, claiming privatization of water aids development. The

"Health risks aside, the bottled water industry is the poster child for unsustainable practices. It takes approximately three litres of water to produce, from package to product, one litre of bottled water."

results tell a different story. In 2001, shortly after South Africa privatized their water system, an outbreak of cholera killed 300 people, and harmed over 350,000. A main cause of the tragedy was that people who couldn't afford to pay their new water bills had their water pipes shut off, and were forced to use untreated, contaminated water for their basic drinking and sanitation needs.

The threat of privatization of public

water also exists in North America, but here water commodification appears in a more consumer-friendly incarnation. The US leads the world in bottled water consumption (33.4 billion litres in 2007). The bottled water industry's multi-billion dollar advertising campaigns capitalize on the public's growing mistrust of tap water, and promote their product as superior. While concerns about contamination are sometimes valid, tap water safety monitoring is much more frequent than that required of the bottled water industry. A National Resource Defense Council study found arsenic, bacteria, and a variety of other contaminants in one third of over one thousand bottles (103 brands) they tested. The study concluded that "bottled water regulations are inadequate to assure consumers of either purity or safety."

Health risks aside, the bottled water industry is the poster child for unsustainable practices. It takes approximately three litres

"THE PLUG HOLE," LADYBOWER RESERVOIR, DERBYSHIRE, UK. PHOTO BY TONY MANGAN



of water to produce, from package to product, one litre of bottled water. With desertification and pollution threatening the earth's fresh water resources, such waste is unacceptable. Further, the sheer volume of water extracted by bottling is documented to have dried up watersheds and disrupted hydrological cycles in fragile wetland networks.

In response to the litany of problems associated with bottled water, San Francisco, Los Angeles, Seattle, and Toronto are among the growing list of cities that have banned bottled water in public offices. In 2007 the US Conference of Mayors recommended that City Halls nationwide stop serving bottled water. The Federation of Canadian Municipalities is considering a resolution – tabled in January – asking them to urge all Canadian municipalities to “phase out the sale and purchase of bottled water.” The campaign against bottled water made such a splash last year that Time magazine listed “the war on bottled water” as number four in their top ten food trends of 2008.

Debra Anderson is at the front lines of this war. She is a founding member of the McCloud Watershed Council (MWC), a coalition of citizens formed when Nestlé proposed to “appropriate and sell millions of gallons of water belonging to the town of McCloud, California.” Upon learning that one of the world's largest corporations was proposing an environmentally risky bottling operation in her picturesque mountain village, Anderson was deeply concerned. When she learned that Nestlé would pay \$0.09 a gallon for water they could turn around and sell for over \$10 a gallon she was outraged.

In November 2004, Anderson and three of her neighbours organized a forum to educate the community about the negative impacts of Nestlé's proposal. With a bit of creative networking, the women brought in a panel of experts that included an economist, a hydrologist, and water activist Terry Swier, who had been at the centre of the fight against Nestlé's destructive actions in Mecosta County, Michigan. Three months later the MWC was born. The outcome? Nestlé, to date, has been unable to begin their project and McCloud has a group of citizens who are passionate about protecting their water for generations to come.

Maude Barlow, Chair of the Council of

Canadians and senior advisor on water to the UN, champions the idea of a global water commons, which recognizes the essential nature of water to all life and protects it from for-profit exploitation. Her organization demands that access to clean water for drinking and sanitation be recognized as a human right by the UN and thus also by international law.

We can all embody a water commons approach in our everyday decisions. We can withdraw our economic support of the bottled water industry – don't buy it! – and encourage local businesses (like restaurants) to do likewise. We can respond to fears about tap water contamination by demanding that our governments invest in improving public water works, and supporting them when they do. Join with others in your community and educate yourselves with online resources, and don't forget World Water Day, March 22. Sign or start a petition to send to your local and federal leaders, asking them to actively support water as a human right. Perhaps a public drinking fountain is the perfect spot to collect signatures!

