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#43 JAN/FEB 10

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Unicycles

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PHOTO BY NATHAN HOOVER



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PHOTO BY RICHARD MASONER

Vancouver

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PHOTO BY DAVE BRYSON

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momentum

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

ON THE COVER

This issue's cover model, Lisa Slakov is a commuter cyclist who is an active member of the Vancouver Area Cycling Coalition. Lisa is riding the Xtracycle Radish decked out with wide-loaders and a Nantucket basket to help her carry all kinds of great gear including a Brompton folding bike, Lezyne floor pump and Nutcase helmet. Model Gerry Bratz helps with the overload of great stuff inside this issue. Photo by David Niddrie.

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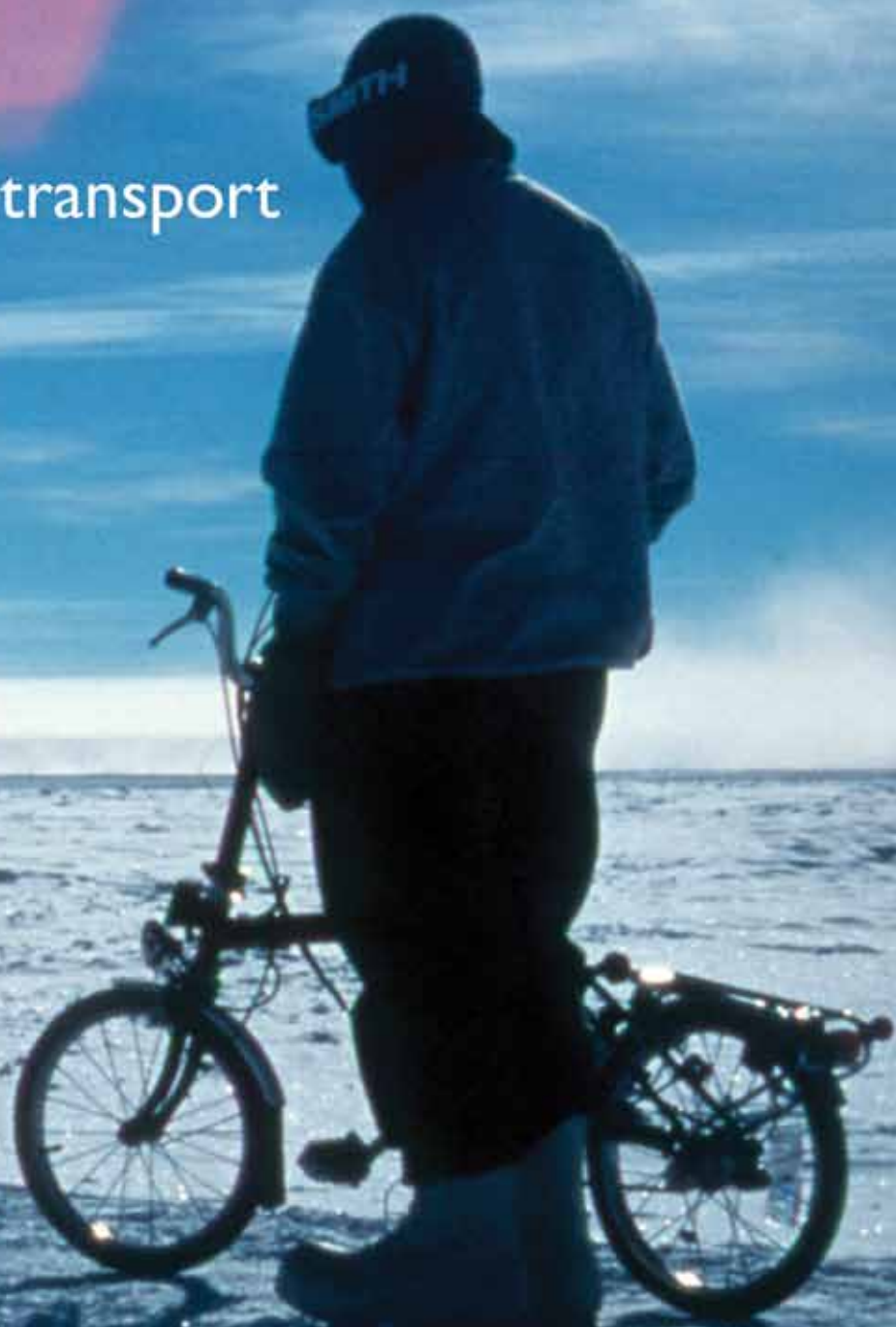
“IN TUNE WITH THE BROOKS HERITAGE”

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A NEW YEAR. A new decade. New possibilities. Before going forward we would like to take a moment to look back – and share our reflections and our direction with you – and recognize the many people that help make this journey possible.

