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PHOTO BY KRIS KRÜG

momentum

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

ON THE COVER

Michelle is wearing Two of Hearts top, American Apparel grey tights, John Fluevog Mattie silk boot, Nutcase Sun Burst helmet, Bike: 2010 Raleigh AlleyWay. Styling by Sarah Murray, thehoney mustard.com
Photo by Kris Krüg www.staticphotography.com

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WE ARE AT A CROSSROADS.

Faced with the current devastating effects and future calamity of climate change, people are shifting their patterns of consumption and energy use, though admittedly not fast enough. According to the Intergovernmental Panel on Climate Change, if our emissions remain at current levels, the Earth's atmosphere will reach its capacity for carbon dioxide (450 parts per million of carbon) within eight years. On Aug 8, 2009 the New York Times published a story entitled, "Climate Change Seen as Threat to U.S. Security." If the US and Canada were to take their military defence budgets, brain trusts and muscle and turn them on the problem of climate change, we might stand a chance of mitigating its effects. Maybe.

We have the knowledge and tools to provide for the well-being of all people, and to reduce our destructive impact on the earth. But our fate rests on the choices we make as consumers and as nations. What we need now is wisdom. To change our direction and live lightly on the earth requires a shift in consciousness. It also requires relinquishing some of the conveniences and luxuries which we have so aggressively promoted throughout the last century, which have provided wealth for the few and are the cause of our environmental damage. We will not abandon technology, nor should we, but we can change our relationship to it and use it in more responsible ways.

Wikipedia defines Appropriate Technology as: "... technology that is designed with special consideration to the environmental, ethical, cultural, social and economical aspects of the community it is intended for. With these goals in mind, Appropriate Technology requires fewer resources, is easier to maintain, has a lower overall cost and less of an impact on the environment compared to industrialized practices."

The bicycle is a form of technology that is appropriate and accessible for people all over the world. Bikes – and pedal power – are great tools for the future. What other forms of technology will we bring with us? How do we decide whether a tool or technology is appropriate and sustainable? And how will we make household, business and legal decisions to reflect this? We certainly don't have all the answers, but like you, we are asking these questions – and we are optimistic in our search for solutions.

In this issue we visit Philadelphia, where cyclists face familiar challenges, such as bike theft and road rage, but also enjoy the advantages of flat terrain, bike-able streets, trails and a colorful, creative cycling culture. We learn that wide avenues, advocacy efforts and fashion shows are encouraging ridership in Salt Lake City. We look at the new line of Globe bikes from Specialized for everyday riding, and the Portland-designed Joe Bike for hauling cargo. Plus we have included some fashionable photos of our own. As a way of introducing everyday cycling to the mainstream, looking good on two wheels has never been more appropriate.

We love to hear from you, so please let us know what you think of this magazine: what you like and what we could improve upon. If there's a story that we should be covering – please let us know. MOMENTUM is a vehicle designed for you – and our evolving bike culture. Please help us make it the best magazine for self-propelled people in North America.

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MONTREAL ARTICLE MISSED "BICYCLE BOB"

I EAGERLY READ Austin Macdonald's article, "Montreal," (Issue #40, July/Aug 09) because my family and I had just returned from glorious rides in this year's Tour de Nuit and Tour de l'Isle. I enjoyed Austin's piece, but as a former Montrealer, I was disappointed that it did not mention that famous cycling advocate, 'Bicycle Bob' Silverman. 'Bicycle Bob' is an essential part of the history behind Montreal's current progressive cycling policy.

In September, 2007, Josh Fred wrote in the *Montreal Gazette*: "Bob was an early biking fanatic who broke onto the scene in the 1970s with madman antics" that included guerrilla attacks on the 'auto-crazy.' "They painted bike paths in the dead of night to wake up bureaucrats who thought bike paths were for psychopaths. Bob even dressed up as Moses and tried to 'part' the St. Lawrence River, so hemmed-in bikers could escape the island."

I spoke to "Bicycle Bob" during a Montreal



THE ONLY PHOTO WE COULD FIND OF MONTREAL'S "BICYCLE BOB" SILVERMAN BY PRESS TIME.

Critical Mass ride two years ago. At that time he was 74 and I was thrilled to see he was still on the job!

Bernard Bloom
Edmonton, AB

Thanks for pointing that out Bernard. We will see what we can find out about Bicycle Bob for next issue. – Eds

SERENDIPITY

"SERENDIPITY" IS THE best word to describe my discovery of your magazine. I uncovered a copy of the May/June issue that was in a stack of reading material at lunch time today and I am impressed! I only wish I had been fortunate enough to find your magazine earlier

As a bike commuter and an employee of the San Francisco Bay Area Rapid Transit District, I'm always heartened to find others who seek alternatives to the automobile. Your magazine is a fun, smart and inspiring. Thanks for your effort and keep up the good work.

James K. Allison
Alameda, CA

Please send us your feedback. Tell us about your local cycling scene. Send us your photos too. Letters may be edited for length.

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A warm welcome to **DAN GOLDWATER**, our new **MOMENTUM** columnist who shares do-it-yourself advice on page 38. Dan was trained as an electrical engineer but has always been drawn to the artistic possibilities of his craft. He was a scientist at the MIT Media Lab when he built his first art bike. This inspired him to found MonkeyLectric, where he designs cutting edge bike lights. Dan also co-founded DIY website Instructables.com



KRIS KRÜG is an international photographer who is a fervent evangelist for open culture and creative commons licensing. Constantly challenging himself by shooting diverse subjects from emerging rock bands to dot com execs, Kris uses his engaging personality to break down the barriers between lens and subject. Kris photographed "Cycle Chic" which appears on page 25 and on the cover.



TROY PIEPER, who wrote the "Bike to the Future" article on page 22, is a freelance writer and worker-cooperative developer, and he rides a bike in Minneapolis. If you see his lost cat, please contact him. She's small and black and usually has a runny nose.



STEVEN REA is a movie critic for the *Philadelphia Inquirer*. He lives in Center City and commutes to work – and rides to the movies – on a 1970s-era Raleigh DL-1 rod-brake bike. He and his wife have a modest collection of vintage English and French cycles (a Bates, a Mercian, a Peugeot mixte) and a Jack Russell terrier that barks every time they use a pump to inflate the tires. Check out Steven's article about "The City of Bikerly Love" on page 34.

A PRÈS VÉLO

Which is French for, er, something?



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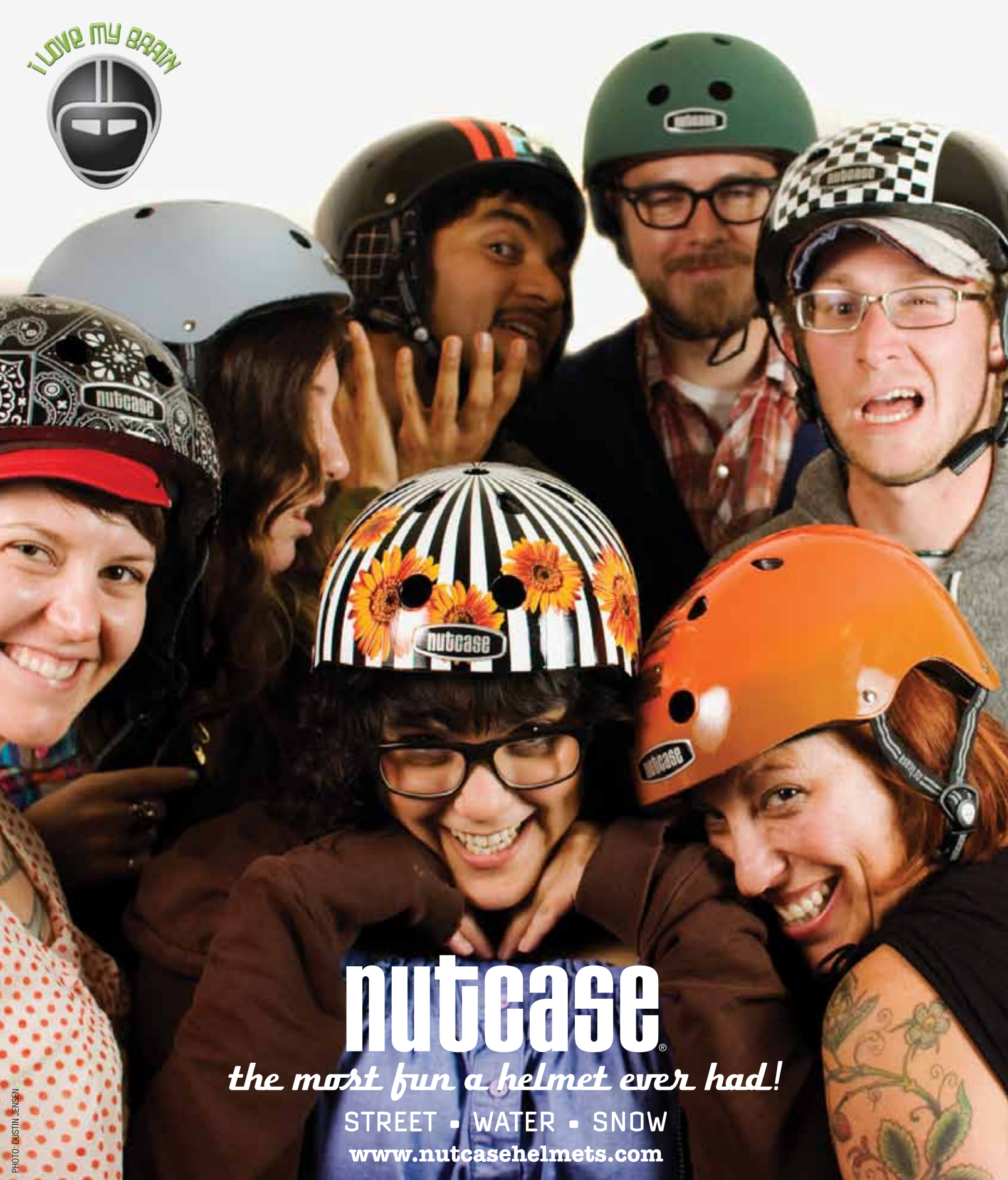


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BY KRISTEN STEELE

STIMULUS BILL AT WORK FOR BIKING IN VA

A NUMBER OF Virginia's bike and pedestrian paths will be completed thanks to the American Recovery and Reinvestment Act of 2009 (aka the Stimulus Package). According to the Virginia Bicycling Federation, "The Virginia Department of Transportation's Commonwealth Transportation Board (CTB) acted swiftly to approve and submit a number of shovel-ready projects to the federal government for approval." Among the slated projects are the Virginia Capital Trail (\$8,183,835), the Tobacco Heritage Trail (\$6,000) and the Roanoke River Greenway (\$2,000,000). These three projects alone include nearly 250 miles of cycling trails that might not have been funded without this year's Stimulus Package. For more information see www.vabike.org

WISCONSIN BUDGETS FOR BIKES

ON JUNE 29, Wisconsin Governor Jim Doyle signed the first budget in the state's history that included a line item for bicycling. The new Local Bicycle Facilities Grant Program will provide an additional \$25 million per year to plan and construct bicycling facilities. These funds are in addition to \$9.1 million per year in federal funds allocated to biking and walking in the state. The budget also includes new Complete Streets legislation requiring that bicycle and pedestrian accommodations be part of all new and reconstruction road projects in the state. These victories for bicycling are the result of a major advocacy push by the Bicycle Federation of Wisconsin, which rallied over 450 bicycle and pedestrian leaders for the 2009 Wisconsin Bike Summit in April. For more info visit www.bfw.org