* The commons is “everything we inherit or create together and must pass on undiminished, to future generations,” according to OnTheCommons.org

.....
Download a “Tap Water Challenge Organizing Kit” and find information about movements across the US. www.thinkoutsidethebottle.org

Council of Canadians website where you can find information about water commons, water as a human right, and send a letter to the Prime Minister of Canada. www.canadians.org/water

Website of an award-winning documentary on water with links to a huge number of organizations, big and small, at work on water issues worldwide.
www.flowthefilm.com/takeaction

The UN's water site, with links to World Water Day and a whopping load of statistics.
www.unwater.org

The MWC site quoted above.
www.mccloudwatershedcouncil.org
.....

oh the places you'll go!



farmers market...



jersey shore...



deluxe apartment...



black rock city...



area 51...



Delicious DELIVERIES

BY JOHN GREENFIELD

"ARE WE REALLY going to deliver MOMENTUM tomorrow?" I ask, woozy from Black Sun Stout, 'mac and cheese' with bacon, and four hours of bicycling in a blizzard. There are 40 of us thawing out at Three Floyds Brewpub in Indiana, having pedaled from the Picasso sculpture in downtown Chicago. "Yes," replies my landlord T.C. O'Rourke, sternly.



T.C. manages the fleet of cyclists who distribute Time Out Chicago Magazine to Loop news stands. For the past year, he has been dropping off copies of MOMENTUM via bike trailer to mom-and-pop stores across the city. I've agreed to help with his South Side route, not only to support this fine publication but also to enjoy the tasty eats offered along the way.

By next morning, the streets are covered with beige slush. Fighting hangovers, we load magazines into plastic totes and strap them to our wagons. First stop is Working Bikes Cooperative, which salvages thousands of old cycles, sells some, and ships the rest to developing nations. Nick, the manager, is about

to go to Cuba and T.C. gives him some travel tips.

Next, we deliver to Ferrara Pastries in Little Italy and happily munch on biscotti and cannoli as we straddle our bikes in the street. In Pilsen, a Mexican neighbourhood, "Smells Like Teen Spirit" blares on the sound system at cozy Café Mestizo. I drop off 10 magazines and pick up a warm chicken tamale.

After hitting Kozy's Bikes, we visit the adjacent Maxwell Street flea market, birthplace of the electric blues. Despite the chill, folks are selling all kinds of junk on card tables. Bernardo's stand sells us scrumptious tacos on handmade tortillas and *champurrado* – hot chocolate thickened with cornmeal – the perfect cold-weather drink.

At the Recycle bike shop, I catch up with Carmichael, the grouchy owner who I haven't seen since my messenger days. Next we visit the Bronzeville Coffee House in the eponymous African-American community that jazz legend Louis Armstrong and poet Gwendolyn Brooks once called home.

After that, we hit several bookstores and record shops in Hyde Park, Barack Obama's stomping grounds. I purchase a pecan pie at Medici Bakery where workers in "Obama Eats Here" t-shirts are cutting dough.

It's a death march as we drag the trailers through snowy darkness to Bridgeport, the Irish enclave where both mayors Daley grew up. At Bridgeport Coffee Company we drop our last stack and buy a few bags of beans. "Aren't

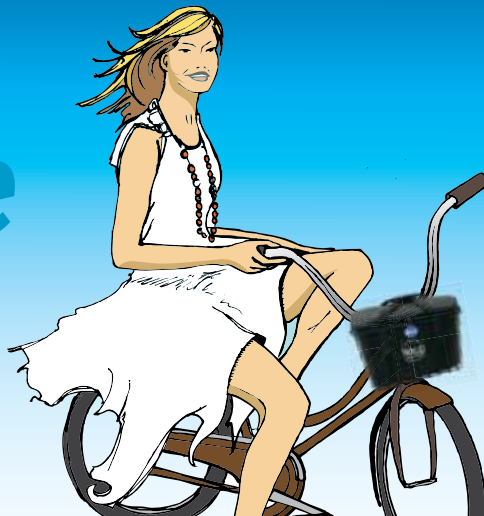


LEFT: FERRARA PASTRIES SIGN IN LITTLE ITALY. TOP: TC O'ROURKE DELIVERING MOMENTUM BY BIKE. BOTTOM: FISH AND CORNBREAD. PHOTOS BY JOHN GREENFIELD

you guys cold?" asks Amanda, the barista. "Oh, we're pretty bundled up," I reply stoically.