MOMENTUM has never been the vision of just one person and in the past two years it has very much become a collective effort. Amy Walker, Tania Lo and Mia Kohout have been acting as publishing partners for two years, and this January it becomes official as we share ownership of the magazine. And the changes don't stop there. This year we would like to introduce a new editor, Sarah Ripplinger, who will be guiding the ship with regard to the stories we tell and how we tell them. Sarah has been the editor of our BC Edition for the past year and we are incredibly fortunate to work with such a talented and thoughtful person. Sarah will officially take the reigns for the March/April issue.

Our mission is to connect local and global cycling communities, and based on the success of our Vancouver/ Victoria edition in 2008 we launched three new regional editions in 2009: Chicago, San Francisco Bay Area and Toronto. What an amazing experience! We have met awesome bikers, writers and photographers in these cities who are full of fantastic ideas they want to share with you – the readers. This March we will introduce two more regions – Portland and Seattle. We welcome your story suggestions, writing and photography submissions in these two cities. On a sad note, this January we say good-bye to our Toronto section and send a special thank-you to our Toronto contributors, especially local editor Bryen Dunn. Toronto's cycling culture is so well reflected by the local publication *Dandyhorse*, we don't want to compete, but rather support the existing culture. But don't worry, MOMENTUM will still be available for free pick up in Toronto and will continue to cover the Toronto bike culture scene in our print edition and online.

MOMENTUM would not exist if it wasn't for our advertisers. It has been so encouraging over the past few years to see the bike industry embrace cycling as a form of transportation, and not just a sport, while recognizing that supporting this new cycling culture will get more people riding bikes, a win-win for us all. We encourage you to support our advertisers, and please let them know you learned about them in MOMENTUM. The reality of today's economy is that print budgets are shrinking, so now more than ever we need our readers to let our advertisers (and potential advertisers) know that they need to advertise in MOMENTUM!

And of course, we also want to send a huge shout out to our



MIA, TANIA AND AMY WAKING UP TO A NEW DECADE FULL OF SURPRISES. AND WELCOMING MOMENTUM'S NEWEST GEAR TESTER IN TRAINING, ITZIAR CASTELLAN. PHOTO BY GWENDAL CASTELLAN

distributors, most of whom are independent people who share our mission – and many of them deliver this magazine by bike – yay! Thanks to all the amazing people who help us on the ground to get this magazine into your hands.

We're looking forward to an exciting year. The MOMENTUM crew will be at lots of events this year, including a tour of our own – BikeStyle. The BikeStyle Tour stops in 10 North American cities this year, where we will be leading style rides that end at a fabulous party – encouraging more and more people that it is normal to ride a bike. Meet, ride and celebrate with us!

Because we have ambitious plans and so many people working to make them a reality, we must take a minute to ask for your support too. One of the best ways to show your support for MOMENTUM is to buy a subscription. Not only will you never miss an issue – but you will be encouraging and enabling us to continue our work.

Wishing you a joyful and prosperous new year,
Amy Walker, Mia Kohout, Tania Lo

MAR/APR ISSUE #44

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I **DISCOVERED YOUR** magazine while doing a random search on the Internet. I liked it so much that I took some time to read through all the available back issues online. It seems to be just what I am looking for – a magazine for real people who just happen to enjoy getting around by bicycle. All of the other magazines that I have found so far seem to be focused on racing or off-road adventures or bicycle tricks and stunts – boring! Real adventure is riding your 15-year-old Huffly cruiser through urban (or suburban) streets to the post office.

Enclosed is my money order for a two-year subscription. I look forward to receiving my first issue. Reading online is okay, but there is nothing like holding the real thing in your hands.

D. Vinson, Memphis, Tennessee

I **CAME ACROSS** your magazine quite a few times and I have really enjoyed reading it. I get around on my bike and it's nice to read articles dedicated to people who, like me, care about their health and the environment.