.....
 BEEN WONDER-ING WHAT'S UP IN WISCONSIN? THE BICYCLE FEDERATION OF WISCONSIN KICKED OFF ITS ANNUAL COMMUTING EVENT, "BIKE TO WORK WEEK," ON JUNE 6TH, 2009 WITH AN ART BIKE RALLY ON THE CAPITOL SQUARE IN MADISON, WISCONSIN. MANY CREATIVE CYCLING ENTHUSIASTS WERE IN ATTENDANCE. THIS WONDER-FUL GAL, ANGELA RICHARDSON, WAS AMONG THEM. SHE'S WAREHOUSED HER INVISIBLE PLANE ON ACCOUNT OF RISING FUEL COSTS. THESE DAYS, SHE'S FIGHTING CRIME BY BIKE. PHOTO BY KANDY WATSON



THE MESSENGER CONTINUES ON PAGE 15

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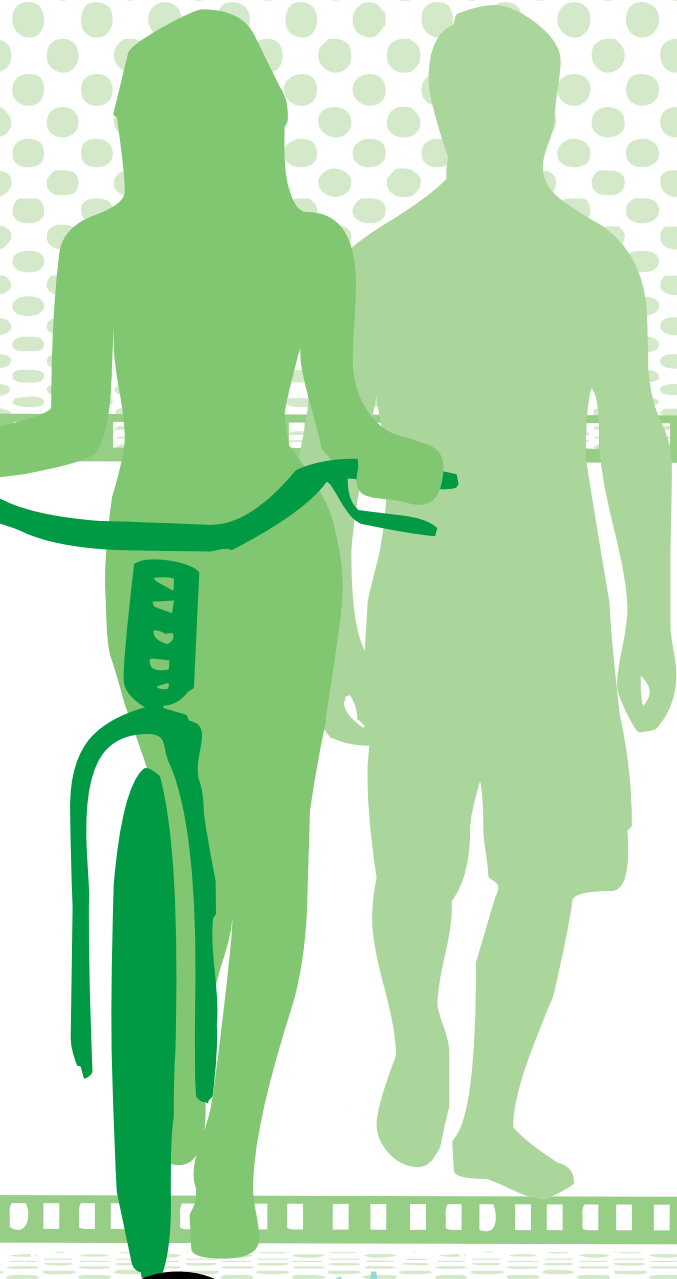


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COLORADO COUNTY SEEKS TO BAN BIKES

COUNTY COMMISSIONERS IN Jefferson County, CO are asking for statewide legislation that would allow counties to ban bicyclists from county roads of their choice. According to Bicycle Colorado, "If such legislation were to pass, county roads anywhere in the state could be closed to bicyclists." Bicycle Colorado is gearing up for a fight to protect cyclists' right to the road. The statewide advocacy coalition has successfully overcome proposed bike bans and caps in the past and is once again rallying the troops. If you're a Colorado cyclist, you can sign up for updates and help stop the proposed bike ban at bicyclecolo.org

WALK + ROLL CLEVELAND EXPANDS

MORE CLEVELANDERS ENJOYED car-free streets this summer as Walk + Roll (a ciclovía-style event) expanded to three new locations. The Brooklyn Center event included free bicycling, walking and trolley tours. Nearly three miles of streets were closed to cars for the new Detroit Shoreway/Gordon Square event. The Slavic Village/Broadway event

was the most ambitious Walk + Roll event yet, closing nearly eight miles of streets to cars and featuring bicycle polo, skateboard lessons, youth concerts and many historic churches. Walk + Roll promotes healthy happy neighborhoods by opening public space to people biking, walking and skating. For details visit www.walkroll.com

SAN FRANCISCO GIVES GREEN LIGHT FOR 45 NEW BIKE LANES

AFTER 3 YEARS of no bicycling improvements following a lawsuit and injunction on the city's Bike Plan, the San Francisco Bicycle Coalition is now celebrating perhaps their biggest victory to date. The San Francisco Municipal Transportation Agency voted to adopt the 2009 San Francisco Bicycle Plan. The vote gives a green light to 45 new bike lanes throughout the city. Besides new bike lanes, the ambitious five-year plan includes on-street bike parking corrals, experimental colored pavement treatments and thousands of new bike racks. Learn more about what's in store for San Francisco cyclists at www.sfbike.org/?bikeplan



PHOTOS BY MATT GIRAUD, GYROSCOPE PICTURES, LLC

BTA ENCOURAGES CYCLISTS AND DRIVERS TO SEE EYE-TO-EYE

OREGON'S Bicycle Transportation Alliance (BTA) launched a new education campaign this summer to foster safety and respect among cyclists, pedestrians and drivers sharing roadways. The "Eye-to-Eye" campaign asks people to pledge to "go safely and considerately no matter how they travel." The campaign includes educational events, public transportation ads and other media articles. Check out the Eye-to-Eye video PSA at www.seeingeyetoeye.org/media

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LISA WALTERS AND HER KIDS.

LISA WALTERS

Mobile Mechanical Insulator and Mom

New Westminster, British Columbia

BY DENA JACKSON

LISA WALTERS, 30, an empowered wife and mother of two, wakes up at 4:30 am, kisses her kids and gears up for her full time job as a mechanical insulator. She cycles from her home in New Westminster, BC to places such as Vancouver, Richmond and Coquitlam, an impressive average of 35-44 kilometers each day. The blonde, blue eyed and tattooed tradeswoman cycles distances as far as Saint Paul's Hospital in downtown Vancouver, which takes her just over an hour. The same trip also takes one hour by bus. "I realize I'm not the fastest rider, and the one thing I feared about cycling was that it might take too long – but it doesn't," she said.

Walters, who also works part-time as a mobile emergency health care coordinator, enjoys riding her reliable white 8-speed Dahon folding bike to and from work. "In the beginning, I thought biking would take too long, but now that I cycle, the Lower Mainland seems tiny to me." Walters is encouraged by her husband Chris, 32, and two children; Dylan, nine, and Samantha, 11. "Everyone gets involved. We help each other to make cycling a normal part of our daily lives," she said.

Walters began bike commuting at the age of 21. Laura Grant, her manager at the

Hyatt Hotel, challenged her to cycle to work. "After explaining that my commute was a nearly impossible eight kilometers uphill, my manager informed me that she was twice my age and cycled from downtown Vancouver to Metrotown (14 kilometers) for fun, so what's my excuse?" said Walters.


Walters' current employer is also supportive of her cycling, allowing her half an hour to commute between appointments, as most of the sites are within 10 kilometers of each other. Her job entails applying insulation to pipes, duct ventilation systems and firestopping, so Walters packs 50 pounds of weight with her, which includes all her tools and additional clothes. Though preferring designated bike routes like the Adanac/Union Bikeway, she often travels on larger and busier roads like Lougheed Highway.

Though she rides to as many of her work sites as she can, Walters has her tired days, and occasionally incorporates the SkyTrain. "Though I try not to, sometimes, after a good

ride and hard days work, I need to cheat, and hop on the SkyTrain to get home."

Walters attitude is one of concern and respect for those with whom she shares the roads and paths. "I love riding on routes where I have my own lane, as it helps drivers not feel so nervous around cyclists. I also love saying good morning and afternoon to other cyclists and pedestrians – it's like boating, where everyone waves and gives each other a friendly nod," she said.

Not even the snow can keep Walters off her bike. A year-round cyclist, she has noticed more winter riders like her over the years, though she also points out that she'd like to see more improvements to road clean-up and maintenance in the winter.

As a mother, cycling gives Walters personal time that helps her learn and grow. "I feel like my days make a difference. My trade helps our customers save money by saving energy, and that helps the environment. I'd say that makes it a good day for everyone." 

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Cycling in **SALT LAKE CITY**

LAST YEAR'S BIKE BONANZA WITH MAYOR BECKER IN THE CENTER. HE'S A DEFINITE ADVOCATE FOR CYCLING. PHOTO BY TYLER CURTIS

BY ELIZABETH OBREZA HURST

THE 19TH CENTURY Mormon prophet Brigham Young instructed the builders of Salt Lake City to make the roads wide enough to allow horse-drawn carts to make U-turns. Whether or not you believe in prophets, you have to wonder whether he sensed how modern cyclists would struggle to share the road with motorists. Just as Young was concerned with the future of transportation in Salt Lake City, the city's modern leaders foresee the necessity of improving the city's cycling infrastructure.

Parked outside the Salt Lake City Hall you can often find mayor Ralph Becker's well-loved commuter bike. Becker, a long-time commuter cyclist, has increased the cycling infrastructure budget from \$50,000 to \$500,000 to double the city's 60 miles of bike lanes over the next several years. He and his Bicycle Advisory Committee have put the wheels in motion to establish a bicycle transit center at the Intermodal Hub in downtown Salt Lake City, with the hope of installing a bike share program.

Salt Lake City council member Luke Garrott recently organized the city's first Bike Summit, featuring speakers mayor Becker and Gary Sjoquist, director of government relations for Bikes Belong. Four panels and 50 people strong, this inaugural bike summit was an impressive start to what will become an annual opportunity to continue the dialogue about cycling in Salt Lake City.

Garrott, a commuter cyclist who doesn't own a car, spearheaded the Bike Summit to give cyclists the opportunity to meet and have policy-informing conversations about cycling infrastructure, ordinances, enforcement and economic development.

Becker noticed the need for a focus on cycling during his 2008 mayoral campaign. "I was surprised and encouraged to find that it was such a prominent issue for people in Salt Lake City," he said. Citizens would tell him from their doorsteps that, "they would like to cycle more if not for concerns about their safety on the streets." He has since made improvements in cycling infrastructure one of his top priorities.

Salt Lake City holds 11th place overall among US cities for its bicycle friendliness, according to the League of American Bicyclists, and is a "cycling mecca," according to Becker. He said, "We have some incredible trails that go beyond the commuter population, that also serve great outdoor recreation experiences as well."