We're a stone's throw from Chinatown so we refuel with a fabulous feast at Ed's Potsticker House: fried dumplings, fish with cornbread, lamb and parsnip stew, and shredded pork with sliced jalapenos. With full bellies and a much improved morale, we start our slow slog home.

Real life
on a
bike



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Abus BORDO LOCK

BY TALIA FANNING

WHEN IT COMES to bike locks, it seems we face an unavoidable trade-off between security and convenience. A thick and sturdy cable lock, U-lock or chain is never easy to carry. Lugging around locks that are heavy, cumbersome, and difficult to mount on a bike frame are one of the few drawbacks of commuter cycling. German lock makers ABUS suggest there is room for improvement.

To answer this complaint, ABUS has been inventing. Their newest innovation is the foldable Bordo line which are designed to



be strong and secure, but also compact and convenient. Six hinged links of hardened steel fold into each other so the final carrying size is only 8" by 2" by 1.5" (the size of a telephone handset) including the case. It can be mounted just about anywhere on your bike.

As far as usability goes, the links allow for more shape versatility than a solid U-lock, which is great for the seemingly endless variety of posts and rings and loops used for bike parking in our cities. The Bordo fits around poles and through the bike's frame and

wheel with minimal fuss, though the weight on the hinges can cause it to bend in a way that takes getting used to.

The Bordo locks are relatively pricey at an MSRP of \$109-120 (USD), or \$120 (CDN) but retailers say they're selling well. For high security and flexibility in a compact format, there isn't anything else like it.

The newest Bordo lock, with ABUS's patented "X-Plus" locking cylinder system, is being introduced in March 2009 and allows for 1,000,000 key variations. As with all ABUS high security locks, the key can't turn until it's fully inserted, which eliminates the risk of broken keys and jammed locks.

A family-owned firm for over 80 years,



ABUS prides itself on its reputation as a front runner in security innovation. Through their consultation work with police, insurance companies, and security professionals, ABUS products are rigorously tested against a variety of assaults. Their locks are highly resistant to cold and corrosion and come with numerous third-party recommendations, as well as being highly rated by cyclists and reviewers.

.....
www.abus-bordo.de
.....

GEAR

TAIL WAGS HELMET COVERS



HELMET COVERS ARE a popular trend with both kids and adults but they are especially helpful for concerned parents who are tired of trying to convince kids to wear helmets. Karen Climans, creator of the Toronto-based Tail Wags helmet covers, started her company three years ago after a helmet saved her life during a skiing accident. Why are these covers called "Tail Wags?" Many of them have tails on the back which flutter in the wind as the rider moves. Looking for a gift for young cycling pals? Pink bunny rabbits and ladybugs are popular with little girls. Young boys tend to like the turtles, frogs and monkeys. Sharks and skunks are popular with older boys and men, while women tend to gravitate toward leopards, zebras and cows (\$30-45). See the full menagerie, plus a list of US and Canadian retailers at www.tail-wags.com

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The next time you're struggling up the steep hill that always leaves your lungs heaving and your thighs burning... and a sweat-free cyclist passes you with seeming ease and a slight whirring sound; take a closer look at what they're riding. Chances are, you've just witnessed the e-bike effect.

BY CHRIS KEAM



"MAKE SURE ANY KIT OR BATTERY YOU GET HAS A FULL WARRANTY AND IS SERVICEABLE AT THE PLACE YOU BOUGHT IT FROM!" — MOLLY DRAGLAND



"LEARN HOW TO CHARGE THE BATTERY. I ALMOST WRECKED MY BATTERY WHEN I KEPT IT PLUGGED IN WHILE NOT USING IT." — ANNE CELILA

"CHECK YOUR LOCAL BYLAWS. ALSO, E-BIKES CAN BE ADDICTIVE!" — CINDY CHALONER



"YOU HAVE TO CHARGE UP THE BATTERY DAILY IF YOU ARE RIDING LONG DISTANCES EVERY DAY, SO YOU HAVE TO ACCEPT THAT IT'S A BIT OF A COMMITMENT TO DEAL WITH THE ADDITIONAL MAINTENANCE." — CRAIG EDWARDS

E-BIKES FAQ

WHAT DO YOU need to know before you buy? We consulted a pair of e-bike retailers in Vancouver, Janko Veselinovic of JV Bike and Justin Lemire-Elmore of The Renaissance Bicycle Company, for advice. Both agreed it is important to make sure that a prospective e-bike is first and foremost a bicycle; at some point, you may have to get home relying on human power only. They also explained the differences with batteries and motors.

