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

MOMENTUM

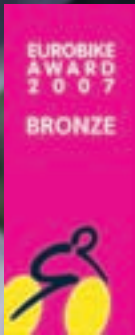
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I LOVE MY BRAIN



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'ROUND MIDNIGHT

BY TERRY LOWE

PHOTO BY OKER CHEN

AT 1 AM the city's streets are blessedly silent, empty, and free of cars. Drifting breezes carry scents of the ocean, of flowers at rest, of lawn sprinklers quietly at work, and hints of tomorrow's weather. The city lights tranquilly glow, reflected in your bicycle mirror in postcard-perfect panoramas.

What little traffic there is is visible from far away. Cats and near-sighted skunks wandering across the street are the main hazards; raccoons are out too. Gulls apparently never sleep; they're still flying around and screaming at the moon at 2 am.

You can go wherever you please, as fast or as slow as you wish. Leave your heavy lock and pannier at home, and you'll find that a naked bike is far more responsive.

Cresting a ridge and admiring the panorama before you can take your breath away, as can racing through empty Chinatown streets at high speed and bouncing down dark alleys. You'll garner a few strange looks from security guards and passing police (although not from the ones in the bike squad; they know what's up), but you have every right to be there, so exercise it!

If you don't wish to venture out by yourself, ask some friends along. You might be as surprised as I was to find out how many other people are already doing this, or find some friends who are at least intrigued enough to come along. In Vancouver proper, you can also join the Midnight Mass rides twice a month, but be prepared to ride hard and fast with that group.

You will learn what a car-free street looks and feels like. It's fun to glide up to a red light at the corner of a six-lane street and see no traffic anywhere. Turn onto it, and see how it feels to ride down a large thoroughfare, unthreatened by moving vehicles. This is your street now; it belongs to you. Take the centre lane and enjoy it.

My ideal city would have the capacity to offer more of the world to cyclists. Riding around for an hour or two at midnight is not going to give me that of course, but it does give me a taste of how things could and should be. It gives me a taste of freedom and once I've fully tasted it, I do not want to go back. I want more.

WHY MR. WALKER ROLLS FASTER THAN HIS WIFE

I noticed in a recent issue of your excellent magazine (Letters, MOMENTUM #29) that a reader was wondering why it is that he always coasts downhill faster than his wife. The answer provided wasn't quite correct and, on the off-hand chance that no other physicist has already put the matter straight, here is my explanation.

Galileo was of course right – gravity (g) acts equally on all bodies, exerting a force ($F = g \times \text{Mass}$) on you, of which some fraction (depending on the slope angle) accelerates you downhill. You will accelerate according to Newton's Law: $F = \text{Mass} \times \text{acceleration}$. Equating those two terms, the masses cancel and everyone should experience the same acceleration. Right?

Well, in the real world there are lots of extra forces, like tire friction, ball bearings and probably most significantly, wind resistance. But unlike the gravitational pull, wind resistance isn't dependent on your mass but (roughly) to the surface area you present to the wind and the speed you are going. This 'force' has to be subtracted from the force of gravity ($g \times \text{Mass}$) that is trying to make you go faster and faster. So two people of the same size will have roughly the same wind force term, but if one is heavier, the wind force will be less significant compared to the accelerating force ($g \times \text{Mass}$). A truck barreling downhill is insignificantly affected by wind resistance.

Now, wouldn't two people of different weight have different surface areas? This is true, but it doesn't scale evenly – a person twice the mass (or volume) will have *less* than twice the surface area. So the heavier guy still wins out.

There are other factors, such as tire resistance (pump up those tires!) which might give the lighter person an edge but all things being equal, it pays to put on the extra pounds going downhill. Uphill you have to put in the extra work, since the energy needed to get to the summit is again proportional to mass.

Keep up the great work. The magazine is always a joy to read.

Hope this helps,
Gertjan Hofman
Vancouver

.....
To read more letters from physicists on this topic visit www.momentumplanet.com



RECONSIDERING THE 'THON

I just read Sheldon Brown's piece on bike-a-thons and I must respectfully disagree with his viewpoint on several fronts.

I am a lifetime bicycle rider, mostly commuting shorter distances (10 miles RT each day) and an occasional long ride (20 miles or so) every now and then.

I also have Crohn's disease, an auto-immune disease that profoundly affects the way my body breaks down food into nutrients. Crohn's sufferers experience low weight, fatigue and frequent, urgent trips to the bathroom. There are over a million people in the United States who have Crohn's or its related condition, ulcerative colitis. Crohn's and UC patients often suffer in silence because these are not "sociable" diseases – not the sort of thing one talks about in polite company. There is also no cure for either disease. My lifelong struggle with Crohn's has effectively excluded me from certain athletic and/or outdoor endeavors. I dreamed of going long distances on my bike but never felt I could do it alone.

Enter "Get Your Guts In Gear" (www.ibdride.org), the bike ride for Crohn's and colitis.

GYGIG rides took place this year in Austin, TX; New York City and Seattle, WA. After seven months of training, preparation and fundraising, I recently completed the Puget Sound ride in early August. These three rides saw the participation of a total of 200 riders who came together to ride, socialize and connect with each other. GYGIG became a rolling support group for Crohn's and colitis sufferers, their caregivers, families and friends. Many of the riders have Crohn's or colitis and we encouraged each other to keep riding when things got tough. Every single participant finished the Seattle ride without mishaps, and all of us came away with a sense of accomplishment unlike any other.

The three rides raised awareness about these diseases in the cities where they took place; and also raised over half a million dollars, most of which will fund research to find a cure for Crohn's and colitis.

BIRDS OF A FEATHER...

We wanted to thank you for your great magazine. We love it! Because we sometimes miss an edition we thought we'd like to subscribe. In the last edition we absolutely loved the section about different rider species – how hilarious! We ourselves are transforming into different species all the time and could most certainly identify ourselves with many of the traits mentioned.

Anya & Zeus, Vancouver

Because I participated in GYGIG this year, I was empowered to speak more openly about life with Crohn's and to advocate for others with the disease. I took up an ambitious training program that got me involved with my local bicycling club (Oregon Randonneurs, THE most welcoming and friendly bike club I have ever found), and helped me develop strategies for riding longer distances while living with a chronic illness and accomplishing my goals. GYGIG-Pacific NW gave me the opportunity to ride 141 miles on my bike, traveling through some of the prettiest country I'd ever seen in my life. I know I will want to do this ride again, and have already talked it up to friends of mine in the hopes they'll want to do it with me next time.

Thanks to GYGIG, although I am no super-athlete I have become some kind of bicycle hero to my friends and family. They all ask when they can go on a ride with me. Bike-a-thons do not always have to be ABOUT bicycle riding in order to promote bicycle riding.

Beth Hamon, Portland OR
bikelovejones.livejournal.com

Find more reader comments on Sheldon Brown's 'Thons Reconsidered' at momentumplanet.com

CONTINUING THE 'CAR-FREE' CONVERSATION

Prior to the 1850s the streets in many towns in the world were car-free, but definitively not vehicle-free! In Europe, for example, while many people walked, often carrying big bundles on their head, back or shoulders, many others pushed hand-carts up to six feet long, loaded with food or goods delivered to various stores and workshops. Some people rode horses while others used horse-drawn coaches of various sizes. Many people used sedan chairs, as coaches with two or four horses often couldn't go through many streets due to the number of people and vehicles. Long distance travel between towns was done by stagecoach, used by all the classes of the society.

The classical literature of European and Asian countries is full of tales about the crowded streets of most sizeable towns. King Henri IV of France was stabbed to death when the royal coach was stuck in traffic in the Marais district. This is why, from the 18th century on, very wide boulevards were created in many towns to try to reduce congestion.

Car free days in Europe are the one day each year when most of the downtown area of many cities are closed to cars. However, practically every single city in Europe has at least one area where cars are either banned or severely restricted, not just one

day but every single day of the year! Even major cities like London and Paris have them. The latter has a rather extensive pedestrian area known as Les Halles, Beaubourg and Montorgueil. There are pedestrian streets in other districts of Paris as well.

Quite a few people at the [Commercial] Drive car-free days were campaigning against freeways in Vancouver and pointed to Europe car-free areas as an example. I visibly infuriated a couple of them by mentioning that the car-free/car-restricted areas of Europe were only made possible by the construction of freeways well outside the downtown historical heart of many towns in the 1960s. One typical example is Bordeaux, France, the more than 2,300-year old city where I was born and raised.

I can remember the days when there was only one bridge to cross the wide and fast-flowing river on the left bank of which Bordeaux was built. On long weekends and during the summer holidays, when huge numbers of cars were coming down from as far as Paris on their way to Toulouse, the Pyrenees Mountains and Western Spain, it took several hours to cross that bridge.

Several bridges and a freeway around the town were built in the 1960s. Most of the traffic was thus directed away from downtown and this allowed for the creation of a pedestrian area several kilometres

long that opened in 1975. That area was drastically expanded between 2000 and 2003 when the three lines of an LRT system were built, necessitating the permanent closure of many car lanes (some went from four lanes to one or even none).

Bordeaux even has an official "car-free downtown" on the first Sunday of the month.

Several cities in France use steel posts to block the entrance of the pedestrian streets. A swipe of a magnetic card lowers the posts in the ground allowing limited access to delivery vehicles (before stores opening the morning) to homeowners living in the area (early morning and late afternoon only) and of course to emergency vehicles (any time).

J-L Brussac
Coquitlam, BC



PHOTOS BY J-L BRUSSAC



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 your love, as well as your constructive criticism (also a form of love). Letters may be edited for length.

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a postcard from MADISON



Wisconsin

Somehow Madison just feels right.

After a few weeks of travelling across the US back in April and struggling through cities as varied as Chicago, DC, and Richmond, Va., it was refreshing to be in a place that didn't feel hostile. Madison said to me, "Relax. Don't worry. Everything is going to be okay."

Madison, the capital of Wisconsin, is located approximately 80 mi (130 km) west of Milwaukee. Its population is a little over 200,000, barely half the population of Portland or Vancouver. It's small enough to not be overwhelming, yet large enough to have all the amenities of city life. (Just like Portland!) Despite being in the relatively flat Midwest, the city is defined by geographical constraints. The core of the city lies on a narrow isthmus barely a mile (1.6 km) wide between Lakes Mendota and Monona.

A perfect storm of various factors (Flat topography? Progressive government? High student population due to the University of Wisconsin located in town?) created an urban bicycling mecca. Much has been written about Madison's bikeability. The city has been given gold status for its bikeability by the League of American Bicyclists, one of a handful of cities to receive this accolade.

Riding around town its easy to see why. Madison has an extensive network of bike paths. The Midwest is criss-crossed with railroad tracks, many of them now abandoned. The city puts these right-of-ways to good use, and now it's possible to cross town

without using city streets! Riding the paths I observed an impressive number of folk, young and old, from all types of backgrounds!

Passenger trains don't run to Madison anymore (though there's been talk for decades about reviving service), but the train station is now... a bike shop! My favorite bike shop in town, however, is Revolution Cycles (2330 Atwood Ave, 608-244-0009), a community-minded shop dedicated to serving all different types of cyclists.

But most important for me is the feeling I get from a city. Madison is like a slice of Cascadia lodged in the heart of America. Williamson (or "Willy") St on the isthmus' east side has lots of similarities to Hawthorne Blvd or Commercial Drive and is lined with independent shops, coffee houses, and a real good food co-op.

Yes, Madison is too easy. I can get decent coffee most anywhere. I can ride a bike for miles along a bike path and end up on the shore of one of the lakes, drink some strong local beer and watch the sun set. Yeah, I could live here, if not for the winters!



Shawn Granton • Sept 2009 • shg@scribble.com



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A COLLECTION OF GOING CONCERNS
BY PAUL HALYCHUK



ABOVE: LAPD chopper lights up the stage during B:C:Clettes performance in Los Angeles as part of the Velo:City Tour 2007, just before kicking bikers out of the park. Photo by HamOnRye. **RIGHT:** The B:C:Clettes in San Luis Obispo. Photo by 7-how-7.



CYCLING ADVOCATES GET BIG DONATION

TWO CYCLING ADVOCACY organizations will soon benefit from large donations from Trek, the US bicycle manufacturing company.

As part of Trek's "One World, Two Wheels" campaign, over the next three years Trek will donate \$1 to the League of American Bicyclists' "Bicycle Friendly Community" (BFC) program for every Trek helmet sold in the U.S., for a total three-year commitment of \$1,000,000.

Trek will also donate \$10 to the International Mountain Bicycling Association (IMBA) for every full suspension Trek and Gary Fisher mountain bike it sells, for a total three-year commitment of \$600,000. IMBA will use this donation to fund its Trail Solutions Services.