Most Salt Lake City cyclists say the wide and level streets make the city easier and safer to ride than many US cities and their grid-like organization makes them relatively easy to navigate without a map. The addresses indicate how far – by number of blocks – each location is from the city center. The city also has moderate weather, with four distinct seasons making for a temperate riding climate.

Lindsey Howard, a local cyclist, says that the city is rideable in all seasons. "It is a common sight to see cyclists riding around Salt Lake in the spring, summer and fall. In the winter, there's a lot of solidarity between cyclists. On most of my winter rides, if I was riding in the same direction as someone else, we'd tend to ride together for a few blocks and chat about bikes, fenders or commuting."

When Howard isn't commuting, she volunteers as a bike mechanic at the Women's Only Night at the Salt Lake City Bicycle Collective. "Women who attend have expressed that they feel much more

CONTINUES ON PAGE 21

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CONTINUED FROM PREVIOUS PAGE

comfortable in a women-only environment," Howard said. "There's been a lot of interest expressed by women here about learning to be mechanics beyond just maintaining their own bikes."

Tara McKee, a long-time Salt Lake City resident and commuter cyclist thinks that women cyclists, who are often more concerned about their safety, are the true measure of the city's success as a cycling town.

"When you see a number of female cyclists riding their bikes downtown, stopping at a bistro for lunch, going shopping or just commuting to work, then you know you have a safe, comfortable city, a real measurement of a healthy cycling environment." McKee organized Salt Lake City's first bicycle fashion show last May to model different bicycle and clothing options available to men, women and youth.

Salt Lake City's commuter cycling community does all it can to embrace and support local novices and experts. Cyclists like Cory "Zed" Bailey said, "I felt welcome in the cycling community. They don't care about your background. It's a cohesive community."

Bailey, the administrator of Saltcycle.com and contact for the local Critical Mass, has spent the last several years in Salt Lake City trying to help all current and aspiring cyclists feel welcome and connected to the cycling scene. Saltcycle.com is Salt Lake City's online bicycling community that promotes the local cycling culture by sharing event information, creating dialog and encouraging individual contributions.

The web forum in conjunction with the SLC Bicycle Co. hosted the first Gallery Roll in May 2009 to give cyclists the opportunity to share their experiences of Salt Lake City's bicycle culture through art. All contributing artists donated 40 to 90 percent of the proceeds

of their sales to support the cycling community through non-profit organizations such as the Utah Bicycle Coalition, Salt Lake City's Bicycle Advisory Committee and Salt Lake City Bicycle Collective.

"Salt Lake is very much a community," said Jonathan Morrison, Executive Director of the Salt Lake City Bicycle Collective (SLCBC) and New York native. "We call it 'Small Lake City' because you often bump into lots of the same people. It has a small town feel and bicycle culture, events like alley cat races and bike film festivals."

The SLCBC's goal is to "get more butts on bikes," Morrison said. It aims to do so by educating and motivating the rising generation of cyclists. Its Earn a Bike program gives bikes to young riders. "The trick is that they have to rip the bike apart and put it back together,"

Morrison said. "They might not be pro, but they are confident enough to try." More than 100 children per year earn a bike through the SLCBC program.

The SLCBC also offers bike safety and maintenance classes so participants who earn bikes can learn how to incorporate them into their lives. Morrison says a lot of the kids come back and have become volunteers at the community bike shop and with the youth programs. The collective also gives bikes to people who can't afford

them. They can volunteer at the shop to earn a bike. "We never turn away anyone because of lack of funds," Morrison said.

The local cycling community is like this shop, made up of simple and unassuming people with incredible amounts of enthusiasm for their lifestyle and sport; some are cycling advocates, others make a few quiet journeys to the store and back while others still ride their bikes out of necessity. All contribute to the cohesive cycling community that Salt Lake City supports. 🚲



MODEL JULIE IN THE CYCLE STYLE SHOW AT THE GALLIVAN CENTER IN SALT LAKE CITY. PHOTO BY JESSE KELLER

What if every bike rack looked like this?

At Planet Bike, we dream about the day when all cities and towns are safer and more convenient places for cyclists. Because we believe in the potential of the bicycle to improve the health of individuals, communities and the planet, we donate 25% of our profits to organizations that promote bicycle use. Since our founding in 1996, we've donated more than \$660,000 to the grassroots bicycle advocacy movement.

better bicycle products
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Bike to the Future

BY TROY PIEPER
PHOTO BY CLANCY DENNEHY

“Man on a bicycle can go three or four times faster than the pedestrian, but uses five times less energy in the process. He carries one gram of his weight over a kilometer of flat road at an expense of only 0.15 calories. ... Equipped with this tool, man outstrips the efficiency of not only all machines but all other animals as well.”

– Ivan Illich, *Energy and Equity*

Bicycles are an efficient tool to accomplish a task, plus they are a lot of fun to ride. The technology embodied in the bike is culturally, ethically, socially and environmentally appropriate for almost any community.

Bicycles help riders connect to their surroundings in a way no other vehicle can. Cyclists must be totally aware of their surroundings at all times to ensure their safety. Bikes are slow enough for a rider to not only notice her/his neighbors but also to engage them directly. Not so in a car where drivers are cut off from communicating with one another and the natural environment almost completely. Car infrastructure requires vast amounts of space for roadways and parking spaces. Bikes are generally slender vehicles and only need a few square feet to park. Bicycles only require a small investment, and it isn't difficult to build or maintain one

or find spare parts, so they're a technology accessible to nearly everyone.

More importantly, the bicycle is also self-limiting. People couldn't have sprawling suburban communities if everyone used bicycles to get around. We would have to live close to where food and other manufactured goods are produced.

Bicycles have spawned myriad pedal-powered machines that are examples of appropriate technology. Maya Pedal, a Guatemalan nonprofit, builds bicycle machines from recycled and donated bikes for use in that country's rural areas. The machines help people to de-pulp coffee beans, launder clothes, sharpen tools, process food, generate electricity and perform a host of other tasks.

The bicycle can also be turned into a power generator with one of several versions of a stationary bike attachment. One model is the Pedal-A-Watt, developed by William

Gerosa in New York. It looks like a stationary trainer that locks the back wheel of any bicycle in place on a roller.

It takes far more electricity to satisfy industrialized countries' power needs than bike generators could provide, but the technology nonetheless could signify an important step toward energy sustainability. An avid cyclist, Gerosa trains on his stationary bike generator for one hour when he arrives at his office each morning. The batteries he charges in that hour power everything in the office: a computer, printer, telephone, coffee maker and lights (super-efficient LEDs, another example of efficient and equitable technology) for five hours.

.....
thehumanpoweredhome.com
econvergence.net
mayapedal.org
.....



BIKING TO THE FUTURE: THE FABULOUS IFNY LACHANCE, CO-FOUNDER OF VANCOUVER'S FREE GEEK COMMUNITY TECHNOLOGY CENTRE, A NON-PROFIT TCH-CH-HAT PROMOTES ETHICAL COMPUTER RECYCLING, COMMUNITY EMPOWERMENT, AND SUSTAINABLE SOFTWARE. FREEGEEKVANCOUVER.ORG

IFNY HOSTS THE PEDAL REVOLUTIONARY RADIO SHOW. LISTEN TO THE PODCAST AT PEDALREVOLUTIONARY.BLOGSPOT.COM. IFNY ALSO DESIGNED AND CHRISTENED THE 'MEATBALL' CHARIOT TRAILER, BUILT BY DONALD RENNIE. 'EASY ROLLER' CHOPPER BUILT BY KHAN LEE.

Appropriate Technology for North Americans

A **STONE USED AS a hammer** is considered a form of technology as is a computer processor. Political systems, flow charts and crocheting are also technology. They are tools or methods we use to accomplish tasks, like grinding espresso beans, performing a tonsillectomy, or processing fiber into cloth. As we know, some technology has terrible effects on our bodies, our natural environment and communities. So how can we be more responsible users of our knowledge and tools?

“Appropriate Technology” is a term popularized in the 1970s by E.F. Schumacher, the statistician and author of *Small is Beautiful*. The term is often used to describe tools developed from humanitarian efforts in less industrially developed countries. We invite our readers to consider an Appropriate Technology approach right here in North America, by looking at the basics of life.

REDUCE

Small is beautiful, less is more. Reducing consumption is the keystone of sustainable living. If there is a single trait that defines North Americans, it is our love of purchasing things: All too often, we are what we buy. Altering these purchasing habits has a powerful influence on our collective future. The easiest way to do this is to reduce the amount of things purchased, and simplify our lives. lawsofsimplicity.com

FOOD

Local food is better. Buying at a farmer’s market or from a CSA program (Community Supported Agriculture) benefits the local economy, and will improve your health. A 2008 survey of farmers markets by the United States Department of Agriculture showed the number of farmer’s markets in the U.S. had increased by 3,000 since 1994, because, says a USDA administrator, “Food buyers like the opportunity to interact with the producers.” farmersmarketonline.com

CLOTHING

Making your own clothes or having some tailored provides you with your choice of fabrics, a perfect fit and exactly the style you want. With a boom in DIY and craft, tailors and seamstresses are becoming easier to find and the more we support them, the more we will find their services available. Natural fibres such as wool, hemp and silk are durable, renewable and provide great comfort. etsy.com

SHELTER

Buildings account for roughly half of CO₂ emissions. Main considerations for homes are the insulation and air-tightness of the building. Prevent heat seeping in or out to lower your energy use. Think of your house holistically: It is a whole system and every part contributes to its net effect. Be aware of how much energy you use daily. A whole house energy meter is a great tool to raise your awareness and reduce energy consumption. greenhomeguide.com citygreen.ca

WORK

“Work less, live more” is the mantra of the Work Less Party, which espouses a four-day work week. Many people work too much at jobs they dislike. Rather than using our

industrial efficiencies to produce more, we can choose to work fewer hours and do work that truly engages us. When we find work more meaningful, there is less need for escapism and mindless diversion. “Workers of the World, Relax!” worklessparty.org

SHARING

One way to enjoy the benefits of energy-intensive technologies like cars is to use them more efficiently. Sharing works. Susan Shaheen, Co-director at the Transportation and Sustainability Research Center at U. C. Berkeley, says that car-sharing programs are attractive to consumers because they’re convenient and cost-effective. People see the traditional automobile as a fixed cost, she says, “Since they’ve paid for it, they’d better use it.” But car-sharing, transit, bicycling infrastructure, etc. give them options and flexibility. zipcar.com

CONVIVIALITY

Philosopher Ivan Illich proposed that we look for technology that is equitable, efficient, and convivial. For a tool to be convivial it would increase opportunities for meaningful relations between people, and would not segregate or exclude certain groups. The World Wide Web is the ultimate convivial tool. Among the favourite aphorisms of Lee Felsenstein, a pioneer of personal computers, modems, and sociable computing were: “To change the rules, change the tools,” and “If work is to become play, then tools must become toys.” clevercycles.com/tools_for_conviviality

—with input from Troy Pieper, Amy Walker and Terry Lowe

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Cycle Chic



Matt: Osloh Workforce V-Neck
T-shirt, Osloh Coast Jeans
Bike: Brompton S2L folder
supplied by Rain City Bikes



Michelle: Cici Teal top, Chloe Angus button wrap, B. Spoke Tailor women's western knickers in summer weight wool., John Fluevog Libby Smith boot, Nutcase Drippy helmet. Bike: Soma Buena Vista Mixte and Wald 135 Grocery Basket

Matt: Apres Velo Life Behind Bars T-shirt, Osloh Pedal jean (with re-inforced, gusseted crotch), Fred Perry grey cardigan, Nutcase Paint Fight helmet Bike: 2010 Raleigh Gridlock

Photographer: Kris Krüg
www.staticphotography.com
Creative Direction and Stylist:
Sarah Murray www.thehoney mustard.com
Hair: Sarah Halina Stach for
Poppy Hair Boutique www.poppyhair.com
Makeup: Lisa Mascareno, founder,
Affera Cosmetics www.afferacosmetics.com

Clothing and Accessories:
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Apres Velo apresvelo.com
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Chloe Angus chloeangus.com
Cici jystarapparel.com
Fred Perry fredperry.com
John Fluevog fluevog.com
Nutcase nutcasehelmets.com
Osloh osloh.com
Two of Hearts two-of-hearts-clothing.com
We3 www.we3.ca

How long have you been biking for transportation?
Matt: Since I was a teenager.