However I was quite disappointed to see in one of your latest issues so much promotion for meat consumption (there was an article on a burger joint, as well as a chicken recipe few pages later). It is a very well known fact now that what we choose to eat is crucial for the future of our planet as well as for our health. Animal-based foods aren't sustainable nor health promoting.

Whilst I realize that different people have different priorities, I do feel that it is important to be consistent when promoting the protection of the environment.

Alex, Vancouver, BC

CORRECTIONS:

Thanks to Joe Linton, campaigns director for C.I.C.L.E. (www.cicle.org) for correcting an error which was in our Los Angeles city article (M43, November/December 2009): We reported that Joe attended Occidental College "In the middle 1990s." We should have said that he attended from 1980-1985.

In the Kid's Stuff gear reviews in the same issue, we got the name of the Bell children's helmet wrong. It is actually called the Bell Zoomer. We also left out an important detail in the review: the Zoomer features a new fit system called "True Fit" which provides a child or parent with a one-step self-adjusting helmet with ease and accuracy. 🚴

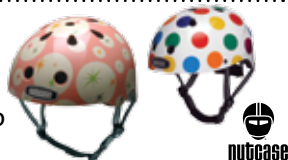
Send us your letters! Tell us what it's like to bike where you are. Tell us what you think of our coverage and what you'd like to see more of in the magazine. We will choose the best letter received before press time for the next issue and send the writer a **Brooks Barbican Messenger Bag**.



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HOW "PAY-AND-DISPLAY" IMPACTS BIKE PARKING

BY JOHN GREENFIELD

THE LAST TIME Lisa Phillips pedaled her three-year-old daughter Violet to Spanish class in Chicago's bike-friendly Logan Square neighborhood, she had a tough time finding a place to lock up. Most of the parking meters on the block had vanished, removed as part of the city's plan to convert 36,000 metered spaces to "pay-and-display" parking. "It's awful," says Phillips. "There's absolutely not enough bicycle parking anymore."

Chicago is one of many North American

in place on retail blocks with no bike racks, says CDOT spokesman Brian Steele. The city is also using much of its annual supply of federally-funded "inverted U" bike racks to replace parking on blocks where meters were removed. In the future, CDOT may retrofit the remaining meters, removing the heads, capping the poles and bolting on rings to create "post-and-ring" bike racks, said Steele.

"We certainly would have preferred to have more meters remain," Sadowsky said. "But it

better to integrate the bike parking needs into the conversion project so that when the "pay-and-display" kiosks go in and meters go out, racks also go in," he said.

Toronto is a shining example of this strategy. Before conversions began in 2001, a bicyclist who sat on the board of the parking authority advocated for preserving all bike parking. "He said, 'The city's promoting bicycle use and yet we're going to put all these cyclists at an inconvenience,'" recalled



PHOTO BY JOHN GREENFIELD

cities that are switching to multi-space pay boxes as a way to streamline money collection, but the result can be fewer spots to dock a bike. As a former employee of Chicago's Active Transportation Alliance (ATA) and Bike Parking Program Manager for the Chicago Department of Transportation (CDOT), I contacted my old employers for details and talked to folks in other cities about their experiences with this challenge.

Last May, many Chicago cyclists panicked when the city announced plans to uproot most of its parking meters. "There was a lot of anger and frustration," recalls ATA's Executive Director Rob Sadowsky. He sent an urgent "Save Chicago bike parking!" memo to the advocacy group's members, asking them to lobby their aldermen to include money for replacement bike parking in the city's 2010 budget, but such funding wasn't included.

Talks between ATA and the city led to a policy of leaving one out of seven meters

was a negotiation and we settled on something both the city and Active Trans could live with."

New York recently removed all the meters along many Manhattan retail streets before the city began addressing the bike parking issue, said Transportation Alternatives' Wiley Norvell. Roughly half the meters on Madison Avenue will get rings and the DOT vows to install 5,000 bike racks over the next three years, but about 15,000 meters are already gone. "The lesson for other cities is not to play catch-up," said Norvell.

Likewise, when Oakland, California, began removing some 5,000 meters for "pay-and-display" in early 2007, there was no plan to replace bike parking. Bicycle and Pedestrian Program Manager Jason Patton says the city is now saving two meters per block and has installed about 400 racks this year. "But it's



TORONTO'S POST-AND-RING BIKE PARKING. PHOTO BY ERIK ANDERSON

"Last May, many Chicago cyclists panicked when the city announced plans to uproot most of its parking meters."