Veselinovic explains e-bike batteries. "Lead

acid batteries are cheapest, but also the bulkiest. NiCad (Nickel Cadmium) and metal hydride come next, but NiCad batteries can't be easily disposed of, due to the cadmium... and neither can be recharged when they are hot. Lithium-ion batteries are most expensive, but also the most compact for the amount of energy they can hold and have good cold weather performance."

Janko recommends getting the best Lithium-ion battery you can afford if you're commuting by bike. Lemire-Elmore agrees, "More money usually equals lighter weight, or longer range."

Justin also recommends a backup battery charger. "Chargers shouldn't be bashed around too much. People carry them on their bike in a pannier and the bumps and shocks can lead to failure. If you have to carry it (to charge batteries at home and at work), put it in a backpack, or go with a second charger."

The other decision facing a prospective e-biker is choosing the motor; there are either front or rear hub drives, and freewheel mid-drives. Hub drives come in direct drive and geared versions (a slight misnomer as the geared hub drives don't actually offer gears, but instead allow the

FOR KAITILA, THE IZip Trailz e-bike – a birthday present from her husband – means she can ride to work in her business attire. With a communications job putting her in contact with high-level government officials every day, appropriate office wear is de rigueur, but her schedule precluded showering and changing when she arrived at work.

“I’ve ridden to work every day since,” she notes. “The first day, someone stopped me in the elevator and said, ‘There’s something truly sexy about a woman in a pin striped suit and a bike helmet!’”

This new breed of bicycle isn’t going unnoticed either. People are voting with their wallets and e-bikes have become a global phenomenon due to inflated gas prices and environmental considerations as well as to e-bikes’ newly improved motors and better batteries. Perhaps even more important is their ability to make cycling a viable option for those whose physical limitations, family responsibilities, or work requirements preclude relying on pedal power.

Anne Celila’s story is emblematic. “I am a 59 year-old woman with some physical limitations. When I got my bike, I’d been out of work for a while and wanted a cheap way to get around. I like feeling like a role model and trying something a little out of my comfort zone. It’s a hoot telling people that I have a new bike. I don’t look ‘the type.’”

Molly Dragland of Calgary rides her e-bike because a car accident left her with a chronic knee condition that made it hard to pedal strenuously without pain. Her bike frees her from relying on friends for car rides, or depending on the bus system. In Ottawa, Pete Chaloner added a front hub motor to his wife Carol’s recumbent trike to create an “etrike.” For Carol, who has a degenerative disk in her spine, the electric-assist and recumbent

seating position means the difference between staying home and joining Pete on rides throughout the Ottawa area.

E-bikes are also opening the world of cycling to other people living with challenges. Craig Edwards explains how his BionX 350-watt motor and lithium battery conversion kit benefits his family. “My 13-year old son Brion has Down’s Syndrome and can’t ride a bicycle, but loves to go for rides in his bike trailer. He was getting too heavy to pull up hills in Vancouver, so I bought a larger bicycle trailer that accommodates passengers up to 125 pounds. Now I should be able to continue taking him for rides, picking up groceries, etc, with him well into the future.

“I love, love, love my e-bike!” enthuses Kristyn Kaitila of Victoria, BC. “Seriously. It changed my life.”

For many parents, electric-assist is a boon. Joseph Vazquez of Miami, Florida tows his daughter on her trail-a-bike. Anthony and Nickie Stout of Longmont, Colorado use a Surly Big Dummy Xtracycle fitted with an electric-assist and two custom seats for day-to-day travel and bike touring with their two children. Yoshi Sugiyama pulls his twin boys in their bike trailer using a BionX system and notes how electric-assist makes him a safer rider.

“I stop properly at stop signs and yellow lights, because it’s easier to start up again” (with electric-assist).

E-bikes are definitely not all child’s play and no work however. Patrick Yu is a Vancouver anaesthesiologist. He’s been riding an electric bike for four years. Sometimes Patrick has to be at two different hospitals in one day. The

ability to travel quickly across town is crucial. But as he points out, patients are not inspired to confidence when a perspiring, flushed face is the last thing they see as they go under the knife!