The Bicycle Friendly Community program is an awards program that recognizes municipalities that actively support bicycling. Designations have been awarded to 63 cities and counties in the US. BFC will use the Trek donation to promote the program so it becomes a mainstream element of city planning. They will also award technical grants to communities to bring in expert bicycle planners, engineers, and educators to help transform their community; launch a Bicycle Friendly States "scorecard" to inspire states to embrace the bicycle as a critical transportation alternative; and present two Mayor Mobile Forums to show mayors around the USA what a Bicycle Friendly Community looks and feels like.

The IMBA promotes low-impact riding, and organizes volunteer trailwork and cooperation among different trail user groups. Their Trail Solutions program provides fee-based services that range from trail planning, design and construction to education and dispute resolution.

TO LEARN MORE:

www.trek.com

www.bicyclefriendlycommunity.org

www.bikeleague.org

www.imba.com



CORPORATE CLIMATE CHANGE PROGRAMS GETTING IT RIGHT

WITH A GLUT of corporate marketing campaigns claiming to combat climate change while still peddling product, some are thinly green-washed greed – while others seem to genuinely "get it."

Focused on promoting cycling for short trips, Clif Bar's *2-Mile Challenge* program fits into the latter category. It offers practical tools people can use to map their neighbourhoods, and check out their bike commuting options.

Clif Bar founder Gary Erickson explains: "Forty per cent of urban trips in the United States are two miles or less, but people use their cars nearly 90 per cent of the time for those short jaunts. If

we rode bikes for those two-mile trips, we'd get in shape, unclog our roads and spare the planet from millions of tons of car-belching carbon emissions." Go Gary!

The *2-Mile Challenge* is going on the road with about 15 stops this fall in a biodiesel bus loaded with interactive exhibits, videos, commuter bicycles, and accessories. The displays are designed to showcase the benefits and ease of selecting bikes over cars for short trips.

For lots more information and a list of tour dates visit www.2milechallenge.com



NO CARS, LESS VIOLENCE

EARLY ON A FRIDAY evening in August, without any prior announcement, the Vancouver Police Department barricaded intersections on Granville Street's violence-plagued entertainment district.. Pedestrians and cyclists were free to cross, but vehicles were barred from turning onto the street. According to figures in The Province newspaper, police typically deal with 20 brawls and 70 to 100 individual fights on the strip during a typical weekend. During the first street closure, police received only one report of a fight.

MOMENTUM contacted the Mayor's office and asked who had the idea to close the strip. The mayor's director of communications, David Hurford, said that the trial comes from the Mayor's Project Civil City initiative.

The strip was closed again during the evenings of the first weekend of September.

Despite the apparent success of the closures, Hurford wouldn't say whether they would happen again in the future. The Mayor has been quoted as saying that the cost and impact of the test closures will be officially evaluated to see if it could become official city policy. Police spokesperson Tim Fanning has been quoted in the Vancouver Sun newspaper describing the trial as "costly."

BIKE CORRALS ON-STREET BIKE PARKING

"BIKE CORRALS," BOTH covered and uncovered, are common in some European cities, and are also used in Portland, New York, Key West, and a few cities in California. In addition to providing more parking space for cyclists so that they are not locking their bikes to scattered sign posts, the corrals provide safer sight lines for pedestrians crossing streets, provide a spill over spot for lined-up customers, and prevent store fronts from being blocked by large vehicles.

Victoria, BC, recently installed its first bike corral. A single vehicle parking space in front of the Mountain Equipment Co-op retail store on Government Street was replaced with a shelter designed to hold 23 bikes.

Paul Halychuk is a writer based in Vancouver. He is spending the summer selling lemonade for five cents a glass and advice for a penny.



TOURING ON A
(VERY) SMALL BIKE

It can be done. Not sure exactly why you would want to, other than to just be contrary.



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For a video of this trailer in use, see:
www.youtube.com/watch?v=mWnsu4dFNgs



Bike racks become a bike!
It's all in the way you look at it.



CYCLISTS FIRING
WEAPONS?

Weapons of Mobile Destruction? You might think so, but this is from a Bicycle Ballet recently performed in England. Taking bicycle performance-art to a whole new level.



Wind & Wheels 2

BY D.S. BLACK

ILLUSTRATION & PHOTO BY JESSICA FINDLEY

NOTHING BEATS THE feeling of having the wind on your side. Scooping the air and riding with it is a dream that Brooklyn artist Jessica Findley has turned into reality with her Aeolian Ride, soaring through cities on three continents.

Each location provides the bicycles and the volunteer riders to go with them, while she brings 52 puffy white inflatable suits made from ripstop nylon. These goofy costumes – draped over the helmeted torsos of the riders perched on their bicycles – inflate with the breeze created by riding and turn into giant bunny rabbits (think bulbous ears), milky bubbles, and tear-drop shapes, blown taut like expandable cape-sails.

The first Aeolian Ride took place in the spring of 2004, from Manhattan to Brooklyn. Aeolus, god of the winds, can be a fickle patron, as Odysseus himself found out millennia ago. A bag of sea breeze can get you most of the way home – but it can also blow you way off course.

In the years since, Findley has ridden it around the world, organizing rides of wind-borne whimsy in San Francisco, Los Angeles, Cape Town, Melbourne, and Halifax.

The latest ride, on September 8, 2007, found Findley riding full circle, although the original direction of the first ride was reversed, beginning in Brooklyn and ending in Manhattan. It culminated at the Deitch Art Parade through Soho and then turned into a street party.

“When you’re riding, you’re already experiencing the wind,” Findley explained in a phone conversation a few short days before this latest ride. “Trapping that experience and carrying it with you visually... you’re already feeling the wind blowing through your hair and your face and in your clothes. It’s kind of making you into a human kite.”

Bringing the Aeolian Ride to your part of the world takes months of preparation and

arrangement. Findley prefers to work with local groups who can develop ride routes and finesse any permit issues that arise.

Although the first New York ride occurred without any bureaucratic dispensation, stringencies imposed there on public assemblies led to the latest ride being limited to 35 participants instead of the usual 52.

“Whoever champions the ride tends to bring different groups depending on who their contacts are. Sometimes it will be an artier group, sometimes more bike-centric – messengers or bike advocates. Most of them are just out there to have fun. The result is always the same: people have a good time, get silly, and enjoy something they don’t normally get to do.”

Future Aeolian Rides are under discussion for Vancouver, the bicycle mecca of Amsterdam, and Sibiu, Romania. More than a 1,000 people have signed up for Findley’s ride e-newsletter.

SAN FRANCISCO, 2004

When Findley came to San Francisco in October 2004, I was fortunate enough to hear through the arts grapevine, and I met up with her in Dolores Park. There I squeezed into a bubble-shaped suit for a ride that wound through rush hour in the Mission District to one of the opening night venues for the Bicycle Film Festival.

A few days later a second, more leisurely ride went through Golden Gate Park and ended at the traditional biker watering hole, Zeitgeist bar, where cyclists park their wheels on the back patio.

The San Francisco visit was sponsored by the Black Rock Arts Foundation, a non-profit affiliate of the Burning Man festival, which recognized the ride as being "a public happening of kinetic art... intentionally silly, intended to inspire laughter from both participants and onlookers alike."

Certainly the people I rode past while bulging in a cometary-snowball outfit honked and howled at the beautiful incongruity of an angelic procession of bizarre and elongated pale riders.

aeolian-ride.info



PHOTO BY RISA HOROWITZ. INSET PHOTO BY DAVID MCCALLUM

WARBIKE

BY ARTIST DAVID MCCALLUM

Did you know that almost anywhere that you go in a city you'll be sharing space with someone's private wireless computer network? All of their personal communication – email, love messages, bank passwords, credit card numbers, and bizarre surfing habits – will be passing through your body without your awareness. Who are they, and how do you feel about sharing space with their personal life?

The *Warbike* turns this wireless network activity into sound. As you cycle the streets, you'll hear the activity of this invisible communications layer that permeates our public spaces. Who knew that so much was going on?

See the *Warbike* at Interaccess Gallery in Toronto from September 12 - December 1, 2007 www.interaccess.org
Hear the *Warbike* at www.cbc.ca/spark/blog/2007/09/

David McCallum is a musician and media artist in Toronto, and currently the Editor of Musicworks Magazine. He studied physics and music composition at Queen's University in Kingston, Ontario, and received a Master's in Art and Technology from Chalmers University of Technology in Göteborg, Sweden.

profile



Monark Koon ladies bike from Rain City Bikes, 108 West 1st Avenue, Vancouver. raincitybikes.com
Clothing from Dream Boutique, 311 West Cordova, Vancouver. Shawl, by Olie designer Amy Stewart www.olie.ca – \$140. Olivia 3/4 pants by designer Jenny Yen for Cici. – \$125. Boots are Romina's own from My Sister's Closet on Commercial Drive – \$14.

Turntablist **Romina Wendell** *spinning a beautiful beat*

BY AMY WALKER

PHOTO BY DAVID NIDDRIE

davidniddrie.com

ROMINA WENDELL IS a musician, writer, event organizer and nexialist* who is currently working as the Food Security Coordinator for the Sunshine Coast of BC. She finds joy in the journey and she always makes an impression in the landscape, whether it is on two wheels, or two turntables. Over the years, Romina's creative approach has led to interesting jobs and projects, including a pedal-powered lunch delivery service with a Workman's tricycle. We caught up with Romina Wendell over a hot beverage in Vancouver's Gastown.

TELL US HOW YOU CAME TO START THE "CYCLE DELI."

My friend Eric came back from Central America and gave a slide show about a recycling project using bicycles. I had a eureka moment and I thought, "I'll deliver bread early in the morning by bicycle on one of these Workman tricycles." It evolved into a bicycle lunch delivery service, called Romina's Original Cycle Deli Co. We said, "Forget the hike, call the bike." So people who were stuck in offices and couldn't get out for lunch would call and we'd deliver lunch by bicycle. It was all vegetarian but we didn't advertise it as such. Within a month we had regular customers and government bookings. We'd guarantee that you would get your meal in 20 minutes or it was free. I always made it in time. I had buns of steel by the end of working that job. I used to knit through the alleys like a courier would, but that bike was a big thing with a cooler in it. The fact that I didn't take out somebody's car or another bike was a miracle.

HOW LONG HAVE YOU BEEN BIKING TO GET AROUND?

All my life. I learned to ride when I was five or six. I don't drive, and I have always had a bicycle.

WAS IT A CONSCIOUS DECISION NOT TO DRIVE?

I remember when I was becoming 16, my

grandmother said, "Your mother might get a new car. Would you want her old car?" I had bigger things in mind. I wanted to go travelling, and I couldn't see spending money and energy on that. It didn't appeal to me. It wasn't a political decision. There was no bike culture. It was just, "No, that doesn't interest me right now." It just wasn't in my mindset.

HOW OFTEN DO YOU RIDE AND WHAT DO YOU USE YOUR BIKE FOR?

I ride about once a day in Roberts Creek on the Sunshine Coast. I use my bike to get from point A to point B – it's not something I do for fitness.

DO YOU HAVE A FAVOURITE BIKE GADGET OR ACCESSORY?

My Thermos. You're the queen of all you survey with a hot beverage in your hand. Having hot tea that you made yourself, to enjoy anywhere; you're self-sufficient - not looking around for a coffee shop. You can have it at the park, waiting for the bus or the ferry, or under the eaves on a rainy day. You have that little hot chocolate or something, and you feel good. The Thermos and the bike; they belong together.

TELL ME ABOUT THE MUSICAL SIDE OF YOUR LIFE?

I'm passionate about the turntable as a modern instrument. It's a frontier and I use a lot of experimentation. I consider myself a turntablist. It's the "spinning drum" – that's my website: spinningdrum.com. People need to have that nourishing thing in their life to feed their health and well-being. When I get behind the tables I get to that meditative zone.

I've been playing for seven years and I think of myself as an intermediate musician. I would like to come out with a full-length CD, so that's what I'm pursuing. Right now it's a lot of me scratching and beat juggling and getting my technical skills up so

that when I come out with what I'm producing it's based on me, not necessarily how much I can do with the computer.

I'm a big believer in the practice and the process and I can relate it to bikes. When I go somewhere, it's a journey. I have lots of options but it's also an adventure. I think about the weather and what I'll be doing that day. I've met lots of interesting people and I've seen lots of things I wouldn't have seen if I had been enclosed in a little vehicle. So appreciating the process is part of my day. That's how I relate to the turntables: I'm just exploring. It's not like there's an end result right away. I'm on this journey and I'm getting there, slowly, but it's a good ride!

WHILE WE'D NEVER RECOMMEND RIDING WITH HEADPHONES, WHAT MUSIC WOULD YOU SAY GOES WELL WITH BIKING?

When I was a teenager I used to go out on my road bike at night because there was no traffic and I just wanted to bike around. I had headphones on – it was a total nightmare! No lights, just cruising around on the bike. I used to listen to a lot of movie soundtracks, like Peter Gabriel's "The Passion," the soundtrack to *Birdy*, and the soundtrack to *Cat People* which I think is Giorgio Moroder, *Legend*, which has one Bryan Ferry track, but the rest is Tangerine Dream and *Blade Runner* which I think is Vangelis. They are a fabulous urban electronica soundtrack while you whip around on your bike.