Why do you bike?
Matt: I'm impatient.

How long have you been biking?
Michelle: I'll never forget the feeling of riding my bike for the first time at five years of age. Surrender and balance cycled me to freedom. Around the age of 20 I started commuting daily to work. I worked at a stressful pharmacy. Biking made the stress go away and lined my pockets with extra dough.



Matt: Osloh Workforce V-Neck
T-shirt, Osloh Coast Jeans
Bike: SOMA Staryan

Michelle: We3 Lily Bon Temp Dress
American Apparel Grey Tights



READY to ROLL

This October 10, MOMENTUM is pleased to present the "Ready to Roll" fashion show in partnership with Oregon Manifest and Portland Fashion Week. We would like to send a huge shout out to our sponsors for making this show possible.



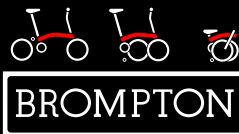
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raleighusa.com

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With an Industry, FOR A CAUSE

BEFORE I GOT involved with bike advocacy, I dabbled in a number of other causes. I organized a “Toxic Dell” event on my college campus to try to convince Dell to recycle its computers. I helped plan Buy Nothing Day events to try to keep people away from shopping malls. And I protested against many things: the Free Trade Area of the Americas, the World Bank, the meat industry, the war, Kraft, Starbucks and tampons. Eventually my activist-inclinations led me to a group bicycle ride to raise awareness against genetically engineered foods. That 30-day bike ride with 30 other activists led me to a new cause, and this one was something to rally for.

Bicycling is like mom and apple pie – everyone’s a fan. It’s so good (for your health, pleasure, the earth) that no one can say it’s bad. Yet a century of car-culture indoctrination means that bike advocates are still needed in a big way.

It feels good to work **FOR** something, and to work **WITH** an industry, instead of against one. The bike industry is pedaling something good for people and the planet. And increasingly, bike industry leaders are realizing that supporting advocacy supports their bottom line and benefits society.

Planet Bike – based in Madison, Wisconsin – has been an industry leader since its inception by donating 25 per cent of company profits to causes that promote and facilitate bicycle usage. To date, the company has donated over \$680,000 to grassroots bike advocacy. When asked why they do it, advocacy director Jay Ferm says, “Our support for grassroots bike advocacy is a long-term investment. The more we support advocacy groups, the more bike-friendly our cities become, which means more people ride their bikes for everyday transportation and more people buy Planet Bike products. This in turn allows us to put more resources into bike advocacy. It’s a virtuous circle that is good for business.”

But if the promise of long-term reward sounds pie in the sky, Ferm says their

investment is also making an impact today. “Many of the independent bike dealers I talk with come to push our brand above others specifically because of our recognized support for bike advocacy. They see local advocates improving their bottom-line.”

Others in the industry are following suit. Trek launched its 1 World 2 Wheels campaign in 2007, donating \$1 per helmet sold to the League of American Bicyclists and \$10 for every full-suspension bike sold to the International Mountain Bicycling Association.

The newest major advocacy supporter is SRAM, the Chicago-based component maker, who launched a \$10-million Cycling Fund.

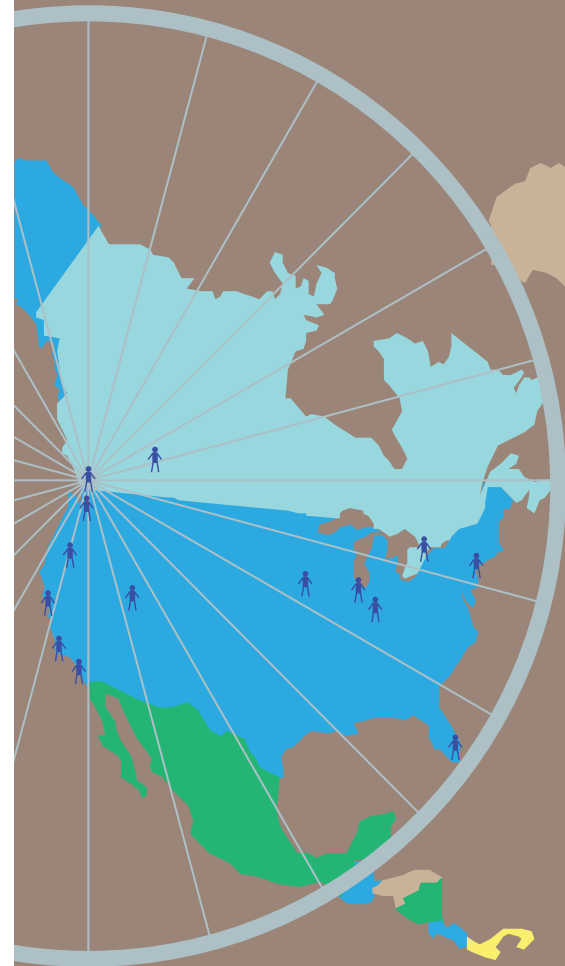
The fund will donate \$2-million a year for the next five years to support bike advocacy. It has already awarded \$200,000 each to Bikes Belong and the National Safe Routes to School Partnership, and \$400,000 to the League of American Bicyclists and the Alliance for Biking and Walking.

Local bike retailers are also making a big difference, providing time, money and support to advocacy. Bike Worx provides bikes for the annual Pedal with Your Politicians ride in Spartanburg, South Carolina. Portland’s Bike Gallery recently ran a successful membership drive for the Oregon’s Bicycle Transportation Alliance. And Spin Street Cycles helped collect signatures for a complete streets ordinance in Lansing, Michigan, putting the petition over the top to get the ordinance on the local ballot.

But investing in advocacy isn’t all business. According to Ferm, Planet Bike’s commitment goes beyond mere marketing value. “The owner and employees of Planet Bike love to bike, and we want to share the joy and benefits of biking as far and wide as possible.”

Kristen Steele works for the Alliance for Biking and Walking, the North American coalition of over 140 bicycle and pedestrian advocacy organizations. Bike industry leaders can find their local advocacy organization by visiting www.PeoplePoweredMovement.org

*"It feels good to work **FOR** something, and to work **WITH** an industry, instead of against one."*



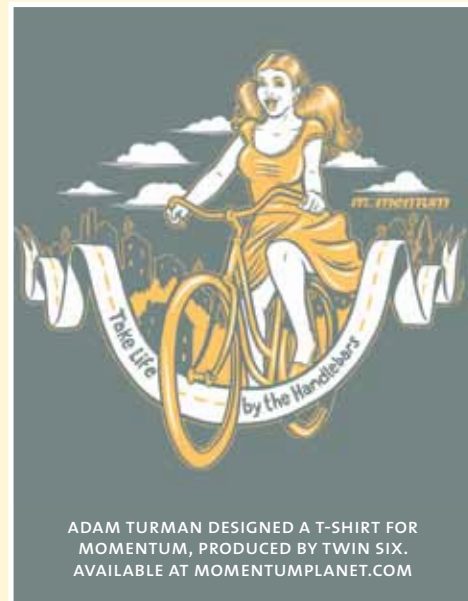
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Minneapolis Artist Adam Turman Likes **BIKES – AND BABES!**



BY MARK EMERY

I MEET Adam Turman at his ample home studio; a spacious, boom-box equipped, poster-laden, climate controlled garage just outside of Minneapolis, the bicycling capital of the US Midwest. While we talk, Adam is working on a new screen print piece titled “Chocolates – Brunette,” the third in a series of prints featuring his popular theme of pin-up art.

Turman started his career by attending the University of Minnesota, Twin Cities, and receiving a degree in graphic design in 1999. After his formal education, Adam gained experience with fellow local artists at Aesthetic Apparatus, Squad 19, and GigPosters.com, creating poster art for local music venues, including but not limited to the infamous First Avenue nightclub. As Adam’s work became more popular, he began to barter less and take on more paid work, eventually breaking off on his own with the launch of his website in 2003 which resulted in increased exposure and name recognition.

Bicycles have made their way into Turman’s art, as have hot rods, and various other themes, including that of the cities of Minneapolis and St. Paul themselves. Notable subjects include the Grain Belt beer sign, the Stone Arch Bridge over the mighty Mississippi river, the Uptown Theater, trains and streetcars of the past, and the seductive “hot dish,” his take on local icon Betty Crocker, to name a few.

Turman works on several private



ADAM TURMAN IN HIS STUDIO

commissions a month. Specifically, he likes to create art involving “bars, bikes, and beer.” To that list I’ll safely tiptoe out and add the subject of “girls.”

Adam uses an analog-digital-analog process to achieve the final screen print, whether the artwork ends up on heavy paper or fabric. Turman first creates a rough sketch on paper. He cleans up and inks the pencil lines, then scans the artwork into a computer where the layers are simpler to manage, and tests color combinations. Turman prints out the layers and creates his screens in-house, usually one screen per color seen in the final print.

When not behind the screen and squeegee, Turman’s life includes duties of a husband and father, raising two lovely daughters.

On Turman’s website one can find many of his handmade and limited edition poster-sized prints selling for a very reasonable \$30 USD. ☘

.....
adamturman.com
.....

See bicycling related photographs and read more of Mark Emery’s ramblings at ibikempls.com

ARTCRANK

A Poster Party for Bike People

BY STEPHEN IRVING

BIKES ARE THE world's most accessible, fun way to get around. Posters are the world's most accessible, fun art form. Minneapolis designer Charles Youel started ARTCRANK as a way to bring the two together.

ARTCRANK is an art show featuring original posters that celebrate bikes and the people who ride them. Everybody remembers that feeling of freedom that comes with learning to ride a bike, and the artwork in the show connects with people on that level. The posters are also affordable – most sell for around \$30 US.

ARTCRANK made its debut in Minneapolis in 2007 and has grown every year. In 2009, the Minneapolis ARTCRANK opening drew more than 1,500 people, and they took home more than \$16,000 in posters. "I believe that ARTCRANK can work anywhere there are people who love bikes and art," said Youel. This year, there are ARTCRANK shows in Minneapolis, Denver, St. Louis and San Francisco – all featuring posters by local artists. Meanwhile, Youel is talking with people in Vancouver, Los Angeles, Portland, Seattle, Milwaukee, Des Moines, Chicago, Atlanta, Austin, New York, Boston and Washington D.C. about scheduling shows in late 2009 and 2010.

ARTCRANK St. Louis is scheduled for Saturday, August 29. CHROME Bags hosts ARTCRANK San Francisco on Saturday, October 24. Find out more about ARTCRANK at www.artcrankpostershow.com.