“For me it’s a commuting machine. I average about twenty kilometres a day. I pedal about the same amount as I would on a regular bike, but I’m just not as sweaty.”

Also going electric are those with heavy loads to haul. Jed Lazar and Shauna Lambert of Soupcycle in Portland, Oregon deliver their organic soups using an Ecospeed mid-drive mounted to a Sun recumbent bike and a Blue Sky trailer. Technicians for Sustainability in Tucson, Arizona use electric-assist bikes with trailers to carry tools and materials for solar panel installations.

The Bicycle Alliance of Washington’s Commuting Program Director, Every Day (her real name) rides a Giant Lite and trailer combination that allows her to transport teaching and event materials all over Seattle’s hilly terrain with relative ease. It is also a source of inspiration for many other women.

“I get comments and questions from other women my age (40s-50s) about being able to get back into bike commuting again using electric-assist. They all express the same joy at being given a new relationship with their love of biking.”

At the start of the 20th century, many bicycle manufacturers were selling bikes equipped with small gasoline engines. For good or ill, the pedals were soon deemed extraneous and the motorcycle was born. A hundred years later, electric motors are providing cycling assistance and pedals are still part of the equation. To the cycling purist, this may seem regressive, but for fans of e-bikes, adding power to the pedal is a welcome chapter in the history of sustainable transportation.

wheel to spin freely with minimal resistance). Direct drives have less freewheel capability but do offer the option of regenerative braking to recharge the battery, using an appropriate controller. Mid-drives use the bike’s derailleur and gearing for speed adjustment, so the system can run a smaller motor more efficiently, at a constant rpm. The trade-offs are higher noise and greater mechanical complexity.

Finally, there’s the difference between throttle control and pedal assist. Throttle controlled bikes require the user to control the power output manually. Pedal-assist drives – such as the

popular Canadian-made BionX systems – sense rider input and engage the motor as necessary, but are limited to rear hub drives on conversion kits. Some manufactured e-bikes (such as the Giant Twist Freedom reviewed in this issue) have torque sensors at the bottom bracket, allowing for a front hub drive/pedal-assist combination. High-end e-bikes may offer both pedal assist and throttle control override.

Whatever setup you choose, check your local regulations. E-bikes are road-legal in Canada and the US but there are differences in various jurisdictions regarding maximum

power and speed limitations. A good retailer will be able to tell you the rules in your area.

Both JV Bike and The Renaissance Bicycle Company offer comprehensive e-bike FAQs answering the most common questions regarding the technology and its application.

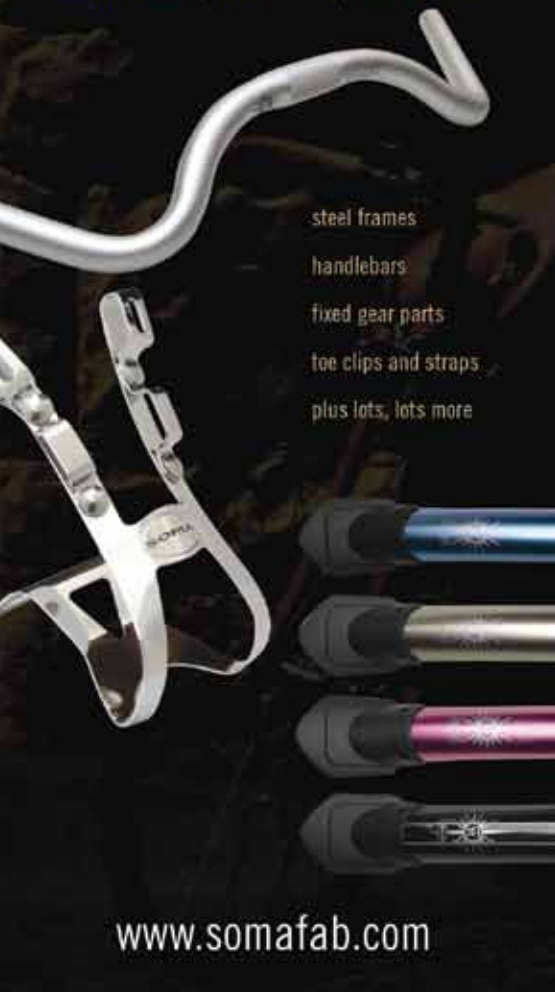
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FAR LEFT: BARRY ON THE TAILWIND. LEFT: REAR LIGHT. BELOW: WHEEL LOCK AND DYNAMO. PHOTOS BY RICHARD MASONER