Check out Romina Wendell's work at www.spinningdrum.com and www.nexialist.org

**Nexialist is a term coined by science fiction author A. E. Van Vogt to describe one skilled in the science of joining together in an orderly fashion the knowledge of one field of learning with that of other fields.*



Woman Kind

you can
SAVE
Mankind

BY E. DAVID MOULTON

PHOTOS BY MIKAEL COLVILLE-ANDERSEN

EVERYONE KNOWS THE benefits of commuting to work or school on a bicycle. It saves money, the exercise is good for you, produces zero carbon emissions, cuts down on congestion, and so forth. However, getting people to do it on a large scale in the US is a completely different story.

I recently found a delightful blog named “Copenhagen Girls on Bikes.” It’s about the bicycle culture in Copenhagen, Denmark, where 35% of the population – that is to say 550,000 people – ride their bikes to work or school each day. Bicycles are an integral part of their culture.

Mikael and Aaron, the two guys behind the blog, state, “Perhaps we can inspire people in other countries to commute by bicycle or lobby for better bike conditions in their cities by providing a portrait of a city that lives and breathes bikes.”

A recent article in the *New York Observer* talked about a trend in that city of attractive women riding bicycles everywhere wearing skirts, dresses, and high heels.

One of the obstacles in convincing people to ride bikes is that it is perceived as dangerous. The only reason it becomes dangerous is that drivers of cars and other vehicles are not aware

of bicycles, and they just don’t see the bike rider. However, the more cyclists on the road, the more visible they become.

If you are a lady on a bike, with your dress and hair flowing in the wind, you are probably the most visible person out there. What gentleman would object to slowing briefly before passing you with caution? What lady driver would not envy you?

Riding a bicycle you will burn 32 calories per mile. So a modest five mile trip, to work or shopping, and back home again will burn 320 calories. That is a whopping 1,600 calories in a five day week. Imagine how hard it would be to cut that amount from your diet; it is almost like not eating for a whole day. Plus you are toning your muscles and doing your heart and lungs a great service.

How do you ride a bike in high heels? I have not tried, but I imagine it works fine, because you pedal with the sole of your shoe, not the heel. And when you come to a stop, your toe is already extended downwards towards the road. Kind of like a built-in kick stand.

In Copenhagen there are over 500,000 bicycles on the streets on any given day. That means

almost that many less cars; imagine what an impact a fraction of that would have on the congestion in any North American city. With that many bikes on the streets, how can drivers not be aware, and drive cautiously?

The bicycle was one of the ways that women expressed their independence during the women’s suffrage movement in the late 1800s and early 1900s. It is time for the women of America to lead the way again. I guarantee men will follow.

E. David Moulton aka Dave Moulton is a retired bicycle framebuilder now focusing on writing about many things including bikes. He is the author of the novel, Prodigal Child. A visit to his website, www.ProdigalChild.net is a rewarding experience.

Copenhagen Girls on Bikes
copenhagengirlsonbikes.blogspot.com

Cycleliciousness
cycleliciousness.blogspot.com



BY AMY WALKER

Copenhagen cycle chic

CO-CREATOR OF THE blog “Copenhagen Girls on Bikes,” Mikael Colville Anderson, a Danish film director is quick to point out that photographing stylish women on bikes is just a part of his interest in Copenhagen’s cycling culture. His other bike culture blog, *Cycleliciousness*, contains statistics, background, and many more photographs of Copenhagen bike culture. As to why he started photographing stylish cyclists, Mikael says: “The number of shots I was taking increased exponentially when I started seeing what I had never noticed before, namely the vast amount of stylish cyclists on the bike lanes of this city.” It’s unclear whether cyclists are becoming more fashion-conscious, whether fashionable people are now choosing to ride bikes, or whether we are suddenly noticing what had been there all along. What is clear is that ‘Cycle Chic’ is hot, not only in Copenhagen, but in cities around the globe. **MOMENTUM** spoke to Mikael and the

blog’s co-creator, Aaron Bateman, a transplanted copywriter from the UK.

WHAT KIND OF RESPONSE HAVE YOU RECEIVED ABOUT YOUR CYCLELICIOUSNESS & COPENHAGEN GIRLS ON BIKES BLOGS?

MIKAEL: It’s kind of surprising how it’s taken off. For our European visitors it is generally “Ah, Europe! What a wonderful cultural snapshot of daily life in a European capital....” For our visitors from countries without any real bike culture like USA, UK, Canada, Australia, etc., it is generally, “Dude!!! That is amazing!!! Where’s all the lycra? How can they DO that?” It is a real eye opener for many about how developed bike culture is in Copenhagen and other European cities. As though they have just been let in on a big secret.

AARON: The interest our blog has generated has prompted me to explore the scene a lot more,

and I’m learning stuff every day and coming across amazing people doing great things in the name of spreading the cycling message. While *Cycleliciousness* hasn’t taken off in the same way as *Copenhagen Girls on Bikes*, we think it shows that we’re genuinely committed to the bigger issues, and not just a couple of dudes riding round taking pictures of pretty girls.

WHAT INSPIRED YOU TO PHOTOGRAPH WOMEN ON BIKES?

MIKAEL: It’s a part of my daily life. It is what I see when I ride to work or the supermarket. I am constantly amazed to see EVERYTHING about the bike culture here. Danish and European women just happen to be stylish. It’s elegant, it’s classy. It’s Europe. And, I’m a man. I enjoy looking at aesthetically pleasing women. If I lived in a forest, I’d probably take pictures of the nicest trees.

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AARON: My quality of life improved dramatically when I moved to Copenhagen. Instead of standing like cattle in an overcrowded train carriage, or stewing in a traffic jam every morning, I jump on my bike and pedal into work through this beautiful city. Every trip is exhilarating. I feel alive, healthy and content. Visually, the sight of pretty people on bikes never fails to move me.

WHAT POTENTIAL DO YOUR IMAGES HAVE TO INSPIRE AND CHANGE THE WORLD?

MIKAEL: I get the impression that a lot of bike advocates live in a bubble in the city they inhabit and don't have an overview of the good ideas and interesting initiatives that are in other places or being tested in other parts of the world. Like everything else, global ideas can be useful on a local level. Copenhagen's bike culture is a century in the making, with heavy emphasis in the decades since 1945. Bringing images and ideas to the world from the self-proclaimed World's Best Cycling City can make others realize what is possible, and what heights can be achieved.

It may seem like a long way off from a militant cyclist battling with angry car drivers along the curbs of an American city, but working towards the dream is easier when you can see how a real city with real bike culture works.

It's all inspiration. We get so many encouraging words from cyclists around the world who wish to work towards "Copenhagenizing" their cities. Lycra-clad cyclists with expensive gear and an unwritten membership in an inaccessible subculture do little for bike advocacy. If we can show how millions of European cyclists ride their bikes every day in normal stylish clothes, then perhaps we can encourage people in other countries to ride in normal clothes. And on normal, sensible bikes instead of expensive ones.

WHAT DO YOU THINK NORTH AMERICANS CAN LEARN ABOUT EVERYDAY CITY BIKING FROM LOOKING AT YOUR BLOGS?

MIKAEL: "If you build it, they will come... And they don't have to dress funny in stinky lycra when they arrive."

In many countries cycling is a "movement" with environmental overtones. But if people just got on their bikes and rode, instead of being "activists," the bike culture will grow much quicker. In Copenhagen and other European cities, it's just a way of life. We just get on with it. No bells and whistles, just transport.

AARON: Denmark is flat and small compared to America and cycling is ingrained in the national consciousness. It will take a supreme effort from the powers that be to ever achieve something comparable in my opinion. But who knows, maybe one day they won't have a choice.



CUBAN BICI-MODIFICATIONS



TEXT & PHOTOS BY KELTIE CRAIG

FOR MANY CUBANS, pedal power is the most reliable and accessible form of transportation. used to carry everything from children to bathtubs, from spare parts to piles of *naranjas, guayabas, y mangos*. Arising more out of necessity than choice, this dependence on two wheels has occurred largely as a result of the collapse of the Soviet Union and its subsidies for oil, nearly two decades ago.

Local ingenuity and mechanical experimentation have produced many made-in-Cuba solutions to broken bicycles, with hybrid parts and modifications becoming common: seats mended with patches of denim, brake levers tied

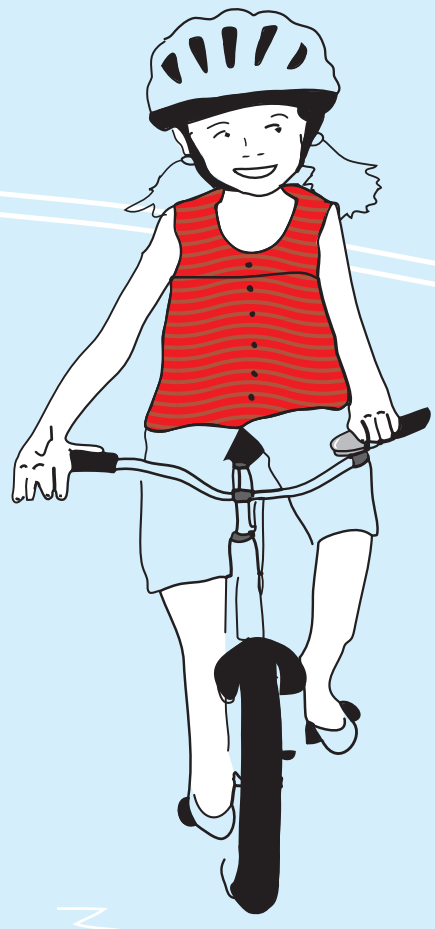
on with string, homemade wooden child seats affixed to the top tube. Other additions and changes provide for easier hauling of goods: three wheeled bicycles, bikes with carts in front, carts behind, and extended back racks.

Everyone, it seems, is on bikes. Men and women doubling their girlfriends, friends, children, or mothers; people dressed in suits and office wear, people selling fruit, or carrying loads of cake, or glass bottles. A couple rides by, side by side on their own bikes, the man's arm resting comfortably on the woman's shoulders. A woman passes with her three-year-old child perched comfortably between her legs. One-

speeds and Chinese "Flying Pigeon" bikes are the most common varieties, but you sometimes see mountain bikes, cruisers, or road bikes. Two people pass in the back of a bici-taxi, carrying a full-size TV on their laps; a woman in immaculate white nurse's garb, complete with little cap pinned tightly to hair, sits upright and pedals a Flying Pigeon. Heavy loads are made more manageable on large tricycles designed for hauling, with extremely long chains and a low gear ratio. Bici-taxis are customized and personalized with hand-painted bubble shells, seat upholstery, bells, and horns. What can't be done by bicycle here? Apparently, nothing. In Cuba, bikes rule.



CYCLING in Cities



CARMEN

“The study contradicts some of the ‘vehicular cycling’ ideas that have heavily influenced cycling infrastructure in North America.”

BY DENISE WRATHALL
ILLUSTRATION BY CARMEN WAGNER
www.hey mama.ca

UNIVERSITY OF BRITISH COLUMBIA occupational health professor Dr. Kay Teschke recently completed an innovative study on cycling in cities. Dr. Teschke, a four-year member of the City of Vancouver Bicycle Advisory Committee, initially became interested when she noticed that, as a mother who was uncomfortable cycling in the city with her young daughter, her views on the needs of urban cyclists were different than those of many of the seasoned committee members representing cyclists in the city.

Naturally, as an academic, she turned to literature on the subject, and discovered that no existing studies could answer specific questions about what types of routes cyclists prefer.

Research abounds on helmets and cycling, but coming from an occupational health background, Dr. Teschke knows that personal protective gear is one of the least effective ways to prevent injury, because it doesn't prevent an actual crash. The best approach is what is known as an engineering control: separating cyclists and motorized vehicles, eliminating the opportunity for the accident altogether.

The study surveyed 1,400 regular, occasional, and potential cyclists in Metro Vancouver, asking which of 16 different route types they preferred. Pictures of the route types were included, so people could visualize what such routes look like before making their choice. The respondents also evaluated 73 factors that influence their decision to ride.

The findings give insight into the needs of urban cyclists. Not surprisingly, most people want to ride where there is little motor vehicle traffic; the top three preferred route types are all off-street, and the fourth (on-street) is separated by a barrier. This pattern of preferences is similar for all cyclists, with two exceptions: regular cyclists do not like off-street unpaved multi-use

Top route choices for occasional and potential cyclists:

1. Paved off-street cycle paths for bikes only
2. Paved off-street multiuse paths
3. Unpaved off-street multiuse paths
4. Cycle path next to major street, separated by barrier
5. Residential streets marked as bike routes, with traffic calming

Top route choices for regular cyclists:

1. Paved off-street cycle paths for bikes only
2. Paved off-street multiuse paths
3. Cycle path next to major street, separated by barrier
4. Residential streets marked as bike routes, with traffic calming
5. Residential streets marked as bike routes

Bottom choices for all cyclists:

1. Major streets with parked cars
2. Major streets with no parked cars
3. Rural road with no paved shoulder

routes, nor do they like residential streets without traffic calming as much as the other two groups. Women and/or people with children in the household are even less likely to choose the low preference routes, such as major streets and rural roads with no paved shoulder.