BOOKS

BICYCLE DIARIES

By David Byrne

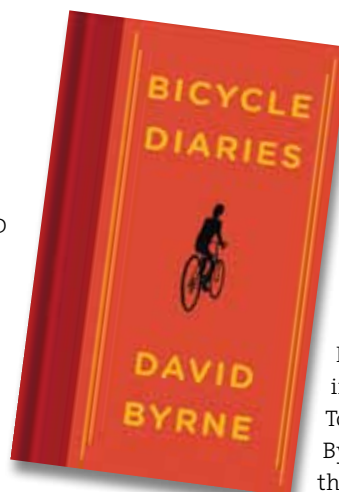
Viking Press 2009; 299 pp. \$25.95 USD

REVIEWED BY DAVID NIDDRIE

DAVID BYRNE IS no stranger to the bicycle. He has been riding his bike to get around the streets of New York City since the early 1980s. His arty bike rack sculptures are in use throughout the city and he even hosted a successful Town Hall extravaganza in 2007, *How New Yorkers Ride Bikes*. This is a man who rides the talk.

Byrne is also no stranger to the world stage, having toured and performed in every imaginable city both with Talking Heads and his own work as a multi-disciplinary artist. Taking the show on the road means Byrne never leaves without his full-size folding bike, making time in each town for an exploratory ride.


Lucky for us, Byrne has been documenting his observations along the way. His ability to speak of the bigger picture fuels his new book *Bicycle Diaries*. With a grown-up sense of wonder, *Bicycle Diaries* sees Byrne thinking out loud from the saddle while rolling through the world's great cities (and some of the smaller stops as well). His vantage point – "faster than a walk, slower than a train, often slightly higher than a person" – proves to be an inspiration for his musings on globalization, urban planning and our collective consciousness.



While the bicycle propels his journeys, it's Byrne's mind that races as he rides the grand boulevards of Buenos Aires or the rundown streets of old Detroit. From small town cafes in Stillwater, Texas to the Topkapi Palace in Istanbul, Byrne relates what he sees through the people who inhabit these places. Often

riding on the wrong side of the tracks, he connects the physical with the philosophical – wondering aloud, as it were, on the state of our being as urban, social creatures.

Byrne uses many angles to explore the connections between art and politics, social order and upheaval. He offers his thoughts in a conversational manner that is easy to connect with. There are plenty of ideas for advocacy and probable solutions to energy and transportation issues mixed with humor and candid encounters. He has peppered the book with photographs he's taken along the way – a visual connection to the places he writes about.

Bicycles Diaries is at once a whirlwind travelogue and a free-form sociological study. Since it's not all about the bicycle, cyclists and non-riders alike with an interest in the global picture will find it an interesting read. With curiosity as a central theme, it's something anyone can relate to, on two wheels or not. 



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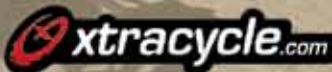
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Savory Chicken SANDWICHES

PHOTO BY KYLETHOMAS.CA

BY IAN KOWAL

HAVING TO PACK your weekday lunches doesn't mean you need to race to the cold cut drawer at the last minute. Consider this: Roast a chicken on Sunday (see notes below), and spend the rest of the week with an array of delicious, quick and easy chicken sandwich options to pack into your panniers. Ride off to work or school with a lunch you'll look forward to!

The quantities in each recipe are for one sandwich, but feel free to multiply.

ROASTED CHICKEN WITH SPICY RED PEPPER MAYO

- 3 tbsp mayonnaise
- 1/3 cup shredded chicken
- 1/4 cup roasted red pepper, minced
- 1 tsp Sriracha Thai chili sauce (or to taste, as it is spicy)
- 1 pinch of parsley
- 1 pinch of salt and pepper
- Monterey Jack cheese (as needed)

Combine mayonnaise with roasted pepper, Sriracha sauce, salt, pepper and parsley. Add chicken and gently mix to combine. Pile onto some bread with the cheese for a sandwich with a kick.

ROASTED CHICKEN SALAD WITH TARRAGON AND CHIVES

- 1/3 cup shredded chicken
- 2 tbsp mayonnaise
- 1 handful fresh tarragon
- 1 handful fresh chives
- A dash of tarragon vinegar (optional, but tasty)
- Pinch of salt and pepper

Combine all ingredients but the meat and mix. Gently incorporate the chicken and pile onto your favorite bread.

ROASTED CHICKEN WITH TOMATO, FETA AND FRESH BASIL

- 1/3 cup shredded chicken
- Crumbled feta as needed
- 3 slices tomato
- 1 handful fresh basil (or more, if you like)
- 1 pinch of salt and pepper
- A dash of balsamic vinegar (optional, but adds nice flavor to the feta)

Assemble the sandwich with feta and vinegar on the bottom, then basil and tomato and lastly the chicken. Season the chicken with the salt and pepper to taste.

Note: Preparing the mayonnaise ahead of time will save a lot of time in the mornings.

There are many versions of roasted chicken, but the following is a good, basic recipe.

BASIC ROASTED CHICKEN

- 1 two- or three-pound whole chicken
- Salt and pepper

Preheat the oven to 450 F. Rinse the chicken in cold water and pat dry with paper towel. Season the cavity with salt and pepper, and salt the outside of the bird. Place into a deep roasting pan, with its back down. Roast, uncovered, for 50 to 60 minutes, or until the skin is golden and the meat is cooked through. Baste the bird a few times while it's in the oven, if desired. Remove from the oven, and let rest for 15 minutes before carving. 🍴



DINER'S DELIGHT

Eating Your Way down the Saint-Urbain Bike Lane

BY SAL CIOLFI

STRETCHING FROM THE heart of the Plateau district up to the downtown core, the bike lane on Saint-Urbain Street is one of Montréal's cycling thoroughfares. More importantly, Saint-Urbain is also a foodie paradise, offering a vast array of culinary mainstays. You can, in fact, have an entire day of meals right along (and just off) that path.

The place to start would undoubtedly be Beauty's (93 Mont-Royal Avenue West). This small retro breakfast diner is something of an institution in Montréal, and it's one of the few places on that street that can still conjure the world of Mordecai Richler novels. Fittingly, the menu hasn't changed in 30 years and you can still get a variety of omelettes, eggs and breakfast favourites. If you're looking for something a bit lighter to start your day, there's always the classic Beauty's Special: a bagel with smoked salmon, cream cheese, tomato and onion. It's doubtful anyone will ever be as fidgety and energetic as Duddy Kravitz* (and who would want to be?), but fresh cream cheese and salmon have a way of getting you ready for the road.

For something equally inspirational for lunch, why not stop in at Santropol (3990 Saint-Urbain Street)? After all, the funky sandwich restaurant is already hip to bike culture: their Santropol Roulant program has delivered 350,000 meals by pedal-power to seniors in the last 15 years. Warm and fuzzy feelings aside, Santropol also offers some of the largest and most colourfully creative sandwiches in the city. One of the most popular is the Hazel Brown, a huge, three-story concoction involving chocolate spread, bananas, cream cheese, honey and blackcurrant jam.

If all this feels a tad, um, healthy, you can

A CYCLIST WHIZZES PAST ROTISSERIE ROMADOS ON A BIXI, ONE OF SEVERAL THOUSAND RENTAL BIKES THE CITY OF MONTREAL HAS MADE AVAILABLE THROUGH ITS NEW BIKE SHARING SERVICE. ROMADOS IS A TESTAMENT TO THE NEIGHBOURHOOD'S STRONG PORTUGUESE PRESENCE, BUT IT'S SPICY BARBEQUE CHICKEN DRAWS CROWDS FROM THROUGHOUT THE CITY. PHOTO BY FIONA O'CONNOR

thankfully indulge your inner glutton on the trek back home; Romados (115 Rachel Street East – just two blocks off Saint-Urbain but still on a bike path), awaits. The mostly unassuming Portuguese bakery has quietly evolved over the last two years and now offers rotisserie chickens (rotating on massive spits in the back), sandwiches and soups. This development hasn't gone unnoticed and it's normal to wait 20 minutes or more just to get close enough to see the counter. Of course, can you blame anyone? Where else can you get a beautifully barbecued half chicken with salad, rice and an absolute mountain of fries for just under \$8?

For those put off by large, borderline intimidating portions, Romados also offers a chicken sandwich, which stuffs nearly a quarter chicken into a bun, and comes with the same fresh cut, pepper-spiced fries. Of course, the bakery also offers an additional "choice" between spicy and mild sauce on all dishes. Opting for the latter, however, will likely result in a disapproving look from the staff.

With the introduction of BIXI (the rental bike system) and over 40 kilometres of new bike paths improving the east to west cross-city commute, cyclists in Montréal have a lot to look forward to. Then again, if the path along Saint-Urbain Street (and its many restos) proves anything, it's that they've always made the best of it. 🚲

*The Apprenticeship of Duddy Kravitz is one of Richler's novels set in Montréal in the 1950s



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Philadelphia

City of Bikerly Love

A CYCLIST ROLLS PAST "PEDALING THROUGH" AT 2ND AND SPRING GARDEN STREET, WHERE CENTER CITY PHILLY BECOMES NORTHERN LIBERTIES.

BY STEVEN REA

PHOTOS BY MICHAEL MCGETTIGAN

It's not Amsterdam... yet, but Philadelphia – William Penn's "greene country towne," now in its 326th year – is getting there. Take a look at rush-hour traffic on the streets of Center City: Yes, still dominated by cars, buses and cabs, but the number of bicyclists is booming – double the number over the last three years, says Alex Doty, the executive director of the Bicycle Coalition of Greater Philadelphia.

Women in business suits, college students in sweats, restaurant workers and messengers, hipsters, hardhats and hospital interns – all stopped at the lights along Chestnut and Walnut (well, maybe not all stopped), straddling their road bikes and vintage three-speeds, folders and fixies, BMX bikes and beaters. Part of an estimated crowd of 36,000 cyclists on their daily rounds around Fitler Square, on tree-lined blocks of brownstones and brick row-houses, kids ride to their schools – sometimes with their parents alongside, sometimes not. All over the city, from Society Hill to Fishtown, cops patrol on bikes, recyclers haul trash on bikes, takeout guys deliver on bikes.

Try to find a space to lock your wheels at the gastro pubs of Northern Liberties and South Philly – the Standard Tap, say, or POPE: bikes piled three high on lamp posts and poles, moored to the artist-crafted wrought-iron rings affixed to the bar's outside walls, the gates and fences like site-specific sculptures of metal and rubber, a tangle of wheels and metal, Kryptonite and Brooks.

Philadelphia – where the first bicycle was introduced to America at the 1876 Bicentennial at Exposition Hall and where Mayor Nutter led an

informal peloton along the Schuylkill River toward City Hall for Bike to Work Week this spring – is fast gaining a reputation as the bike-friendliest place on the East Coast and is earning a new nickname: The City of Bikerly Love. And there is legislation in City Council to establish a Philadelphia bike-share program modeled on ones running in Paris and Madrid.

"I've biked all over the world," says Kimberley Leahy, 37, chair of the Communications Department at Chestnut Hill College, "and Philadelphia's beautiful to bike in. It's the fifth largest city in the country, and we've still got the greenest city in the country. Fairmount Park is bigger than Central Park. A lot of the city is flat. It's perfect."

"Philadelphia's beautiful to bike in. It's the fifth largest city in the country, and we've still got the greenest city in the country. Fairmount Park is bigger than Central Park... It's perfect."

Leahy isn't kidding: she lived in Dubai for a year, taking her road bike and Huffington, her Pomeranian, along with her. She and her six-pound pooch (his head popping out of a backpack) have ridden in Holland and Lithuania. She was recently wheeling on her Trek 4500 to South Street – Huffington alertly looking over Leahy's shoulder – to grab lunch with a friend.