Dave Tomlinson from the Toronto bike program. The parking authority agreed to bolt rings onto all the meter poles or, in cases where meters were too close to the curb, install new post-and-rings. These retrofits and racks account for half of Toronto's 16,000 racks – the most of any North American city.

"If the parking infrastructure's program is creating extra work for the cycling infrastructure's program, that's a waste of resources," Tomlinson advised. "You need to make the case that you can't have one department working against the other."

THE MESSENGER CONTINUES ON PAGE 13

I LOVE MY BRAIN



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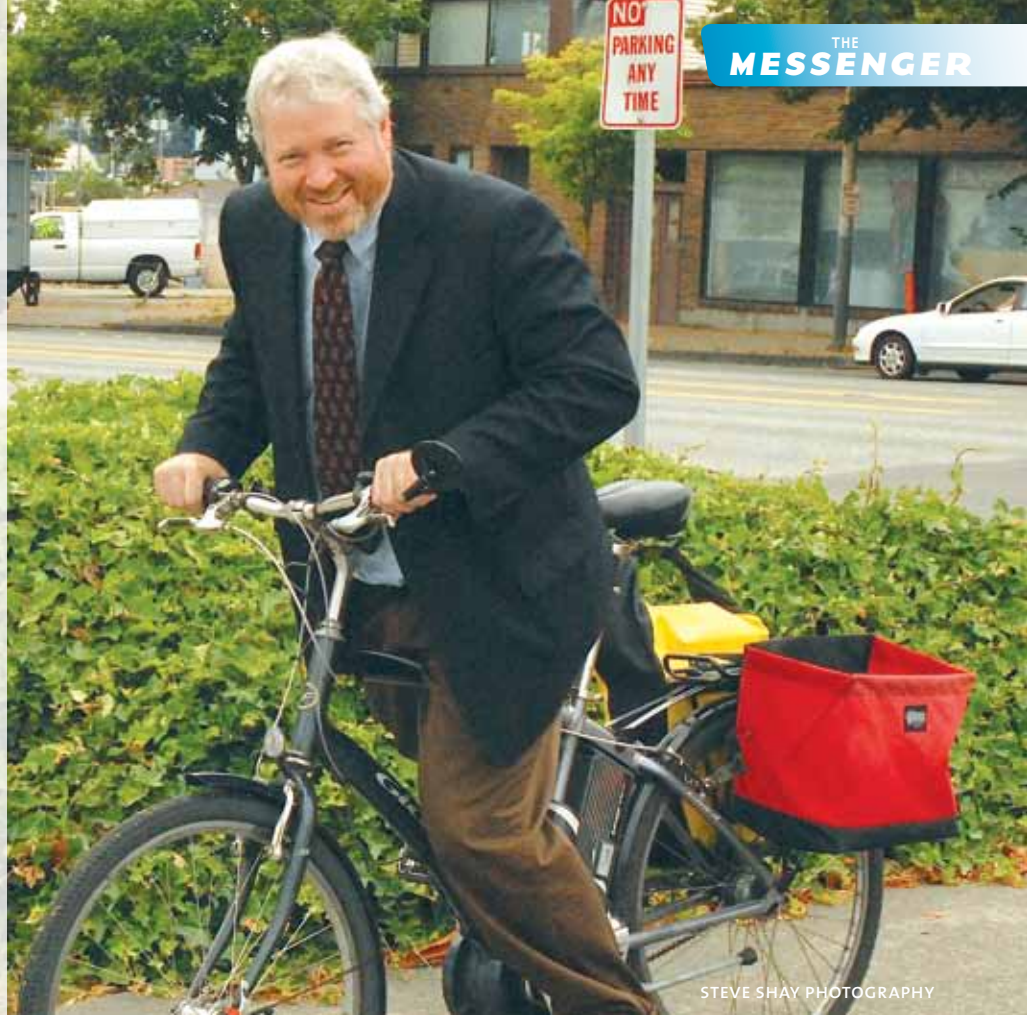
www.nutcasehelmets.com

SEATTLE ELECTS CYCLING MAYOR

AFTER A CLOSE race this November, Mike McGinn was elected Mayor of Seattle. Up to the November 3 election, the candidate could be seen riding his way down the campaign trail on his electric assist bike. McGinn was outspent by his opponent three to one and lacked major business endorsements, but his devoted volunteer campaign team pushed him over the top and garnered eleventh hour support by directing undecided voters to deliver ballots at a late night location in South Seattle. McGinn is the former executive director of the non-profit organization "Great City," which focuses on land-use and sustainability in the city. His plans include directing tax dollars towards Seattle's underfunded Bicycle Master Plan, increasing bike lanes and supporting numerous neighborhood-level improvements such as P-Patches (parcels of property used for gardening allotments) and sidewalk construction in order to create more people-friendly public spaces.