There were several surprises, too. Beautiful scenery was rated third out of 73 factors influencing people's decision to cycle. One of the most unexpected findings is that the most positive factors and the most negative factors influencing people's choice to cycle have to do with route type. For example, the factor that was

rated as the most positive influence was “the route is away from traffic noise and air pollution.” The second most negative factor was “the street has a lot of car, bus and truck traffic,” although that came second to “the route is snowy or icy,” which does not happen much here in Vancouver.

Other factors, such as the availability of showers and bike lockers at the destination or educational concerns (i.e. courses on cycling or fixing bikes) do not appear to be as important. “It's not at the top of people's concern to improve their cycling skills. On the educational side, they are more concerned about the availability of route planning tools,” says Dr. Teschke.

The study also contradicts some of the “vehicular cycling” ideas that have heavily influenced cycling infrastructure in North America. “Vehicular cycling” states that cyclists fare best when they act and are treated as vehicles, and claims that cyclists should always ride on the road with motorized traffic.

The results of this study have shown instead that if we want to encourage more cycling, especially among women and people with children in their households, we should focus on the top route choices, which means providing alternatives to cycling on the road with cars. The ideal route according to this study is actually something like an abandoned rail corridor. These tend to be flat, separated from traffic, may have beautiful scenery, provide direct routes, and can be paved.

Now that city planners and cycling advocates have this new grist for their mills, the next step for Dr. Teschke is to investigate the connection between injury rates and route types. Stay tuned.

For more information, check out www.cher.ubc.ca/cyclingincities/



Gretchen Carr Elsner

PHOTOS BY ELISHA CLEMENT

www.elishaclement.com

GRETCHEN ELSNER IS an artist and designer of clothing, pop up books, paper engineering and “soft-ware” soft electronics. Originally from Athens, Georgia, the 26-year old now resides on Gambier Island in British Columbia.

Gretchen will be taking her folding bike by train to participate in the Maker Faire October 20-21 in Austin Texas. The Faire (dubbed “The Woodstock for Inventors”), is a one-of-a-kind event for tech geeks, crafty hipsters, DIY lovers, and basically anyone – from seven year olds to 70 year olds – who builds anything. 45,000 people from over 10 countries and 36 states gathered this past May for the Maker Faire in San Mateo, California. Sponsored by Make magazine, the event is a two-day, family-friendly event that celebrates arts, crafts, engineering, science projects and the Do-It-Yourself (DIY) mindset. It’s for creative, resourceful folks who like to tinker and who love to make things.

“We’re looking for anyone who has something fun to share, something they’ve made with their hands,” says Dale Dougherty, publisher & editor of Make magazine. “It can be practical or impractical—it could be something simple like a creative Halloween costume or maybe some

handmade jewelry. Or it could be something wild like a bike with ten wheels, or a dog-powered lawn mower. Whatever it is, the more creative and imaginative, the better!”

Gretchen will be participating in the “Swap Thing,” a clothing swap / modification station. People bring clothes they don’t want, which are then cut, sewn and reconfigured into new garments. Gretchen created a custom “fast and wet” rain cape for this issue of **MOMENTUM** and we asked her a few questions about her biking habits.

WHAT’S YOUR PASSION?

My passion is for my son, Julian, for work done by hands, for tactile ephemeral incessant sensation

DESCRIBE YOUR ‘BIKESTYLE’

I am addicted to folding bikes. It is a healthy addiction, and I haul around a Burley trailer behind me to carry my gear, my rack and whatnot. I recall a character from Chinese mythology, the travelling mendicant who makes many journeys to and fro on a donkey that is also a piece of paper. When he is ready to go, he takes a little piece of paper out from behind his ear and spits on it, and it transforms into a donkey to ride. When he arrives he spits on it

again, and it changes back into the slip of paper and he adheres it to his ear again. This is why I love my folding bike. It is as close as I can get!

WHAT DO YOU USE YOUR BIKE FOR?

I use my bike for everything, my safety blanket, my transportation, my work, my kid, my folklore.

HOW OFTEN DO YOU RIDE?

Now that I live on the island I don’t ride as often, as there are no roads here. But otherwise I ride every day. I take my bike with me everywhere I go, all travels include my bike, and when I get where I am going, I ride around. I have never taken my bike on a long distance tour, I have never had the freedom to travel this way with my son, but instead I fold it up, put it on the train, the plane, in the car, on the boat, and we go together. And when we arrive, I pull Julian in the trailer or he rides his bike.

WHAT SORT OF BIKE(S) DO YOU RIDE?

Dahon folders

WHAT DO YOU LIKE ABOUT BIKING WHERE YOU ARE?

Avoiding the slugs.



Gretchen's MOMENTUM cycling rain cape is fitted with conductive panels and LED lights powered by a 9 volt battery for nighttime safety and visual excitement. The cape is made from Tyvek and adorned with quilted lambswool.

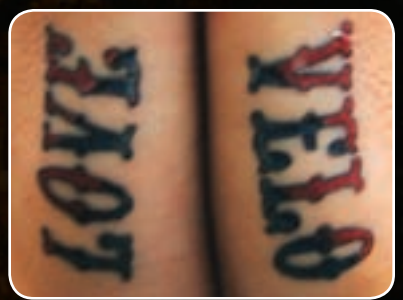
To view other work by Gretchen Elsner see:
www.aydengallery.com/EN/designers
www.egretion.com

Find out more about the Maker Faire at
makerfaire.com and *Make* magazine at
makezine.com



There are a few experiences I consider as rites of passage. One is riding a bicycle for the first time. Think of the fun you had and the freedom you felt when you rode your first bike. It's really when you stop being a baby and become a kid. The same can be said for getting a tattoo - finally, you're an adult. So, the next logical step in my life, my new rite of passage, is my bike tattoo. I think it means I've entered the obsessed stage of my life.

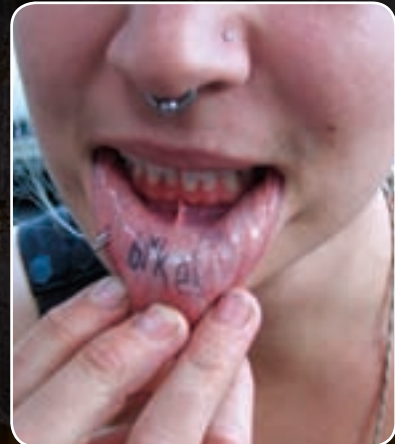
I started to wonder if other people were honouring bikes on their bodies, and to my excitement, they were. Here's some of what I found without really trying.



Jesse Emmerson's impulse bike tattoo on the sides of his hands. He says he literally stood up while drinking with friends and said, "I gotta go do it right now."



Sinders' chairing tattoo by Teresa at ElectroLadylox in Vancouver



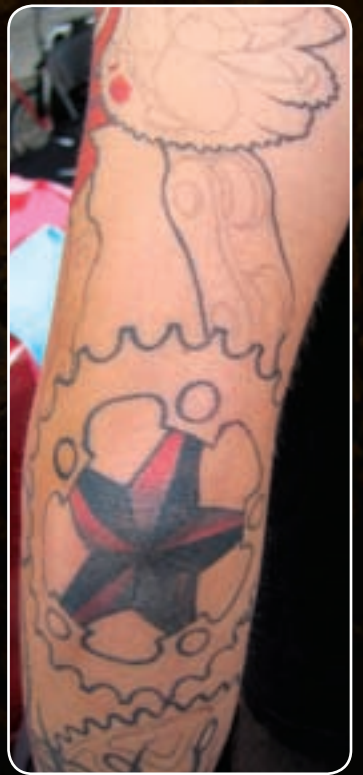
Meg from Bellingham with artwork by Hambone of Spokane



Spencer Uhrenik artwork by Danielle of Vancouver "More Beers, Less Gears"

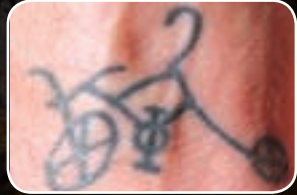


Nathan Balsdon sleeve (in progress) by David at Bobby's in Toronto





A look at my arm in progress with the first and second sessions at Next in Vancouver.



Jim Hoehle with artwork by Trevor Shea of Vancouver seenoevil.ca



Joshua Johnson from Next in Vancouver is currently working on my sleeve. Here's the close-up of the bicycle that's part of the post-post-apocalyptic utopia on my left arm. There's still more work to be done but it's nearly done. You can see more of Joshua's work at pyromanticdesigna.com



Chris Keam's tattoo from Funhouse in Vancouver



Carmen Mills' tattoo from Native Images in Vancouver



Artin French with *Bike & Crossbones* and *Bike Punk* by Ryan Cardinal in Kelowna



I drew this up after being inspired by Spencer Uhrenok's art and had it tattooed by Rob at Sun City in Penticton



Jim Hoehle's artwork by Trevor Shea of Vancouver - seenoevil.ca

Do you have a bike tattoo? Send it to MOMENTUM and we'll post it on the website.



FEAR FACTOR:

ILLUSTRATION BY ERIN GIBBS

A FAMOUS EX-PRO cross-country racer once proudly told me that he rode his 34-pound dual-suspension bike all the way from Squamish to Vancouver (about 60 kilometres). Pooh, I thought: try hauling 50+ pounds of gear on your bike on a tour in a foreign country. Come to think of it, try doing it here at home where vindictive weather, belligerent traffic, and scornful pedestrians make a simple car-free grocery run an X-treme challenge.

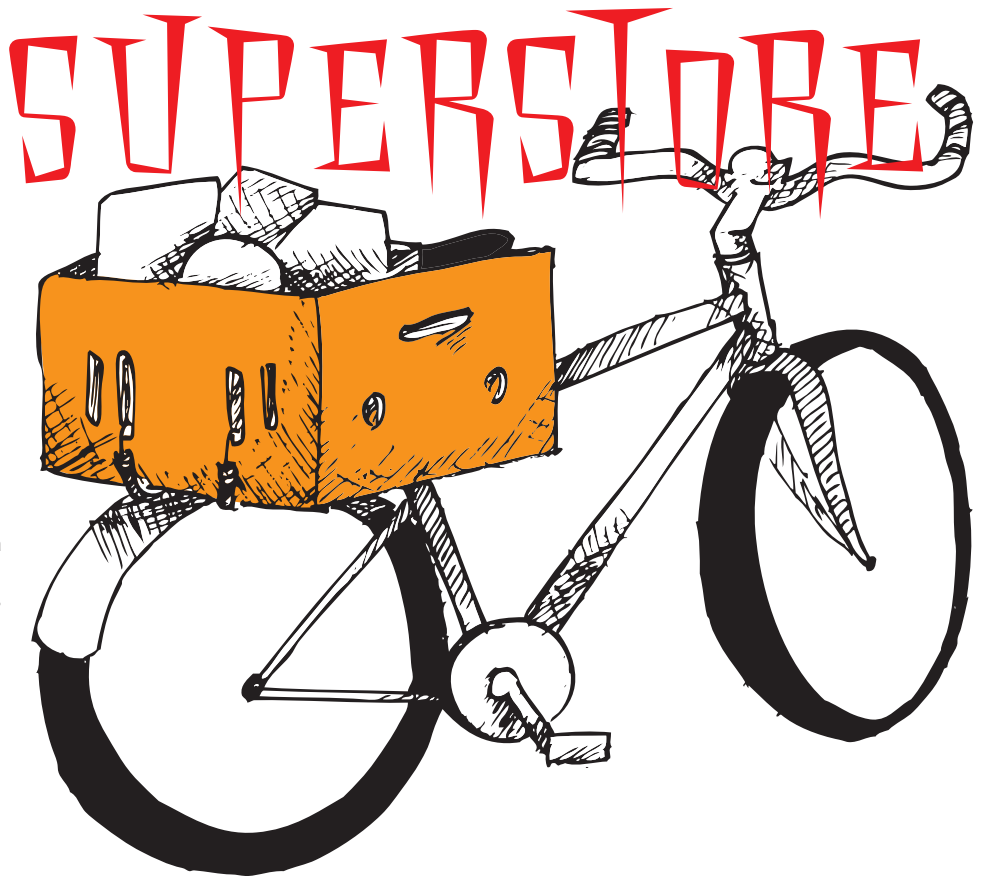
Done the Grouse Grind? 24 Hours of Adrenaline? Sea to Summit? Let's up the ante: you, your bike and \$200 worth of Superstore groceries... without bike panniers or a B.O.B. trailer. Not only does this pose a ridiculous challenge, it's also rebelliously environmental in a geeky kind of way. Here's how you can do it:

THE GEAR:

- a standard rear bike rack
- two short and one long bungee cords
- a produce cardboard box (the kind with notches and circles cut out of the sides)
- a medium-sized backpack
- a dry day

THE GROCERIES:

Can of chunky soup, jar of apricot jam, jar of corn & black bean salsa, 2 bottles of "Memories of..." sauce, canned pears, canned peaches, jar of butter chicken curry sauce, large jar of red pickled cabbage, canister of parmesan cheese, jar of red pepper pasta sauce, box of frozen breaded sole fillets, dozen eggs, squeeze bottle of honey, spray oil, jar of mayo, slab of bacon, family-pack of pork chops, half litre of milk, pound of unsalted butter, 2 butter croissants, bulk pack of fruit snack bars, 6 fruit pastries, 2 packs of chicken noodle soup, cumin papadum, #2 coffee filters, large bag of tortillas, 2 boxes of hair colour (Clairol "Rosewood" if you must know), Persian wax (don't ask), 2-pack of 90w bulbs, 5-pack of 200 ISO film, sweatproof SPF30 sunblock (thinkin' of that next trip), extra-firm tofu, cheddar-cheese-and macaroni, 6-pack of



hair bands, box of wheat crackers, bag of chocolate-chunk cookies, bag of carrots, 2 honey-bran muffin mixes, box of chocolate-granola bars, bunch of baby spinach, pack of rice noodles, pack of weird little gnocchi things; and bulk bags of: walnuts, raisins, white rice, brown rice, and quick oats.