"It's a thing that makes sense for people to do... and it's something that naturally fits with Philadelphia," says Doty, the city's cycling advocate who commutes four miles from West Philadelphia and often goes for rides with his nine-year-old son (on his new road bike) and four-year-old daughter (in a trailer). "You know, we don't have a mountain in the middle of the city like Montreal." Indeed, Philadelphia – with its grid-like layout planned by Billy Penn back in the 17th century – is geographically and topographically ideal for self-powered transportation. Nestled between the Delaware and the Schuylkill Rivers, Center City has no hills, no obstacles that require circuitous detours. You can live in the shadow of the Comcast Tower – Philly is one of the few American downtowns with a concentration of apartment residents and home

dwellers – and be on the Schuylkill Banks in a matter of minutes. A conduit for cyclists and runners, dog walkers and strollers, the Schuylkill Banks extension of the the Schuylkill River Trail open for just a few years now – can take the rider up to Boathouse Row, the city’s iconic stretch of rowing clubs along Kelly Drive; into the rolling hills of west Fairmount Park, which counts 4,180 acres in all; or around the 8.4-mile loop from the Philadelphia Museum of Art to Falls Bridge and back. There are the off-road bike trails of Forbidden Drive that run parallel to the Wissahickon Creek, the bars and cafes of Manayunk and the leafy suburbs of the Main Line – all there for the riding, all easy to get to without ever climbing in a car.

bottomless supply of 1960s through 1980s Schwinns and Raleighs, cruisers and collectible cyclery stuff. “I can ride out to Valley Forge and then hook up to the Perkiomen Trail and camp out on a lake in Green Line Park without getting in a car, and, for most of that ride, without even having to look at a car,” he says.

Anthony, with his handlebar mustache and museum-quality collection of high-wheel bikes and antique English- and French-built road machines, supplied several vintage specimens to the *Bicycle: People + Ideas in Motion* show that’s been running this summer – and through October 13 – at the Moore College of Art and Design Galleries on Benjamin Franklin Parkway (a parkway, by the way, with bike lanes). A celebration of the history of the bicycle, the art of the bicycle and its local connections past and present, the show has proved to be the single most popular in the gallery’s history.

“One of the reasons I did this show was to bring more awareness about how rich the bike culture is,” says Lorie Mertes, Moore’s curator. “And to get people to have a broader acceptance and understanding of the role that bicycles can play in a city. Bicycles are a big part of making the city a sustainable and really thriving place to live and work.”

Mertes, 41, commutes to her office from the Fairmount neighborhood near the Philadelphia Museum of Art on an old Schwinn Collegiate. She also owns a Fuji road bike and spends weekends riding with her boyfriend, Lance Minor. He works in the biotech labs at Wyeth Pharmaceuticals in

Collegetown, 30 miles outside the city – and gets there and back most days on his Wilier, a vintage Italian road bike.

Mertes evinces the passion of a recent convert. Three years ago, she moved to Philadelphia from Miami, one of the least accommodating big cities when it comes to bikes.

“I hadn’t been on a bike in 20 years,” she explains, “and my boyfriend broke me in slowly. We took a few rides here and there. We rented bikes and rode alongside the Schuylkill. “I love walking the city, but it’s kind of a big city to walk all the time and it was really amazing to see, once I was on two wheels, how much more accessible the city became.”

Mertes’ show at Moore includes the exquisite hand-built tandems, touring bikes and mixtes of Bilenky Cycle Works, the Kensington-based shop operated by Stephen Bilenky and his crew of brazers, artisans, rock musicians and sculptors. With lug work and detailing to die for, Bilenky’s lightweight steel bicycles have won

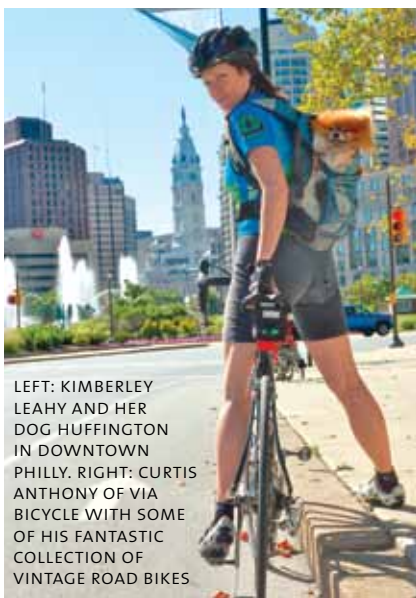
countless awards and are coveted by serious riders and collectors, the world over. What Grant Peterson’s Rivendell is to the West Coast, Bilenky is to the East.

Philadelphia is also headquarters for Fuji America, the firm that distributes Fuji, Kestrel, SE and Breezer in the US. The Lehigh Valley Velodrome, a hub for competitive cycling, and the site of bike swaps of epic proportions, is less than an hour’s drive (about 60 miles) from the city in Trexlertown. The University of Pennsylvania and Drexel

CONTINUES ON NEXT PAGE



ILLUSTRATION BY RICK JACOBSEN



LEFT: KIMBERLEY LEAHY AND HER DOG HUFFINGTON IN DOWNTOWN PHILLY. RIGHT: CURTIS ANTHONY OF VIA BICYCLE WITH SOME OF HIS FANTASTIC COLLECTION OF VINTAGE ROAD BIKES



It’s also possible to start in Center City on the Schuylkill River Trail and go the 22 miles of (mostly) paved bike path that leads to historic Valley Forge National Park – the same rolling fields where George Washington and his troops camped for the winter during the Revolutionary War.

“There’s something about Philadelphia that just lends itself to biking,” says Curtis Anthony, 50, owner of Via Bicycle, a three-decades-old used bike shop in Bella Vista with a seemingly

University field cycling teams. Riders clubs and groups abound. Trophy Bikes, another local store, even sponsors an annual folder weekend with rides and workshops for Brompton and Dahon freaks.

Down on Ninth Street in the heart of the Italian Market – the same stretch where Rocky Balboa did his morning run – Maria Lozano operates Mexi-Bike, a storefront that caters almost exclusively to the Mexican and Central American laborers that staff many of the kitchens in Philadelphia’s bustling restaurant biz. Indeed, there isn’t a thriving eating establishment in Philadelphia that isn’t ringed with bikes on its surrounding sidewalks – all belonging to patrons, servers, cooks and dishwashers.

In recent years SEPTA, the region’s mass transit operator, has turned bike-friendly too. Its fleet of buses is now almost all outfitted with front-end fold-down bike racks that allow riders to hop a bus when the weather turns bad or their bodies weary. SEPTA’s regional rail system, fanning into the suburbs and down to Wilmington, Delaware, allows bicycles on its trains during off-peak hours; ditto for the city’s subway system.

New Jersey Transit, which takes Philadelphians north to New York and east to the Jersey Shore via bus and train, is less accommodating. However, its new River Line – running from Camden, right across the river from Philly, along 40-odd miles of the Delaware to the state capital, Trenton – boasts roomy light rail cars that come equipped with a system of vertical hanging bike racks. Very cool.

The city also hosts major annual events such as the Philadelphia International Cycling Championship Race, the largest single-day professional race in North America – actually two races, one for men, one for women – famous for its circuit up the daunting incline of the Manayunk Wall. There is the third annual Bike Philly mass ride, a family-friendly roll winding through Center City on car-free streets, set for September 13. Then there’s the Kensington Kinetic Sculpture Derby, a proudly eccentric festival of moveable, mechanized art. And there’s the annual Bike Part Art Show, a fundraiser for the community-based Neighborhood Bike Works, which operates out of a church on the Penn campus, teaches kids from West Philadelphia to rebuild and restore bikes and organizes a team of teen riders.

Other local bike-centric projects include the Pedal Co-op that transports compost to local gardens and recyclables to the city’s single-stream recycling center with its bike-pulled trailers, and R.E.Load Bags – started by Philly bike messengers Roland Burns (the R) and Ellie Lum (the E) – which is now one of the foremost messenger bag fabricators in the country. Its distinctive line of single and double strap bags and accessories have helped fuel the whole messenger chic fashion movement (Urban Outfitters, the Philadelphia-based clothing chain, is a prime co-opter). Carrie Collins – who started with R.E.Load Bags, and still sews for them occasionally – sells U-lock holsters, utility belts, bags and other cycling accessories from her beautiful shop, Fabric Horse, in

Northern Liberties. Like Mertes, Collins arrived in Philadelphia – from the University of Ohio, Cincinnati – and was transformed by the cycling culture that greeted her.

“I rode as a kid,” says Collins, 29, who rides a single speed Colnago outfitted with basket and riser bars, and who also just rebuilt a gorgeous Seventies-era Holdsworth Mistral road bike. “My family would ride to get ice cream after dinner in the summertime, through the country roads of northern Ohio or I would ride my Huffly around



CARRIE COLLINS, OWNER AND FOUNDER OF FABRIC HORSE CLOTHING AND ACCESSORIES.



JAMES LOUHEAD ON HIS KONA UTE UTILITY BIKE; HE CUSTOMIZED IT TO CARRY HIS LITTLE GIRLS TO DAY CARE.



ROLAND BURNS OF RE LOAD IS ALSO A MASTER TRACKSTANDER. HE PROVED IT A FEW YEARS AGO AT THE INSTITUTE OF CONTEMPORARY ART WHERE A SHOW FEATURED POP ART WITH SOME CYCLING CONNECTIONS AS WELL AS A FOOT DOWN BATTLE ON A RAISED PLATFORM.

the neighborhood. And I had a mountain bike that I brought to Cincinnati, and I would ride it to work and to school, but I still had a car... Cycling was just not something that a lot of people did in Cincinnati when I was there.”

But when Collins moved to Philadelphia in 2003, she sold her car. “My bike was stolen the first month, so then I got a 10-speed at a thrift store and converted it to a single speed. And then eventually to a fixed gear, and then I became more and more obsessed with bicycles and just the idea and the whole culture and the beauty of the DIY-ness of it all.

Now I have several bikes and a moped, and a company based around cycling.”

If there are downsides to cycling in Philadelphia, theft has to be at the top of the list. Broken U-locks, twisted like pretzels around parking meters and street signs, are a common sight in Center City as are cannibalized frames, or a single wheel locked to a post – the rest of the bike gone. There are no reliable statistics on theft as the police department says it has more important crimes to track, but



PAT CUNNANE OF ADVANCED SPORTS FUJI (CENTER), WITH FUJI STAFF.

it’s hard to talk to anyone who cycles around town that hasn’t had a bike stolen over the years.

Road rage and tensions between drivers, cyclists and pedestrians is another problem. There is a network of more than 200 miles of bike lanes in Philadelphia, but Center City, with its narrow, congested streets and teeming throngs of workers, residents and tourists, accounts for very few of those miles. It’s not uncommon for drivers to tell – and yell at – cyclists to ride on the sidewalk, unaware that doing so is a ticketable offense. There are “share the road” signs and drivers are getting more accustomed to the masses of cyclists, but the spirit is not always one of “brotherly love.”

“There’s a lot of hostility,” says Collins. “There really aren’t concrete laws on cycling in Philly. Cyclists feel they can do whatever they want because they’re in this gray area between being a pedestrian and being an automobile. Pedestrians can run red lights, so, bikes do.”