The Schwinn **TAILWIND**

BY RICHARD MASONER

MY FRIEND BENNY talks enthusiastically about his electric bicycle at every opportunity. No matter the topic of discussion – winter cycling, carrying children or cargo on bike, commuting – Benny always finds a way to work the advantages of electric bikes into the conversation. After cycling 100 miles (160 kilometres) on the Schwinn Tailwind electric bicycle over the past few days, I can understand his enthusiasm.

The Tailwind, Schwinn's newest bike in its lineup of e-bikes, has an "electric assist" 250 watt front hub motor to provide an extra push as you pedal and only as you pedal. The motor kicks in after about two pedal turns, and stops quickly after you stop pedalling and immediately on braking. Effort is still needed to make the bike go: spinning the pedal does not engage the motor, and force is needed before the motor kicks in.

The electric assist feels like a constant tailwind, levelling the hills where I live in the Santa Cruz Mountains and easing the task of pulling my daughter on her trailer bike. The front hub motor, however, is small and quiet enough that most people don't notice it. Several people complimented the Tailwind's looks, with internal cable routing contributing to a clean, uncluttered look.

The Tailwind features some Dutch-inspired

design: a full chaincase and a Shimano Nexus 8 speed hub minimize maintenance for the bike and clothing while providing a range of gears for city cycling. Full fenders protect the rider and the bike, and the very sturdy rear rack can carry panniers. SR Suntour suspension fork, a suspension seat post with a comfortable Selle gel saddle, and big tires effectively smooth out road bumps.

A blazingly fast 30 minute charge is the fastest among commercial e-bikes. Toshiba's SCiB battery, guaranteed for 2,000 charge cycles or 20,000 miles, slides into the rear rack. Schwinn claims 25 to 30 miles per charge; I've pushed the Tailwind to nearly 40 miles on a single charge with constant assist.

The bike's weight may give some people pause – I had trouble toting this 54 pound (24 kilogram) bike to my second-floor apartment, and lifting the bike into a bus or train takes some strength for those with multimodal commutes – but it helps to remember a typical "Dutch" style bike can weigh 50 pounds (20 kilograms). The Tailwind rides so smoothly and efficiently even without the assist, though, that it's easy to be excited about this bike.

MRSP: \$3,199 USD. Available now at Schwinn dealers.

Richard rides all around Santa Cruz and Silicon Valley. He blogs about bikes at www.cyclelicio.us



LEFT: THE BATTERY PACK. RIGHT: CHRIS KEAM RIDES THE GIANT. PHOTOS BY BEN JOHNSON

GIANT TWIST FREEDOM DX

REVIEWED BY CHRIS KEAM

INVISIBLE CYCLING SPIRITS are helping me as I pedal the Giant Twist Freedom DX bike. This 29 kilogram (64 pound) e-bike is cruising effortlessly at 25km/h (15 mph). I'm not even breaking a sweat. Despite feeling vaguely traitorous to my self-propelled persona, I could get used to this. Based upon sales figures for e-bikes worldwide, I'd have plenty of company.

Giant is calling the Twist Freedom a "hybrid" bike. More powerful than a regular bike – thanks to the latest pedal-electric assist technology, but in no way a member of that branch of the electric bike family more akin to an electric motorcycle or a scooter. It's an important distinction. You have to pedal the Twist Freedom to reap an electric harvest. Giant's proprietary PedalPlus sensor registers the force applied to the pedals and doles out the juice accordingly. A veteran e-biker who tried the Giant had plenty of praise for PedalPlus, saying the company had made significant improvements, greatly smoothing out its response to rider input.

While noticeably heavier than a regular bike, the Twist has the traditional wheel size (700c), design, and dimensions of a sloping top-tube diamond frame. This makes it possible to use amenities such as bus racks and bike racks, as well as standard parts for the drive train and accessories. Because it is first and foremost a bicycle, it also means that if you run out of battery power, you can still pedal home, albeit with more effort.