THE TECHNIQUE:

Position the cardboard box lengthwise on the rear rack. Fold in the edge of the box that goes under your saddle enough so it doesn't rub your ass when you ride. Take one of the short bungee cords, thread it under the rack (but above the fender, silly) and hook it into the cut-out holes on either side of the box. Take the other short bungee, thread it similarly, but at the very back of the rack. Pull the bungee hooks straight out behind the bike and hook them both at the very back of the box.

This will push the box securely toward your seat post. Throw your backpack and U-lock into the box, wiggle the bike back and forth a few times to test it, and ride to the store. Unhook the box from the bike and bring it into the store with you.

When you're done shopping, pack your groceries directly into the box ~ no need for plastic bags (dry days are recommended for this reason).

How you pack while still at the check-out counter is the magic trick: put all the heavy jars and cans along the length of the centre of the box. This keeps the centre-of-gravity where the rack will support it. Position boxes, packs and other items around them. Put soft-but-heavy items like the bulk bags and muffin mixes into the backpack. Then put fragile and crushable items either on the top of the boxed items or at the top of your backpack. Carry the box out to your bike, strap it on, and strap the longer bungee cord across the top of the box to prevent lighter groceries flying out of the box and onto the roadway behind you. Adjust your backpack.

Ride slow, ride smooth, and watch those bumps!

Ulrike Rodrigues lives and rides in Vancouver. She'll be writing about bike culture and adventure regularly for MOMENTUM. You can browse stories and photos at www.miteymiss.com

SEGUE FISCHLIN'S *frankentrike*



BY PATRICK MACKENZIE

PHOTO BY TERRY LOWE

ENTER THE CARGO BIKE. Also known as freight bicycles, these human-powered vehicles are designed with a carrier, such as a box or trailer in order to move people or goods. Designs vary – from a basket mounted beneath the handlebars on a standard two-wheeler to more elaborate tricycles with large wooden or steel boxes mounted at the front. The tricycle that Segue Fischlin built and rides is based on the latter design.

Segue's small stature and delicate features are contrasted by the heft and metal of her trike – a vehicle capable of hauling over 300 pounds. Positioned in front, the cargo box is four feet square, and the wheelbase from front to rear is roughly five and a half feet. It's big and it's heavy, but she pedals it with relative ease.

Put together from at least a dozen standard bicycles, Segue mirthfully refers to her creation as "Frankentrike." On closer inspection, you see all the different bike parts and the welds that join them together to make the long frame. She admits, "It's difficult to maintain symmetry and consistency of design using used bicycle

"We are living in a world that desperately needs to think about more sustainable ways of getting around, and ways of moving goods and people."

parts." As for her welding skills, Segue says she was "taught by someone in a warehouse in San Francisco how to weld and not get killed or injured, and ever since it's been practice, practice, practice."

The Frankentrike can easily be ridden on the flats in spite of its weight. For heavy loads and hills, it comes equipped with electric hub motors in both front wheels. These are powered by six 12 amp/hour sealed lead-acid batteries. When the rider needs a little help, all he or she has to do is turn a throttle on the handlebars and the hub motors take over.

When asked why she decided to build a cargo trike by herself, welding and all, Segue offers a philosophical response. "We are living in a world that desperately needs to think about more sustainable ways of getting around, and ways of moving goods and people." Her desire to build cargo bikes is driven by environmental concerns, but she also sees human powered vehicles (with occasional battery power) as a means to create community. "Bicycles that expand themselves to include things and other people are, for me, the only bikes to ride. It's not so isolating."

Not surprisingly, Segue has plans to put her cargo trikes into production. "I have two orders for bikes right now... So yes, I will be making more of them." Currently the bikes are being built on a custom-order basis for about \$3,000 to \$4,000 apiece. With mass manufacturing, she is hoping to get the cost down to about \$1,500.

For more information you can email her at: segue@frankentrikes.com



THE ADVOCATE JOHN LUTON

SO FAR IN CANADA, the direction and structure of transportation cycling advocacy has not been unified or consistent. Still, Canada is progressing and remains ahead of the US, with twice the rate of cycling per capita.

Bike advocacy in both Canada and the US has evolved alongside the “effective cycling” doctrine of John Forrester, whose zealous opposition to bike lanes continues to be embraced by his more loyal followers. Most advocacy organizations follow the educational paradigm Forrester developed but most have dropped the engineering prejudices he attached to his program.

Ottawa is the keeper of national safety education standards such as the CAN-BIKE cyclist training program which has spread organically with individually schooled instructors and certified examiners setting up local courses to train cycling educators. In contrast, The Canadian Cycling Association acts more as a sport organization and has never had the focus or the resources for transportation cycling advocacy.

OUT WEST

In British Columbia, Bike to Work Week has reduced cycling skills to a more essential one-day course. Much of the technical overkill that sustains CAN-BIKE’s higher level course has been discarded to appeal to the average commuter whose main concern is to learn how to ride safely in traffic.

Bike to Work Week has also purged cycling education of its ideology; the event is no longer an advocacy project. It has become a community event with cyclists, media, politicians, and businesses from across the cycling continuum. Last May, Bike to Work Week saw 6,000 participants in Victoria and 3,500 in Greater Vancouver.

Petro-dollars in Alberta are fuelling an economy that also invests significantly in bike trails and other alternative transportation initiatives.

CENTRAL CANADA

Québec is home to one of North America’s most vertically integrated advocacy organizations. Vélo Québec runs the biggest bike ride in the world, the Tour de île, which has more than 45,000 cyclists taking over the streets of Montreal for a day. They’ve also partnered with the province to create the 4,000 kilometres “Route Verte”, a network of trails, on-road facilities, and signed routes across

BIKE ADVOCACY IN CANADA



PHOTO CAPTION: ON THE APPROACH TO THE LION’S GATE BRIDGE DURING BIKE TO WORK WEEK IN GREATER VANCOUVER. PHOTO BY SIMON PULFREY. BIKE ADVOCACY PARKING SIGN PHOTO BY JOHN SEINEN.

the province. It generates tourism dollars and provides essential infrastructure for local cycling transportation in many communities.

Vélo Québec is “embedded” in ways that other advocates in Canada could only dream of. They retain their own engineer who co-wrote provincial engineering guidelines for bike facilities, and who works closely with the city of Montreal on designing their network. Perhaps nowhere else in Canada is the application of creative design more advanced than in Québec.

Though Citizens for Safe Cycling (CSC) sounds more like a temperance movement than an advocacy organization, it happens to be Ottawa’s centre of bicycle activism. Its focus on “peace, order, and good government” does not necessarily attract a broad following, but the CSC has nevertheless been effective at developing and promoting cycling education in the nation’s capital.

While Toronto and Ottawa have strong cycling populations and programs, provincial cycling advocates have been effective at stopping some projects and equally successful at detaching

themselves from most of the cycling population.

The advocacy gap in Central Canada is sometimes filled by health and environmental organizations. Their advocacy is not as focused as the most effective American coalitions. The social marketing of health and environment is less important to most cyclists than the question of what can be done for the road network design, and “how are you going to teach my kids to ride safely to school?” Still, they do make progress in ensuring that government knows the needs of cyclists.

THE BICYCLE INDUSTRY STEPS UP

The bike industry in Canada has just shifted their advocacy efforts onto the big chain ring. In September the Bicycle Trade Association of Canada (BTAC) held a news conference in Toronto to announce how they’ll be focusing their efforts to get more people on bikes. They plan to support bike advocates to lobby government and business for more bike lanes and bike-friendly facilities, and they also aim to help educate cyclists and drivers on how to share the road safely and sensibly.

The announcement was timed to put bikes onto

the agenda during the current Ontario provincial election. Ontario Liberal leader Dalton McGuinty quickly weighed in with a promise to exempt bicycle helmets from provincial sales taxes.

BTAC does have ambitions for a national advocacy agenda, but an election is a good time to focus discussion on the issues says Usman Valiante, BTAC's director of advocacy. Valiante points out that the car industry and road builders are out there with their shopping lists and the bike industry needs to elbow its way into the debate. He wants to make sure that the voice that cycling represents isn't drowned out by voices selling hybrids and bio-diesel. Bicycles are in many ways a more sensible and sustainable choice for green transportation.

BTAC sees a need for change in public infrastructure. The trails, roads and highways have to be built or retrofitted to encourage more people to get on their bikes. Private sector infrastructure also needs to accommodate increasing numbers of commuter cyclists. BTAC's agenda is sensible enough, proposing tax breaks not just for helmets, but for developers and building managers to add showers and lockers for cyclists at workplaces, and reductions on car parking requirements to help outfit private space to accept more bike traffic.

Valiante says governments do not have a clear idea of what they need to do. The bike industry needs to work with local advocates and local initiatives to steer them in the right direction. Implementation of a bike friendly transportation culture needs, he thinks, to be led by the bike community.

Some of the specifics that BTAC is looking at include helping with Toronto's bike month (in May), bringing back big time bike racing in Toronto, and organizing bike expos to promote a "bikes as transportation" message.

Valiante has been talking to Canadian cycling industry companies like Outdoor Gear Canada, Kona, Norco, Groupe Procycle, and the Canadian office of Specialized.

BTAC is planning to spend big dollars on advocacy and is already working with "Think First," a charity aimed at preventing brain and spinal cord injuries, and with CAN-BIKE, the national program for teaching on-road cycling skills.

BTAC is also offering grants of up to \$10,000 for facility, capacity, and education projects. Grant applications will be reviewed quarterly. The next application deadline is November 30, 2007.

WHERE WE'RE ALL HEADED

Every province has something happening. "Go for Green," a national organization that keeps watch and provides training for active transportation advocates, reports pockets of activity in the Maritimes, programs in the Prairies, and even in the Yukon and Northwest Territories.

Wherever there is money available to them, you will find advocates. Governments have funding for alternative transportation, even more so with new gas tax transfers from successive minority parliaments. Bureaucrats who now need to deliver, also now need the community feedback advocacy provides.

Citizens for Safe Cycling
www.safecycling.ca

Victoria Bike to Work Week
www.biketowork.ca

Greater Vancouver Bike to Work Week
www.vacc.bc.ca/biketowork

Velo Quebec
www.velo.qc.ca

La Route Verte
www.routeverte.com

Edmonton Bicycle Commuters Society
www.edmontonbicyclecommuters.ca

Bicycle Trade Association of Canada
www.btac.org



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food



RADHA

a holistic community restaurant

BY KATE ARCHIBALD

RADHA IS A Vancouver eatery, yoga studio, music venue, gallery, and community space in a 101-year-old brick building just off downtown. The space created by the Radha team is warm and richly textured with comfy couches and big windows peeking out through an old oak tree to the downtown skyline.

Radha serves an all vegan menu along with some creative raw foods specials and delicious raw desserts. The kitchen holds the health of both the body and the planet as its primary focus. Ingredients are combined with digestion as well

as deliciousness in mind, and extra steps such as soaking and dehydrating seeds for increased nutritional benefit are taken. The kitchen makes a point of sourcing local ingredients, and an impressive list of staple organics is included in the menu. Radha chefs occasionally teach workshops on Ayurvedic cooking and live-culture fermented foods, and you can pick up some fresh homemade *kombucha* or sauerkraut to take home with you.

Radha makes a conscious effort to keep a small ecological footprint, doing compost runs

to a nearby community garden and using only biodegradable take-out containers.

Yoga classes offered throughout the week are some of the most accessible in the city, both in style and in price. A one month unlimited pass is only \$45, and a Karma yoga program is open to people who want to volunteer for two to three months in exchange for a yoga pass.