The Bicycle Coalition’s Doty agrees. Traffic enforcement – for everyone – is key. The Coalition has a Bicycle Ambassador program up and running, with its T-shirted emissaries handing out “rules of the road” fliers and trying to encourage Philadelphians to get on

their bikes, even helping folks map out the best, safest routes from where they live to where they work.

“There are a few things we know,” says Doty. “We know that if we double the number of bicyclists on any given street you ease the crash risk for each bicyclist by a third. Bicyclists, when they are more visible on the streets, are safer because people expect to see bicyclists there. The same actually holds true for pedestrians.”

But Doty laments the lack of enforcement by the police department.



MEMBERS OF TEAM JACKIE JONES GET READY TO RIDE 56 MILES TO THE JERSEY SHORE FOR THE AMERICAN CANCER SOCIETY RIDE (SUN. JULY 12, 2009).



GRACE WICKS RUNS HER “GRACEFUL GARDENS” LANDSCAPING BIZ MOSTLY BY BIKE, ONLY RENTING A VAN WHEN NECESSARY.



MARIA LOZANO OWNER OF MEXIBIKE, A 2-YEAR OLD SHOP THAT CATERES TO THE MANY SPANISH SPEAKERS AROUND SOUTH PHILLY WHO GO EVERYWHERE BY PEDAL POWER... THEY’RE OPEN SEVEN DAYS A WEEK, 8AM TO 8PM!

“There are no consequences for a car driver, or a bicyclist or a pedestrian to not follow the rules of the road. And so it’s chaotic, and people aren’t really being held accountable.” And attorneys who represent bicyclists injured in accidents have a booming business on their hands.

But almost everyone agrees that the climate is improving. “There are just more people riding,” says James Loughead, 43, a neuropsychologist who works at the Hospital of the University of Pennsylvania and commutes there from Center City – dropping his five-year-old twin girls off at school on the way (he’s outfitted his long wheel-base Kona utility bike with a bench and foot pegs for the girls to sit on).

Loughead says that on some days when he’s pedaling along Arch Street or over the bridge to University City, flanked by other cyclists heading for work or school, Philadelphia feels almost, well, European. “In general I think things are improving. I am not an anti-motor vehicle person... I just think that at this point in an urban setting, we need to do something to reduce the number of cars and increase the number of pedestrians and cyclists and alternative fuel vehicles.” ☺



Will the Real Duct Tape **PLEASE STEP FORWARD?**

EVER SINCE THE TV series *MacGyver* – in which our intrepid hero makes a new fantastical escape each week using only duct tape and a multi-tool – duct tape has been embedded in our collective consciousness as the mainstay of any DIYer’s arsenal. In my own youth as an aspiring Mr. Fix-It, I often used duct tape for my assorted projects. Over the years though, I started noticing the casualties of my wonder tape – everything around me still falling apart and now covered with a dried and cracking mesh of disintegrating silver plastic. Until summer time, when it all turned into a dastardly sticky goo that infected anything it touched. My friends, too, had started to notice similar problems. Slowly we came to a realization – the glamour of duct tape is a Hollywood-inspired fiction. A moment of introspection rippled through us. We started looking at all our best projects, our most useful creations, our most reliable repairs and it turned out that our real “duct tape” wasn’t duct tape at all: it was the humble bicycle inner tube.

Why are inner tubes so great? Not only are they an instant fix for many problems, but they are also durable, waterproof and have a cool aesthetic when used creatively. And nearly any bike shop throws away lots of blown tubes every day, giving you a worldwide source of free “obtainium” inner tubes. They are just waiting for you to give them a new life! Either check the bike shop dumpster or ask them to save you a box.

THINKING THE INNER TUBE WAY

The most common reuse application for inner tubes is as super-friction bungee straps; they’re great if you want to attach a milk crate, a trailer, an iPod, an extra jacket or a beer bottle to your bike frame. A few wraps around a bike frame can create a high-friction cushioned mounting surface. A few more wraps will allow you to lash on all sorts of oddly-shaped items you can strap on at all



angles and varying tensions. At home, inner tubes can fix a leaky pipe (as a faucet gasket or a joint wrap), or replace a broken screen door spring. For hiking and camping, they attach gear, cinch your backpack and keep tarps from flapping about. You can easily make a protective slip-on cover for small electronics by cutting a length of the right diameter of inner tube. In addition to these quick fixes, here are more inspired ideas I’ve seen from some of my friends:

- ▶ **BIKE FRAME WRAP:** Saul Griffith wrapped his bike frame with a single layer of inner tube. It keeps his paint new, and keeps the bike from falling over when leaned against a pole. How to do it: split the inner tube lengthwise to make it thinner. Wrap tightly around the bike frame either tucking your ends under the wrap or with a cable tie.
- ▶ **CHAIR SEAT:** Tim Anderson replaced the blown seat on his chair with a 100 percent inner tube mesh. It’s super comfortable. How to do it: tie many inner tubes together

and weave under and over, back and forth.

- ▶ **BIKE TRAILER:** Tim made a bike trailer by lashing scrap wood together with inner tubes. Then, he took it to the next level and made a boat. Both of these projects illustrate that significant construction can be done with inner tubes. How to do it: to make strong joints at any angle, just tightly wrap inner tubes over and over in layers.
- ▶ **ACCESSORIES:** You can sew inner tube strips together into a rubberized cloth. Perhaps not the easiest way to make your accessories but the look is unique. Julia Hasty made a stylish handbag and waterproof hat. At the easier end of things, I’ve seen some very snazzy inner tube belts, as well as the basic “oops my pants are falling oh here’s an inner tube what luck!” belt.
- ▶ **WATER FUN:** Will Bosworth filled an inner tube with water to keep us soaked on a hot day!
- ▶ Most of the inner tube projects above (and many more) can be found in full detail at Instructables.com



PREVIOUS PAGE, TOP: JULIA HASTY'S
HANDBAG; BOTTOM LEFT: TIM'S TRAILER
HITCH; BOTTOM RIGHT: THE CLOVE
HITCH. THIS PAGE, CLOCKWISE FROM
TOP LEFT: WILL'S WATER HOSE; TIM'S
CHAIR SEAT; TIM'S BOAT; SAUL'S BIKE
FRAME WRAP.

HERE ARE A FEW TIPS TO UP YOUR INNER TUBE-FU:

ATTACHING: The high friction of inner tubes means that some very simple knots will stay tough on the bounciest ride. A great way to attach an inner tube to a milk crate, a 2-by-4, a bike frame or most any other object is the Clove Hitch. Sounds fancy, but after you've seen it, you can remember it as "wrap twice around and tuck the ends under." You can find a how-to movie at animatedknots.com. With normal rope, a Clove Hitch is not that secure, but the high friction of inner tubes keeps them reliable. Other inner tube knots can be hard to untie once they are tight. For a more permanent application, you can upgrade to a Constrictor Knot (also at animatedknots.com), which has one extra twist.

WRAPPING AND JOINTS: If you usually only strap down a few groceries, you may not realize how strong an inner tube joint can be.

You can make a super strong joint between pieces of wood or metal by tightly wrapping an inner tube many times around the joint. A joint like this can handle up to a few hundred pounds and easily replaces a fair number of screws, bolts or nails.

MORE GREAT INNER TUBE PROJECTS:

- ▶ Did you think duct tape had a lock on wallets? Think again: www.instructables.com/id/bike-innertube-wallet/
- ▶ Sprocket and inner tube belt: www.instructables.com/id/Sprocket-%26-innertube-belt/
- ▶ A truly unique bike-mounted dog-poop warning system with some creative inner tube use: www.instructables.com/id/Friend-Of-Humanity-Dog-Poo-Warning-Spray-System/
- ▶ Inner tube strap-on harness (really!): www.instructables.com/id/Recycled-harness-hot-things-to-do-with-old-bike-t/



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PHOTOS BY KERI TOWSEY-FRENCH
AND JEREMY TOWSEY-FRENCH

Joe Bike + Ecospeed = **HAUL AROUND FUN**

BY JEREMY TOWSEY-FRENCH

THE PORTLAND-DESIGNED Joe Bike almost single-handedly dispels the notion that a bicycle can carry little more than its rider.

Built on the high-tensile steel frame of the Boxbike – a facsimile of the short-box Dutch-designed bakfietsen – the Joe Bike's reinforced frame features a modular cargo platform with custom brackets designed to accommodate several unique cargo carriers: a traditional wooden cargo box; a low-level tread plate-covered cargo platform, or an upper-tier tube rack. Whether you haul groceries, tires, people or puppies, you can swap the bike's cargo carriers with little effort using a single four millimeter allen wrench.

The Joe Bike features an accommodating Dutch-style riding position, which offers excellent visibility and comfort. With its centralized, low center of gravity, the bike inspires confidence at almost any speed. When tested, the bike's stability actually improved as the load weight increased.

Riding comfort aside, utility is where this steed truly shines. The wooden cargo box excels

at transporting children between the ages of one and six (depending on the size of the child) in a position that allows the rider to interact with them easily. Children sit comfortably in a box that is confined enough to feel safe, yet high enough for maximum visibility – and they don't have to stare at mom or dad's backside.

For oddly shaped or boxed cargo, the multi-tier platforms offer a multitude of options for transporting almost anything you would ever want to carry on a bicycle. The top tube-style rack provides multiple tie-down points, while the bottom rack's tread plate-covered platform helps when transporting heavy loads that might not be terribly secure on their own, all while keeping road debris from soiling your cargo.

For transporting older children and adults, buyers may wish to consider the optional passenger-carrier platform. While slightly front-heavy when fully loaded, it provides ample room for two children or an adult, and its porteur-style box effectively separates cargo and passengers.

A bike built for serious hauling requires serious steel, but the Joe Bike displays a character that is both refined and playful. The Joe Bike presents an excellent combination of capability and comfort,

offering the most versatile platform for cargo carrying that you'll find in any single bike.

The stock Joe Bike comes complete with the front cargo box (with fold-down bench seat and seat belts), the custom double-decker cargo racks (attached independently) and a heavy-duty rear rack. The bike with disc brake, Shimano dynamo-powered front headlamp, brake-actuated rear light and full fenders features a SRAM mountain drive with FSA cranks, Sturmey-Archer XRD rear freehub with 70mm roller brake, front Shimano Alfine, Hebie Bi-pod (four-point kickstand available at additional cost), built-in wheel lock, mirror and bell. Customers can also pick their frame and rack colors at no additional cost.

\$2,699 for the three-mode cargo configuration, SRAM mountain drive, all accessories and custom two-color powder coat finish; passenger-carrier and porteur-style rack/basket attachment adds \$300; Ecospeed electric assist adds \$1,349 plus battery cost (customer's choice; Lithium Iron Phosphate pack as tested: \$900); total cost of the Ecospeed-powered Joe Bike as tested: \$5,248. ~~5%~~

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www.joe-bike.com & www.ecospeed.com

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Jeremy covers the sustainability beat for ourpdx.com; he also writes about transportation, energy, food, agriculture and gardening on his blog: towseyfrench.com



Reflections on the Globe Live 02

BY MARK EMERY

THE GLOBE LIVE is an upright-riding utility cycle notably equipped with integrated front rack, fenders, kickstand, and chain guard. I've been riding the 8-speed Shimano Nexus equipped Live 02 model for more than six weeks, and it immediately became my ride of choice for errands around the city. The 25 kilogram (55 pound) rated removable front rack mounts securely to the fork crown and blades with the load centered over the front hub for improved riding stability. The Live was engineered with this custom front rack from the ground up; forget the wimpy wire basket on your bike now, this one isn't going to rattle or sway when going over potholes or curbs.