Riders can choose between three modes (Econo, Normal, and Sport) depending on their requirements. Sport sacrifices range for power. Econo extends the distance you can go before recharging. A full charge for one battery takes four hours. The conventional

drive train is a 46-tooth front chain ring and Shimano Nexus 8-speed rear hub.

The Twist Freedom is capable of traveling roughly 112 kilometres (70 miles) in Normal mode with two fully-charged lithium-ion batteries powering the front hub motor before the batteries are drained. Rider weight, temperature, terrain and headwinds make every trip unique, so your mileage may vary. The batteries are stored in two rear panniers (more on that in a minute).

What's good about the Twist Freedom? I liked PedalPlus. It worked inobtrusively. The Nexus 8-speed had enough range for hilly Vancouver and standard equipment such as rack, fenders, rear light, and front suspension (with suspension seat post) show that Giant considered the average commuter's needs. The batteries lock into their cradles and are hidden in the panniers, greatly reducing the likelihood of theft.

But, speaking of the panniers... I need to be able to carry groceries, the occasional six-pack, and library books home from my local mall. The panniers are too small for the job. Wider openings to accommodate a standard file folder and a water bottle braze-on would be nice, too. However, I did like the ergonomic grips, so much so that I will be buying the aftermarket versions for my regular bike in the future. Has Giant hit the "ultimate e-bike" target with the Twist Freedom? Not yet, but they haven't missed the mark by much either.

The Giant Twist Freedom is available at various Giant dealers across North America. Average retail price: \$2250 USD/\$2399 CAD. You can find a dealer in your area using the dealer search function online at: www.giant-bicycles.com

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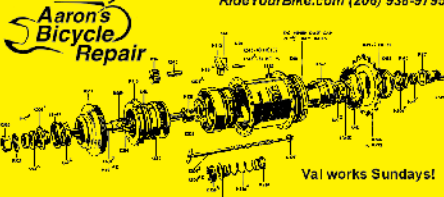
“The best part of commuting is the ride home”

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DOUBLE DECKER ▶ “TANDUM” TREE TRIKE

GUSTAV SCULPTOR is in fact a sculptor, builder, and all-round working artist in Portland, Oregon – which is where I ran across this fantastical trike during last year’s Pedalpalooza celebration. Constructed of various steel tubing, and draped with English camouflage netting for the leaf effect on the tree. It was a particular hit with the kids, perhaps partly due to the lower seat that they can swing or ride on.

The upper level is set up for two more to ride and pedal – hence the ‘Tandum’ appellation. Great view from up there too.

Aside from its use in Portland, the trike made a couple of appearances at the Burning Man festival, but I don’t think that it was pedalled to California.

To see more of the trike creator’s work, visit tinyurl.com/cep5x



TREE TRIKE PHOTOS BY GUSTAV SCULPTOR



PHOTO BY PETER FREERKSTRA

THEY DO THINGS DIFFERENTLY IN THE NETHERLANDS

EVEN THE GOLDEN arches, a bastion of car culture here, has adopted a cargo trike as an icon to direct customers to their fare. Without getting into nutritional issues, this does say something about Dutch culture. Although I am not sure exactly what that might be, it does seem like a civilized approach. But then as I recall from my travels, you can get beer with your Big Mac in the Netherlands.



VELOMOBILES. LEFT: PHOTO BY DANIEL N. LANG WWW.VELAIA.DE
RIGHT: WWW.LIGFIETS.NET

VELOMOBILE ▲ COMING AT YOU

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lots of room on body for favourite political/ environmental statements.

Depending on what happens to oil prices, you may be seeing more of these. Fuel consumption is very low and generally measured in kilometres per bagel or burger.

Groups of velomobiles (a “pod?”) are known to gather in some European countries. Like many small animals, they tend to huddle together, perhaps for warmth or just because they enjoy it.

A MUSHROOM ▼ RIDING A BICYCLE?

WHY NOT? APPEALS to me for no apparent reason. Someone has a very fertile imagination. A little serendipity and whimsy, to which, of course, bicycles are well suited.

SOURCE: BLOG.CYCLEROAD.COM



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