In addition to supporting local musicians, visual artists are also on display throughout the space. Cyclists can safely park their bikes inside, and there is a wireless connection for those with laptops.

TRADITIONAL PUMPKIN PIE

BY JUSTINE TIME

Pumpkin pie is one of the best contributions to any fall menu. Savoury and not too sweet, the earthiness of the orange flesh made silky by the combination of eggs and milk. Whether for breakfast or dessert, pumpkin is delicious!

The ultimate pumpkin pie experience begins with finding the perfect pumpkin. A quick check with local farmers usually reveals a pumpkin patch or two that offers opportunities for urbanites to indulge in the hunt.

PASTRY

Knowing the challenge of finding the perfect pie crust, we searched high and low, asking pie crust masters to reveal their secrets. The professionals were unwilling, so back to the source it was, to ask our moms and dads to share their art.

This recipe comes from my grandfather, a pie maker like no other.

2 cups of sifted all-purpose flour
1 tsp salt
2/3 cup of shortening
1/4 cup ice water
A dash of lemon juice or vinegar

1. Combine flour and salt in mixing bowl and cut-in solid shortening with 2 knives until mixture is the size of lentils.
2. Sprinkle ice water mixed with lemon juice on dry mixture, a little bit at a time, while constantly tossing with a fork. Add water to the driest parts while pushing lumps to sides, only until dough is just moist enough to hold together.
3. Form into 2 balls. Wrap one in plastic and put in fridge or freezer for storage. Flatten the other one to 1/2" thick on lightly floured surface. Roll with rolling pin to the size of your pie plate, plus 1 1/2 inches. Roll from the centre outwards each time. Smooth edges with hands to keep it round.
4. Fit crust loosely into pan, flute edges with a fork and prick crust in several spots. Pat out any air bubbles. Bake in a preheated 450 F degrees oven for 10-12 minutes until golden brown. Cool completely before filling with your mixture.

FILLING

2 eggs, lightly beaten
2 3/4 c cooked, mashed pumpkin (cooked yourself is best, but canned will do. Other kinds of winter squash can also be nice.)
3/4 c brown sugar (less if using sweetened soy milk)
1/2 tsp salt
1 tsp cinnamon
1/2 tsp ginger
1/4 tsp cloves
1 2/3 c light cream, soy milk, canned milk, or other substitute
Whipped cream for garnish

Mix well. Fill the crust. Bake at 350F for 45 minutes.

VEGAN PUMPKIN PIE

BY JILL BOADWAY OF RADHA

PASTRY

1 cup whole spelt flour
1/2 cup light spelt flour
1/2 cup finely ground almonds (toasted before grinding)
1/4 tsp salt
1/4 cup coconut oil
1 tsp vanilla
2 Tbsp natural sweetener of your choice
1/4 cup water, or as needed

Preheat oven to 350F

Mix dry ingredients. Rub in oil until mixture is crumbly. Add vanilla and sweetener, and then gradually add water as needed, mixing lightly to form dough. Gather dough into a ball, and then lightly flatten into a disk. Wrap and let rest, refrigerated, for 15 minutes.

Roll dough out between two sheets of waxed paper. Remove the top layer of waxed paper, and invert the dough into an oiled 9 inch pie plate. Remove the other sheet of waxed paper. Trim edges of dough; then fold it under and crimp.

Pierce the dough with a fork. Line the crust with parchment paper, and cover the bottom with dried beans. Bake for 10 minutes, remove parchment paper with beans and bake another five minutes, or until crust is lightly browned.

FILLING

2 cups baked squash or pumpkin puree
3 Tbsp arrowroot powder
2/3 cup soy, rice, or almond milk
1 tsp cinnamon
1/2 tsp ground ginger
1/4 tsp nutmeg
1/4 tsp ground cloves
1/2 tsp salt
1 tsp vanilla
2/3 cup maple syrup, brown rice syrup, or agave
1 Tbsp blackstrap molasses

Combine all ingredients in a food processor, and process until smooth. Pour into pie shell, and bake for 40 minutes, or until filling is firm. Let cool to set before serving.



JASON FILER & ALAN MEDCALF WINTERBORNE BICYCLE INSTITUTE

JASON FILER ORIGINALLY decided to teach weekend mechanics classes to help market his bike frame building business. With the help of Alan Medcalf, a former student turned colleague, the side project grew into Canada's premiere bicycle training institute. Now entering its second year of operations, the Winterborne Bicycle Institute, administered by Conestoga College in Guelph, Ontario, will offer four two-week training sessions through Fall 2007 and Winter 2008. We caught up with Jason and Alan at this year's ExpoCycle trade show in Montreal.

WHO ATTENDED YOUR COURSE LAST SEASON?

ALAN: In the first course, out of ten students, three of them were bike shop owners, three were bike shop mechanics, and the other four were people who had some experience and wanted to become bike mechanics.

The first two courses were full. Two shop owners from the first course each sent two of their mechanics to our second course, and one is sending a third this December. We didn't know quite how last April's course was going to turn out because it was close to the busy season and not the best time for a bike shop to send someone to a course for two weeks. We ended up with a smaller class of enthusiastic home mechanics.

IS THERE A DIFFERENCE BETWEEN YOUR COURSE AND THE ONES OFFERED IN THE US?

JASON: The bottom line is that they've set the bar. They've been doing it for years. We use Barnett's Manual when we teach because it's the most well-written and thorough bicycle repair manual available. Alan went to Barnett's course [Barnett Bicycle Institute in Colorado Springs, CO] and I went to United Bicycle Institute [in Ashland, Oregon]. We've pooled our practical and course experience to make sure that what we're offering compares well with what they're offering, and I think we're there.

IS BEING A BIKE MECHANIC CONSIDERED A TRADE?

ALAN: Unfortunately, not really, not today. One of the problems we have in the whole bike industry is that consumers want a high-end state of the art bike and expect to pay \$150 for it, that it will never need any service, and it'll last forever.

When you talk to bike shops across North America you'll hear it's really hard to find and retain

good mechanics. Part of that is wrapped up in the fact that mechanics get paid next to nothing.

SO THE CUSTOMER NEEDS TO BE EDUCATED AND VALUE THEIR BIKE AS A VEHICLE.

ALAN: As a consumer I'd walk up to the bike shop and ask the question, "Are your mechanics trained and are they certified?" Then I know I'm going to get better service. Bike mechanics across the country get paid from minimum wage to about \$15 per hour. In Calgary right now if you're working at Tim Horton's you can make \$17 per hour. Give me a break!

WHY ARE YOU OFFERING THIS COURSE NOW?

ALAN: We believe the timing is right to make a difference. There's a "perfect storm" of complex materials and technology, and a surge in interest in utility cycling for transportation and recreational cycling for health.

In the past all bikes were made of steel. Anybody with a cheap set of tools could reasonably maintain a bike. Over the last dozen years and in the last five years especially, we've seen a huge ramp-up in the use of composites and other metals for frames and components. A greater knowledge of materials science, fasteners, lubrication, mechanics, and the use of a torque wrench is absolutely mandatory now. It used to be that you had a huge range of torque that you could put on a steel bolt on a steel fixture on a steel frame and you were going to be okay, you just had to worry about corrosion. Now, if you're putting a stainless bolt through an aluminum bracket onto a carbon structure, you've got to be quite careful. All of the manufacturers of bikes and components provide technical spec sheets and they're very clear that if you don't follow torque and other advice, then you as a dealer are putting your customer's safety at risk.

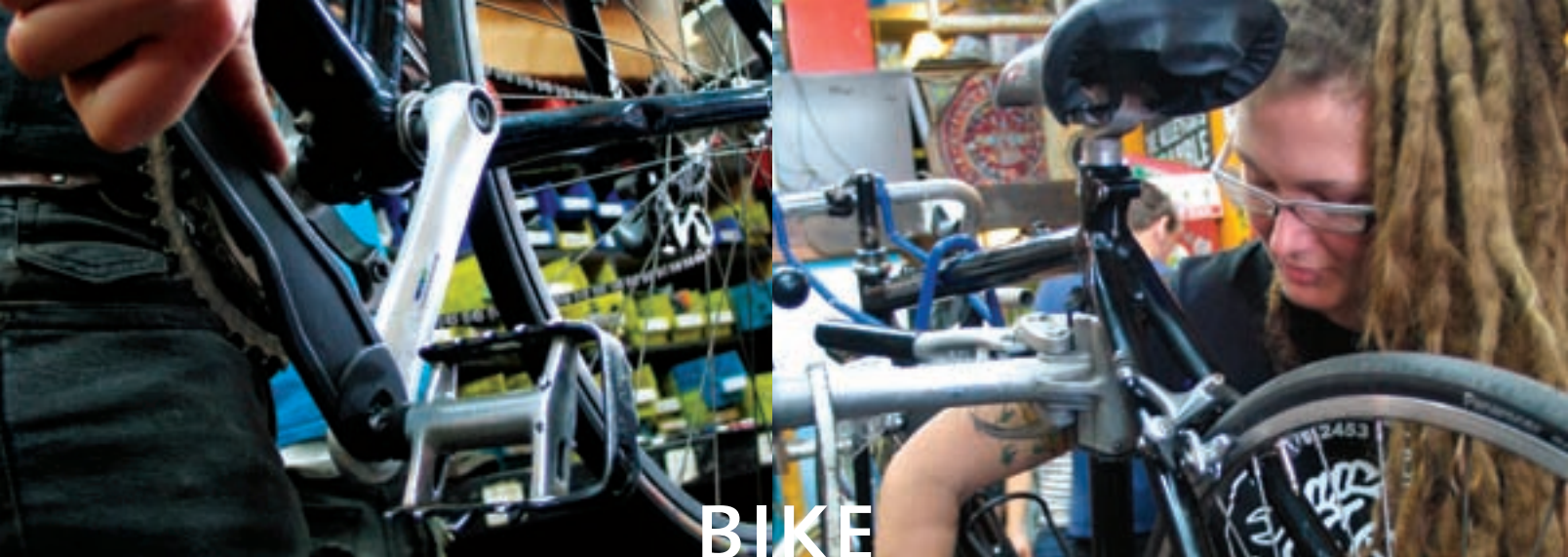
It's incumbent upon dealers to: 1 – provide better service for their customers in having safer and more serviceable bikes; and 2 – to protect themselves by having well-trained mechanics.

The other thing that's happening, with concern for the environment and personal health, is that the cycling industry is enjoying a boom. There are more people who want to get on bikes. As an industry it is incumbent upon us to make sure those bikes are reliable, safe, and serviceable. You put all of that together and the time is right to introduce more rigorous training for bike mechanics.

Winterborne Bicycle Institute
www.winterbornebikes.com

Barnett Bicycle Institute
www.bbainstitute.com

United Bicycle Institute
www.bikeschool.com



BIKE MECHANICS

BY TERRY LOWE

PHOTOS BY AMY WALKER

HOW WELL DO you know how to fix your bike? Here are two random test questions (the answers are below – no peeking):

1. Front derailleur rotation is correctly set when the outer cage plate is:
 - A) parallel to the line of the chain in high gear
 - B) parallel to the chainring
 - C) angled out by the same amount the inner cage plate is angled in
2. There is a type of cantilever brake-cable system that has a link-unit head with a built-in alignment system for setting the angle between the two sides of the cable “Y”. This can be used to set up the cable geometry on one of these brakes. True or false?

Inner cage plate? Cable geometry? Who knew? Does someone assembling cheapo mountain bikes at a big box store know this? Should he be required to know this?

The common public perception is that bikes are toys and that little technical knowledge is required to work on them. Not true: a bike mechanic’s job is one of ever-increasing complexity, and needs to be treated as such. The people assembling and maintaining the machine you’re trusting with your life need to know what they’re doing, and they need to be properly trained.

It is hard to find training locally, and apprenticeship programs are nowhere to be found. There is a need, but there isn’t much demand, because the pay rate for a bike mechanic is minimal. Motivated youngsters can make two or three times as much working in construction.

There are two places in North America to find bike mechanic certification programs: one is the United Bicycle Institute in Ashland, Oregon; the other is Barnett’s Bicycle Institute in Colorado Springs (whose website supplied the test questions shown above). A wise shop owner will sponsor employees to attend courses there, and some local bike merchants do. Other shop owners prefer to hire workers from European countries where no one is allowed to work as a bike mechanic until they are trained and certified.

There used to be a place in Vancouver called The Sanctuary Foundation which taught at-risk youth how to be entry-level bike mechanics, among other things. Steven Sutherland of Atomic Bike Shop taught there and said that the kids liked the structure of the program, but needed someone to keep at them and watch over them. Once the program was over, they no longer had that supervision and about half of them reverted to their previous way of life. Others can still be found around town, now plying their trade.

There is interest in reviving such a program. Vancouver’s PEDAL (Pedal Energy Development Alternatives) is consulting with various agencies, trying to arrange start-up funding for a mechanic training/employment skills course at their depot. Says Omar Bhimji, PEDAL’s program director (and our own Ecstatic Mechanic columnist), “The idea, long term, is to offer a professional certification program, the first of its kind in Canada, but that’s years away. Funding would get us started, and give us the leeway and time to create a curriculum.”