I was at first skeptical of the handling of this bike when it was fully loaded, so I rode to the beer store and loaded up the front rack with 18 bottles and a 5-liter keg, a task made simpler by the damping steer spring and cargo kickstand. The Live gave a surprisingly solid ride with no wobbles up front. Sure, the steering was a bit heavier, but not surprising, and better than expected for the roughly 11 kilogram (24 pound) of freight. The only feature lacking on the Live model is a cargo net to hold down your provisions.

I've been riding the Live as my primary bicycle to work, to the dentist, to the local bicycle and coffee shops, the grocery, dinner parties, and all places in between. While the Live certainly rides a bit slower than my commuter road bike, it's a pace I can accept in a stop-and-smell-the-flowers, reduced stress, car-free world. MSRP: \$990 USD ☘



TOP: A MEDIA TEST-RIDE OF THE NEW GLOBE MODELS. BELOW LEFT: THE ROLL. BELOW RIGHT: THE LIVE'S PORTEUR RACK.

Specialized Launches Globe Bikes As **STAND-ALONE BRAND**

BY HURL EVERSTONE

PHOTOS BY MARK EMERY

SPECIALIZED SENT A full team of designers, engineers and product people to Minneapolis June 10-11, for the product launch of their 2010 Globe Brand of bicycles. The line is made up of five models, including the Roll: a steel frame fixed gear with clean, simple lines; two cargo bikes: the Haul and the Live; the Vienna, a light-duty commuter, and the Carmel, a comfort bike.

Globe Bikes is being positioned as a stand-alone lifestyle brand. To that end, the big red "S" has recruited Robin Sansom, who spent 10 years with Kona, and was responsible for that company's Ute cargo bike, as well as Garrett Chow (a street artist who was in the urban cycling film *Mash SF*) as a production team member and brand ID specialist.

The aesthetic of the Globe brand is one of "considered, thoughtful design," according to lead engineer, Amber Lucas. This is shown by

the distinct lack of logos, save for a Globe head badge, which can act as a mini-picture frame, and spoke card kits that include stickers. The cargo bikes feature wood rack decks and basket slats. The Globe color palette is understated and, according to Sansom, came straight from the original Volkswagen color codes.

Globe, as a sub-brand of Specialized, isn't entirely new. The line was initially introduced in the US in the mid 1990s, but saw little success in a market dominated by mountain bikes. The line reappeared last year in response to the urban/utility segment. For 2010, Globe Bikes are taking cues from an ever-increasing eco-conscious urban landscape, where beautiful design inspires others, and the cycle is another tool (like your iPhone or sunglasses) you grab when leaving the house. ☘



Travels with **WILLIE**



WILLIE WEIR. PHOTO BY KAT MARRINER

“I AM NOT an avid cyclist,” admits Willie Weir in his new book *Travels With Willie: Adventure Cyclist*, “I am an avid traveler who has discovered that cycling is the best way to see the world.”

Weir is an award-winning writer, radio commentator and advocate in Seattle who has cycled over 60,000 miles around the globe. He writes a column about living and traveling by bicycle for *Adventure Cyclist*, a colorful magazine mailed to members of the nonprofit, Montana-based Adventure Cycling Association.

True to the association’s mission to “inspire people of all ages to travel by bicycle for fitness, fun, and self-discovery,” Weir’s writing describes the *experience* of riding a bicycle rather than the logistics. His new book is a collection of his columns, and nowhere in the paperback’s pages does this seasoned bicycle traveler even mention mileage, equipment, routes or the type of bike he rides.

Instead, Weir describes facing fear and finding adventure; guardian angels and going the wrong way; the kindness of strangers; communicating without a word; and the privilege of travel.

Like any journey, the book begins and ends at home: plucking up the courage to leave for your first trip, and reshuffling your priorities when you return so you can take your next one. In between, Weir ponders – in a light-hearted way – on the people, places and perspectives he encounters.

He returns to the themes of adventure, risk and reward frequently and marvels that at the center of it all is the bicycle, “one of the last innocent forms of transportation...that has managed to roll through history with its wholesome image unscathed.”

“Don’t overplan,” he urges the first-time traveler, “Trips are planned. Adventure is what happens when the plan takes a detour.” In a chapter called “The Fear Factor,” Weir distinguishes between “caution,” which is active, seeks to solve problems and more forward, and “fear,” which is passive, lies in the pit of your stomach and festers. “Caution keeps you aware. Fear keeps you away.”

In a chapter I could relate to titled “The Bad Road,” the bike traveler confesses that the

best way to get him to go somewhere is to tell him that he shouldn’t. In Turkey, local men pointed to a tempting looking road on a map and told Weir and his wife, “Bad road, bad.” The surface was rough, the grades steep and the road narrow. Perfect for bicycles, bad for cars and trucks.

It reminded me of my first big bike trip: every time I shared my intention to solo cycle Thailand, my friends and colleagues responded with a mixture of admiration and alarm. “Oh, I could never do that,” they’d say, “What if something bad happens? What if you get sick, *or worse?*”

“Well,” I learned to respond, “I’ll come home knowing I gave it a try.” In fact, over the duration of my trip so many *good* things happened that I returned home absolutely hooked.

Weir and I laughed about this in a telephone conversation and he related that he’s often invited to speak about cycling at schools. “I’m not a safety guy,” he joked, “I’m a motivation guy.”

He stressed how important cycling magazines such as *MOMENTUM* are to kids and he’s trying to get *Adventure Cyclist* in school libraries where kids can see it and be inspired.

“Kids see hundreds of thousands of commercials of automobiles, but no images of bicycles. We’re affected by what’s around

us, and the cover of a magazine can have an impact. If kids can see a bicycle magazine when they’re at an age when they start dreaming, they might just think, ‘I can do that too.’”

Weir admits that though he’s traveled other countries by bike, his own “a-ha” moment came when he “got rid of” his car several years ago.

“It made me slow down,” said Weir, “Everything became an urban adventure; and, adventure is in everyday errands.” He’s learning to have “a traveler’s eyes” in his own city, and encourages urban cyclists to stay pure to the spirit of adventure. “The moment life becomes routine,” says Weir, “a filter takes over and mundane tasks cloud our interaction with our place.”

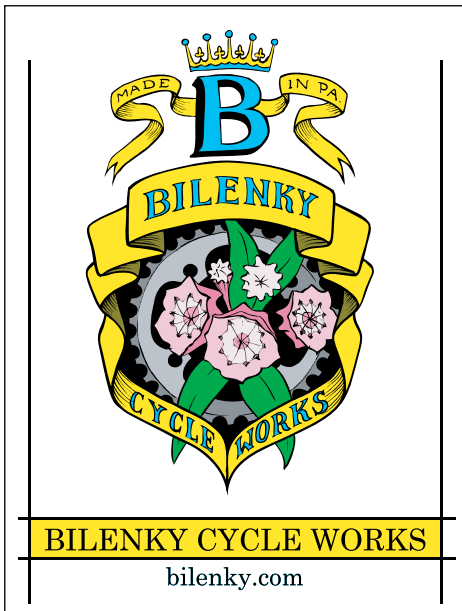
“I like to say, ‘Americans are good at leading busy lives, but not necessarily good at leading full lives.’”

Read Willie Weir’s travel blog, request a book, or contact him for speaking engagements at www.willieweir.com. In addition to publishing *Adventure Cyclist* magazine, The Adventure Cycling Association also connects cyclists through membership, provides trip planning and education and supports bike advocacy projects, such as the U.S. Bicycle Route System. ☘

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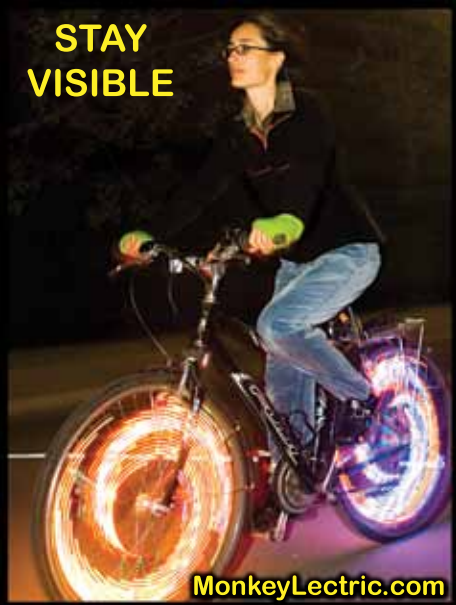


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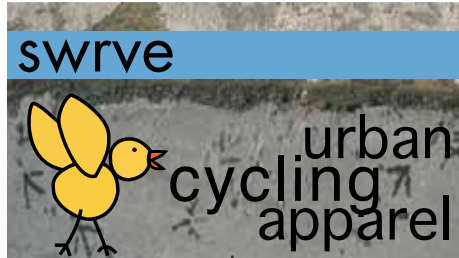
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WHEELMEN? ▶

THIS PIN RECOGNIZES an important linkage: cycling and caffeine. A potent combination. Some of us even have special mug holders on our handlebars so that we can quaff our morning brew while we ride.

The logo on this pin was created in the mid 1990s by Brad Click, of Denver, Colorado. Along with a secret handshake and strange rituals, the logo was part of a society so secret that hardly anyone had ever heard of it until recently.

Perhaps for the next run of pins the bit of sexism could be fixed. “Caffeinated cyclists” would work just as well – and I do know female cyclists who drink coffee. And curse. And smoke cigars. And engage in other colorful behaviour.

Would be helpful, too, if someone could come up with a good handlebar biscotti holder to complete the repast. These caffeinated folk have a blog at: associationofcaffeinatedwheelmen.blogspot.com

ASBAKFIETS ▶

A GREAT VIRTUE of cargo tricycles is that they are very versatile. Yes, they can carry heavy loads – but they can also be customized to advertise and persuade.

For instance, this one from the Amsterdam district of “de Baarsjes” is used to promote smoke- and butt-free surroundings. Posing as an oversized ashtray, it also carries a supply of baggies to store your butts in for later disposal.

Asbak is “ashtray,” fiets is “bicycle.” And pedaling the whole thing is a true “butt head.”



PHOTO BY SHORPY.COM



ASBAKFIETS PHOTO BY MARJON BLEEKER, THE NETHERLANDS. INSET PHOTO BY BRAD CLICK



PHOTO BY MICHAEL COOK

◀ COVER YOUR BIKE

A “SECRET” ABOUT the Pacific Northwest: It rains. Sometimes it snows. A covered place to park your bike can make all the difference between a pleasant riding experience and a soggy ride home.

Several North American cities recognize this and have built various covered shelters in their business districts. Portland, Oregon is among those cities, but a local group has now gone a step further. The photo shows the city’s first covered bike shelter in a residential area.

Placed in the median between the street and sidewalk, and built mostly from recycled and scrap materials, it signals a new standard for others to aim for. More info at: www.cityrepair.org

FRANCES BENJAMIN ◀ JOHNSTON

ONE OF THE first prominent female photographers in the United States, poses with a Penny Farthing bicycle in this self-portrait. This more advanced model sports a freewheeling pedal-wheel assembly, so coasting is possible. But it then requires a brake, which if you look closely you can see just in front of the handlebar. Probably not very effective, but it would stop you – eventually.

As for the rider, well obviously women riding bikes in ‘male’ clothes dates back at least 120 years. The fake moustache isn’t explained. Maybe just for fun.

Interesting, in light of Susan B. Anthony’s oft-quoted statement about the bicycle: “I think that it has done more to emancipate women than anything else in the world.”

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