Bike mechanics who have been properly trained feel that they need to be recognized as tradespeople and, not surprisingly, paid as such. The Industry Training Authority (ITA) is the agency responsible for certifying an occupation as a trade in British Columbia, and the federal government’s Red Seal Program provides recognition of that trade across the country, so someone certified in one province can work in another.

When asked what it takes to certify an occupation as a trade, the ITA listed several points. The initiative usually comes from the industry, beginning in one province, and then spreading to three or four other provinces. For certification, the ITA wants to see:

1. Job descriptions with 12 to 19 competencies described therein
2. A program outline and curriculum
3. Standards and exams
4. Some apprentices signed up first
5. Statistics: how many people from across the industry are signed up and willing to contribute?

Once that is in place, certification can quickly follow.

Rates of pay are determined by the overall industry, with no government involvement. Does this mean it will cost you more for bike service if all mechanics are certified? Yes, but only a little bit, and that work should come with a guarantee. Service rates here have not changed in 15 years, and it’s time they did.

If you answered the test questions above correctly, you don’t need a bike mechanic; you probably are one already. The rest of us, who wonder what a new squeak or rattle means, do. And then we want a mechanic who is properly trained, and who can get us riding again quickly.

Terry relies on bike mechanics to keep him rolling, and he doesn’t mind paying them what they’re worth.

Answers: 1) a, 2) true



REVIEW

REDLINE 9·2·5 & SURLY STEAMROLLER COMPLETE

BY WENDELL CHALLENGER

ALMOST EVERY MAJOR manufacturer now has a single speed or fixed-gear city bike in their catalogue. In keeping with the times, we compare two models that have been making waves among aficionados: the Redline 9·2·5 and the Surly Steamroller Complete.

From the name to the build, it is clear that the Redline 9·2·5 is intended to scratch the commuter itch. The bike comes equipped with fenders (rare from a North American manufacturer) commuter-oriented road tires, and flat pedals. It even has frame mounts for a rear pannier rack, and stylish coffee-shop-friendly bullhorn bars.

Other nods to the commuter include a front quick-release to change flats, some touch-up paint for when it gets chipped from all those bike racks, a lower gear ratio, and a flip-flop rear hub that allows you to run the bike as either a single speed or fixed-gear. The factory default is a 16 tooth

freewheel (providing 42:16 gear ratio or 69 gear inches), while the other side comes installed with a 15 tooth fixed-gear cog (42 :15 or 73.6 gear inches). Want to try fixed-gear? Just flip the rear wheel.

Surly's Steamroller, on the other hand, is all about simplicity, speed, and performance – there are no frills here. To quote their marketing description, “the Steamroller is designed as a fixed-gear street bike that’s track legal.”

With that in mind, the bike comes with a higher gear ratio (48:17 – 74.2 gear inches), a single front brake (you use your legs to brake the rear), road drop bars, and neither pedals nor frame mounts for fenders or a rack. The wheels and tires are also more performance oriented, using larger flanged hubs to increase wheel stiffness and slick tires for rolling efficiency. As in the 9·2·5, Surly has equipped the Steamroller with a flip-flop hub, except you only get the

fixed-gear option. If you want a freewheel you have to mount one yourself, even though the bike might scowl at you if you did.

Arguments about front brakes aside, there is nothing on the Steamroller that you absolutely do not need. “Creature comforts? What are those?” Even the graphics are simple. It exudes purpose – fast riding on city streets.

The Surly Steamroller is appropriately named as it literally rolls over anything in its way. The bike is amazingly stable and compliant, allowing you to bomb down rough streets, gravel paths, and even across grass fields, with aplomb. Compared to its much twitchier cousin the track bike, the Steamroller is extremely well suited to city streets.

There is still enough twitch in the bike to allow for rapid changes in direction, requiring you to always be “on” to some degree while riding the bike. The balance in handling also makes for a bike

HOW TO MAKE A SEAT COVER

BY DENISE WRATHALL

I used to tie a plastic grocery bag onto my seat when I loaded my bike on the bus. This made many bus drivers nervous—they envisioned the plastic bag coming loose, flying onto their windshield and causing an accident. After being told to remove my plastic bag and riding home with a sippy seat a few too many times, I sewed this easy seat cover.

SUPPLIES NEEDED:

- Waterproof fabric, about half a metre.
- Thread
- Elastic or cord, about half a metre.
- 1 toggle, if you are using cord.

1. Remove your bike seat and place it upside down on the wrong side of your fabric. It doesn't matter how you line up the grain of the fabric.
2. For the top of the cover, trace the bike seat, using chalk, a thin piece of soap, pen, or pencil.
3. Draw a second line outside the first, 1/2" away. Your first line will be your stitching line, and the outside line will be your cutting line.
4. Cut out the top of the cover.
5. Measure the length of the stitching line on the top piece as precisely as possible.

6. From the remaining fabric, cut a long strip, on the grain, 3.5–4.5" wide, depending on the depth of your seat. The length of this strip should be the length of your stitching line, plus 1".
7. Fold this strip of fabric in half, right sides together, and stitch the short end together, using a 1/2" seam allowance. You should now have a loop of fabric.
8. Fold up one edge of the loop 1/2" and stitch. Leave a 1/2" section unstitched, so you can later insert the cord or elastic.
9. Stitch the loop of fabric along the outer edge of the top of the seat cover, along the stitching line, using a 1/2" seam allowance. Pin it well before stitching. For the most waterproof seat cover possible, make sure that all the pinholes are in the seam allowance.
10. Grade the seam. Notch outside curves and clip inside curves. Edge stitch if desired.
11. Using a safety pin, thread the elastic or cord through the casing. If using elastic, adjust the length and sew the ends together. If using cord, attach the toggle and knot the ends of the cord.
12. For a super waterproof seat cover, you can seal the seams. Use a liquid seam sealer, because seam seal tape is difficult to apply on curved seams.

that is a joy to skid brakeless; one of the many tricks often performed by fixed-gear riders.

Strangely enough, it also comes with a certain attitude. I found myself cranking classic punk bands such as NoMeansNo, rolling up my jeans, dressing in black, and grabbing my courier bag as I headed out on the streets. Once there, it demanded that I ride completely "on the rivet*" at all times. From hills to flats, I could feel the bike egging me on to gain every bit of speed I could muster; to pass every car in my way. "Master says faster... Yes, master!"

All in all, this is a great bike as long as you use it for its intended purpose, to fly around on city streets. Sedate commuter, or all-in-one wonder bike, it is not.

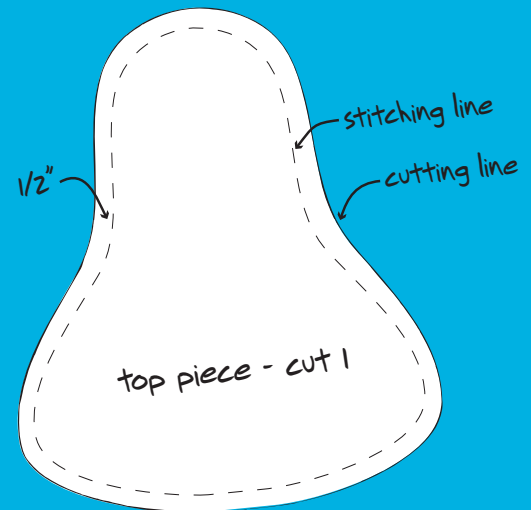
The Redline 9•2•5, in contrast, achieves a balance of adult practicalities, with a nod to doing it your own way. The ride is slightly more relaxed than the Surly, but still on the sporty side for a commuter. It felt at home zipping around town, taking corners at high speed, and the steering forgave unintended twitches caused by bike-gazing on the city streets.

Not unlike the Surly, it also seemed to bestow some of its personality onto the rider. Its outwardly appearance of civility had me wearing my "adult" clothes and riding this bike to meetings. That said, the bike also produces an undercurrent that is hard to quantify, but when I showed up for a meeting and was directed to use the back cargo door (the courier entrance), I just smiled and continued on my way.

The Redline 9•2•5 will set you back \$500 USD, while the Surly Steamroller Complete comes in at \$650 USD.

*On the Rivet - a term used to describe bike racers who are right on the very edge, pushing with all they have, but dangerously close to blowing up into little pieces.

Wendell Challenger is the creator of the website www.FearlessGearless.com



THE MYTH OF GORE-TEX

BY WENDELL CHALLENGER

ILLUSTRATION BY TERRY SUNDERLAND

HERE ON THE west coast of Canada, if you want to ride year-round you must be prepared for rain. Take a look on any busy bike route during the rainy season and you will see a ubiquity of *Gore-Tex* jackets. Functional and fashionable, these jackets are generally believed to be the rain solution. Not only is this a myth, but the expense of these jackets could also discourage many would-be rainy season riders.

A trip on the local bike routes shows that many riders (and by extension would-be riders) head to large outdoor equipment outlets for their winter gear needs. Once there, they find a cornucopia of cycling solutions.

They won't find inexpensive winter cycling jackets, though. Only two options can be found: non-waterproof windbreakers (around \$65 and up) or waterproof/breathable jackets (around \$135 and up). The cheap and effective solution used by road riders and available in every small bike shop is nowhere to be found: the plastic rain jacket.

For around \$20, these jackets are light, fold up to a small package, and provide ample protection from the rain. The only hitch is

that they are made out of PVC and are not as breathable (i.e. let sweat vapour escape) as their more expensive *Gore-Tex* counterparts, although some are available with webbing down the sides and arm inseams, which provides some ventilation.

About three years ago, I decided to no longer use expensive *Gore-Tex* as a component of my winter setup. Part of the decision was financial, and part was out of curiosity.

For years I had noticed that during the winter, roadies tended to favour inexpensive plastic

jackets over expensive *Gore-Tex* jackets. This struck me as odd, since I had always been told roadies were fond of spending lots of money on the next must-have item. If that was true, then why the inexpensive rain gear?

Experience has since shown me that *Gore-Tex* is not needed. For a fraction of the price, you can have 90 per cent of the functionality with compensation for the remaining 10 per cent provided by a smart choice of wicking under-layers.


The strategy is simple: you layer as if there is no rain. This means a long sleeved undershirt, a cycling jersey, and a soft shell jacket. The jacket is wind resistant and highly breathable, while the undershirt and jersey are good at wicking moisture. This is comfortable for conditions ranging from dry to a light drizzle of rain. Beyond that you slip the rain jacket on. Once the rain slows or stops, you take it off.

Most of the rain showers in Vancouver are light and the rain jacket is not needed. For periods of heavier rain, the cooling effect of the rain offsets the heat from the extra layer. The only caveat is for longer periods (30 minutes or more); here you can expect to sweat. However, a smart choice of wicking under-layers minimizes this and ensures that comfort is maintained. While *Gore-Tex* choices offer less sweating due to its vapour exchange properties, you would still be sweating nonetheless. Either way, a change of clothes at journey's end is a good idea.

For shorter rides, the breathability advantages of *Gore-Tex* do not materialize since sweat is pretty much a non-issue. The only remaining advantages lie purely in the realm of fashion.

So what can you do with the savings? I bought a wicking undershirt, a jersey, and the soft shell jacket that I use with the rain jacket. Wearing these items alone or in various combinations provides comfortable layering options for the entire year.

Editor's note: Gore-Tex is a registered trademark of W. L. Gore & Associates, Inc.

An illustration of a cyclist riding a road bike on a rainy street. The cyclist is wearing a yellow long-sleeved shirt, dark pants, and a helmet. The scene is set in a city with buildings and streetlights in the background. The rain is depicted as vertical lines, and there are reflections on the wet pavement. The cyclist is surrounded by a glowing aura of pink and yellow butterflies. In the background, two people are walking with umbrellas.

“The strategy is simple: you layer as if there is no rain. This means a long sleeved undershirt, a cycling jersey, and a soft shell jacket.”

REVIEW

iHOME iH85 iPOD STEREO *Cycler*

BY AMY WALKER

I WOULD NEVER listen to music on earphones while riding my bike. I rely too much on sound for my safety. So I hadn't experienced the thrill of riding to my very own soundtrack until this summer when, on a bike camping trip, my sweetheart strapped his iPod speaker system to his handlebars with rubber bands. The experience was ecstatic and cinematic as we rolled along a bumpy logging road like two-wheeled gypsies listening to the heavy Romani-metal sounds of Estradasphere.

Covetous of his on-board fun factory, I searched for a stereo designed specifically for a bike and found the iHome Cycler bottle cage-mounted iPod speaker system manufactured by SDI Electronics. This system sells for \$79.99 and fits a range of iPods: thick, thin, mini, or nano – though it does not support third generation, or 3G iPods.

The speaker requires four AA batteries, and the handlebar-mounted remote control comes with two CR2032 batteries. The speaker may also be plugged in using a 7.5 volt adapter. (I'd love to see this type of system adapted for use with a Hub generator). As the batteries wear down, the speaker begins to sound flabby – which



The iHome iH85 Cycler may be purchased online at www.ihomeaudio.com

really dampens the fun – but I estimate that I've used the Cycler for about 30 hours without the sound degrading at all. Naturally the quality of the batteries you use will affect how much playing time you get from the system; and using rechargeables means you'll go through far less batteries. The enjoyment provided is compelling – so you might feel it's worth expending the battery juice.

I'm sure listening to a bike stereo increases the danger factor a bit – since it interferes with some of the ambient noise – but in the month or so I've been riding with it, I was only startled by an unexpected car on the first day.

Being a bit of a show off, the idea of riding around on a beat-blasting boogie bike appeals

to me. I confess, I enjoy the dramatic entrance afforded by a rocking sonic aura. Some people might consider this noise pollution, and depending on the choice of music, I might agree with them. However, with a remote control mounted on the handlebars, you can adjust the volume, pause, or skip tracks as the situation requires. I tend to lower the volume when approaching an intersection where a group of people are stopped. But if the Muppets "Rainbow Connection" happens to be playing, well I'm only too happy to share!

Now that I have the means to play them, I'm looking to find the world's greatest cycling songs! You can help. Whether it is *adagio* (at ease) or *allegro* (fast and bright) the rhythm of a good cycling song needs to be prominent. Please tell me your favourite cycling songs. We'll do a feature on music and cycling in 2008 – and give away a cool Crumpler messenger bag (www.crumplerbags.com) to the person who suggests the biking song I love the most. (Yes! Totally subjective judging!)

Amy Walker is the Publisher of MOMENTUM. Send your musical recommendations and your feedback on MOMENTUM magazine to: amy@momentumplanet.com

HAVE SUITCASE WILL TRAVEL

BY MARGOT COLLINS

I HAD BEEN in search of the perfect bicycle bag for quite some time and was dissatisfied with the options that seemed to be available. I wanted something that would attach to a standard bike rack, and was lockable, waterproof, light, and big enough to hold what I needed for weekend trips to Vancouver from my home in Gibsons on BC's Sunshine Coast

I was unable to find anything in bicycle stores that satisfied all of these criteria, so I decided to build something myself. I created a bicycle "trunk" with a plastic suitcase, two metal plates with holes in them, and a set of toilet tank bolts. I tied one metal plate to the bottom of the bike rack, drilled holes in the bottom of the suitcase at the correct spacing, put the other plate inside the suitcase, and screwed the bolts in through the

holes. Toilet tank bolts worked well because a set of them comes with the necessary wing nuts and washers. I'm not sure of the intended purpose of the metal plates (found in the construction section of a building supply store).

I consider myself a novice with tools and this project inspired me to innovate further. For the next version, I'd like to attach the bag with clamps (on the inside) so that it's easy to take the bag on and off once it's unlocked. However, for now this works great, and this prototype version has been an eye-catching and very practical solution for my needs.

Margot Collins is a writer and researcher living on BC's Sunshine Coast. margonaut.com



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A person wearing a blue glove is holding a yellow tool, possibly a tattoo needle. The person has a tattoo on their arm. A white tag with the text 'THIS IS PLAN B' and a circular logo with 'I ♥ BICYCLE' are visible.

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LEARNING TO LOVE *your front brake*

PART 2

BEFORE WE GET to loving your front brake, I want to run two scenarios by you.

In the first, a cyclist is riding down a steep hill in the rain. Suddenly, a truck pulls out of an alley just ahead and stops in her path. Reacting quickly, our cyclist grabs her right brake lever hard, locking up her rear wheel. Undeterred, her bike continues hurtling towards the truck.

In the second, a cyclist riding down the same hill sees a truck pull out just ahead of him. This time, our cyclist grabs his left brake lever and squeezes hard. ENDO! His front wheel locks up and his bike pitches end over end – sending him flying headfirst over the bars and onto the pavement. In this scenario, the cyclist has unwittingly applied too much braking force to his front wheel. His front brake stopped his forward motion, but so forcefully that it turned his front axle into a fulcrum and his bicycle into a lever – with the bicycle’s forward momentum pivoting it up and over its locked front wheel.

Obviously you don’t want to be the first cyclist. However fond you may be of your rear brake, if things get tight it won’t be doing you any favours. And you don’t want to be the second cyclist either. He used his front brake unthinkingly. If you want to be a safe, confident cyclist, you want to learn to use your front brake with skill. Like any relationship this one is going to take time, commitment and trust. But it’s worth it; true love always is.

To start, after you’ve ensured that your brakes are properly set up, you and your front brake need to spend some quality time together. Take some time out with your bike and find a flat, empty space. Ride around and try braking using only your front brake, carefully at first. If stopping this way seems jerky or sketchy, try incorporating the following techniques:

First, when you start to brake, tense up your arms but keep them slightly bent, so that they’ll absorb some of the shock but keep your body from jerking forward as your bike comes to a stop. Consider that your butt and your feet are attached to flat, horizontal parts of the bicycle. During hard deceleration, your arms are really the only things keeping

wheel. I’m not suggesting you go that far, but the further back your weight is, the more stopping power you can generate. Shifting your weight back will allow you to apply the front brake forcefully enough to pitch the bicycle into an endo (as in scenario 2 above) while increasing the frictional force between your rear wheel and the ground, making it more of a factor in braking.

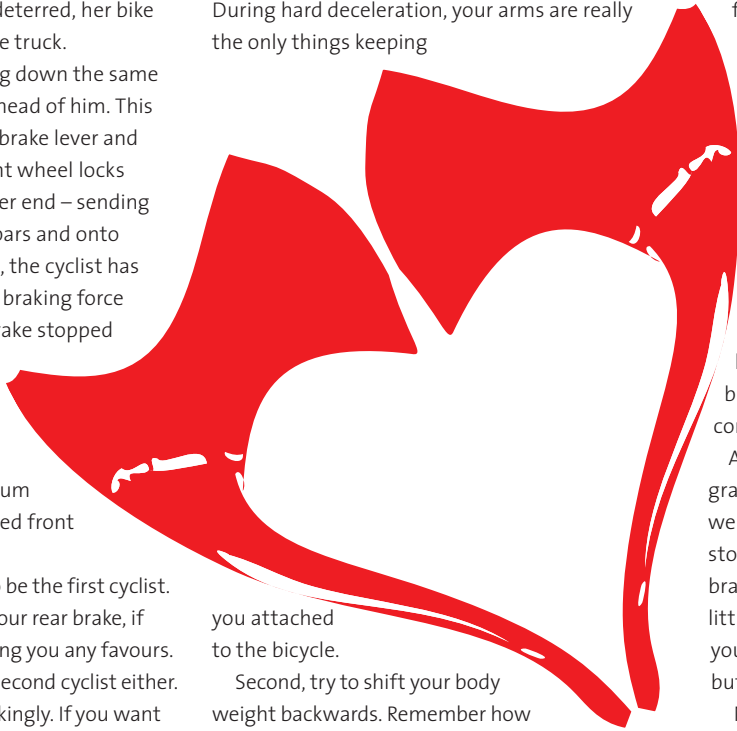
Finally, try to modulate your braking. Don’t yank on the lever – apply only as much pressure as you need or as is safe throughout the braking process. If you feel yourself jerking forward during braking, back off a bit and apply pressure more gradually to the lever. As you decelerate, firm up the pressure and bring yourself to a stop. Try this slowly, using different levels of pressure at different points in the braking process, and then as you become more confident, speed it up.

As you become more comfortable, try to gradually increase your speed before braking as well as decrease the distance required for a full stop. If your back wheel leaves the ground during braking – an unmistakable feeling – back off a little, but keep pushing your comfort zone until you start to trust your brake to stop you short but keep you grounded.

Now that you and your front brake are well acquainted, it’s time to take things on the road. Try to rely on your front brake during riding, both to stop and to control your speed. If you’ve got flat handlebars, you could go so far as to keep two fingers on the front brake lever and one on the rear. Should you find yourself reverting to being a back braker under stress, don’t beat yourself up: you’ve put in the time, and are making the commitment, but trust has to be earned. Commit to the idea of loving your front brake and in time it will happen.

you attached to the bicycle.

Second, try to shift your body weight backwards. Remember how in part one of this article I showed how stopping increased the amount of frictional force between the bicycle’s front wheel and the road? By shifting your body towards the back of the bike, you’re working to restore the balance of forces between each of the bicycle’s wheels and the ground, putting more of the gravitational force exerted by your mass over the back wheel and keeping it on the ground. If you check out pictures of mountain bikers going downhill, you’ll sometimes notice they’ve come right off the saddle, and their butt is hanging over the back





AND THE BEAT *goes on*

SADLY, IT HAS been another busy summer for me.

A major source of the work continues to be cyclists colliding with the right side of right-turning vehicles. In these situations, the case I often use as a precedent for my submissions on behalf of cyclists came out of Comox, BC several years ago. The accident involved Craig Hildebrandt, a cyclist thrown to the pavement after his mountain bike hit a right-turning police car.

Let us examine the facts.

The cyclist was westbound on Anderton Road, which has single westbound and eastbound lanes, separated by a solid painted yellow line. The cyclist had passed through an intersection and noticed the police car on his right waiting at a stop sign. He continued travelling on a slight downhill at a brisk but safe pace. The police car caught up to him and drove alongside him for a considerable distance before overtaking him. So far, so good. Unfortunately, the police car, having passed the cyclist, then decided to turn right at the next intersection just as the cyclist arrived there. The police car slowed down suddenly and began its right turn, whereupon the cyclist collided with the right front fender of the police car and was thrown over its hood and onto the pavement.

From the moment of impact, the fault lines were drawn, with each side blaming the other for the accident. The cyclist alleged that the police officer failed to comply with a provision of the Motor Vehicle Act which provides as follows:

“If the driver of a vehicle intends to turn it to the right at an intersection, the driver must cause it to approach the intersection and then make the turn as close as practicable to the right-hand curb or edge of roadway.”

In support of his allegation, the cyclist referred to the fact that the police car had come from the centre of the roadway and followed an arc into his right turn, as opposed to making the turn from a position as close as practicable to the right side of the roadway. Predictably, the police officer argued that the cyclist was “passing on the right when the movement could not be made safely.” The police officer insisted that he had engaged his right-turn signal and believed the cyclist ought to have seen it, and would have seen it, had he been paying attention.

At trial, the police officer’s counsel cited a number of cases where a cyclist failed to expect a right turn in circumstances where it was clearly foreseeable. The trial Judge, Mr. Justice Collver, distinguished those cases as having “no application here” on the basis that in the present case the police car had caught up to the cyclist and passed him before the

accident. Accordingly, it was “reasonable for him to assume that he had been seen by its driver and that their positions would be maintained as they approached Bolt Avenue or, if the officer intended to turn, he would allow the bicycle to go on.” His Lordship was struck by the Constable’s failure to observe the cyclist before he turned, particularly in view of the fact that “the officer may well be the most experienced vehicle driver I have yet encountered.”

One very important aspect of the decision in this case was that the police officer had testified that he did not see the cyclist at the right rear of his vehicle owing to a blind spot and impairment of his sight lines created by the presence of a security frame and screen installed behind the front seats. The police officer also speculated that the cyclist had been draughting, an idea which the cyclist described as “preposterous.”

The trial Judge was not impressed by that kind of speculation from a police officer.

In the result, the defendant police officer was found 100 per cent responsible for the accident and for the cyclist’s injuries.

In my experience the most critical factor in these right turn/passing on the right situations is whether or not, prior to the accident, the vehicle had overtaken the cyclist. If so, the cyclist is in a much better legal position, owing to the concept of foreseeability.

That is, in these circumstances, a cyclist’s arrival at the intersection at the same time as the commencement of a driver’s right turn is something which ought to have been foreseen. Conversely, if the cyclist comes up from behind the vehicle, and that is found to be the first time the vehicle and cyclist have been proximate to one another, I doubt very much that the cyclist could successfully impose on the driver a general duty of care to foresee his presence before attempting a right turn, particularly if up to the time of the right turn the driver confined his or her vehicle to the right side of the road.

Naturally, the presence of a bike lane would add a new ingredient to this legal kettle of crawdad, though to this point, there is no legal certainty as to how a bike lane would change its flavour. The continuing legal ambiguity relating to bike lanes means that one day the right set of facts will almost certainly come to a judicial boil.

David Hay is a litigation lawyer and partner at RBS Lawyers. The information above is not legal advice. Anyone seeking legal advice should call David directly for a free consultation at 604-661-9250

“...the most critical factor in these... situations is whether or not, prior to the accident, the vehicle had overtaken the cyclist.”



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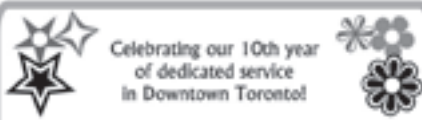
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