— ERIK NEUMANN

THE MESSENGER CONTINUES ON PAGE 15



STEVE SHAY PHOTOGRAPHY

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TORONTO CYCLISTS ADOPT AN ATTITUDE OF GRATITUDE

IF YOU'RE A Toronto driver who is courteous to cyclists, you might be getting a thank you card. The aim of a new driver appreciation campaign – recently launched by the Toronto Cyclists Union – involves cyclists hand-delivering over 3,000 such cards to drivers who make a point of treating them with respect in traffic. According to Executive Director Yvonne Bambrick, "People often forget there are thousands of commuters who arrive safely and without incident, to work, school and home every day. It's time to encourage positive behavior and find a way to reward those people who use Toronto's roads with respect."

bikeunion.to/campaign/
thank-you-cyclists-paving-way

WABA HELPS DC CYCLISTS GET VISIBLE

AS DAYLIGHT HOURS dwindle, the Washington Area Bicyclist Association (WABA) is helping DC-area cyclists stay visible. In conjunction with the District Department of Transportation, the City of Alexandria and Fairfax Advocates for Better Bicycling, WABA handed out 800 free light sets to cyclists along with safety literature at various DC locations. The lights giveaway is just part of WABA's effort to make streets safer for cyclists by raising awareness of the importance of being seen when riding, especially at night.

COLORADO ADOPTS GROUNDBREAKING POLICY FOR BIKES

COLORADO STREETS MAY be getting more bicycle-friendly thanks to a groundbreaking policy recently adopted by the Colorado Department of Transportation. The new policy directs that "the needs of bicyclists and pedestrians shall be included in the planning, design and operation of transportation facilities, as a matter of routine." Dan Grunig of Bicycle Colorado said, "We have passed

positive bicycle legislation and overturned bike bans, but passing this policy may be the biggest step we've taken towards bicyclists being treated as legitimate road users."

bicyclecolo.org

SPOTLIGHT ON CYCLING'S ECONOMIC IMPACT IN MARIN

THIS PAST NOVEMBER, bicycling was recognized for bringing bucks to Marin County, CA. The Marin Economic Commission recognized the Marin County Bicycle Coalition (MCBC) with an award for their leadership in bringing USD\$183 million into the county over the last 11 years for improving Marin's bicycle and pedestrian infrastructure. These funds went to Marin towns, cities and the county itself for the development of biking and walking facilities, all of which have employed numerous agency staff, consultants and contractors in the projects' analysis, design and implementation. According to the MCBC, "Since we spent our first 10 years working on making bicycling a legitimate form of transportation, it is extremely rewarding to now have bicycling and the facility improvement projects that it has spawned recognized as a significant impact on our local economy."

marinbike.org

COMING SOON: MORE BIKES ON BUSES IN CALIFORNIA

SOON, MORE CYCLISTS will be able to jump on buses in the Alameda-Contra Costa Transit District. According to the California Bicycle Coalition, Governor Schwarzenegger signed a bill into law on October 10 allowing the district to equip larger buses with racks that carry three bikes. State law previously limited transit buses to racks large enough for just two bikes. ☺

calbike.org/legislation.htm

— KRISTEN STEELE



momentum ON THE ROAD

February 26-28 in Richmond, VA
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March 5-7 in Toronto, ON
Toronto International Bicycle Show

March 9-11 in Washington, DC
National Bike Summit

March 13-14 in Seattle, WA
Seattle Bike Expo

April 10-11 in Portland, OR
Portland Bicycle Show

April 15-18 in Monterey, CA
Sea Otter Classic

May 22-23 in San Mateo, CA
Maker Faire

August 7-8 in Denver, CO
Rocky Mountain Bicycle Show

September 12-14 in Montreal, QC
Expocycle

September 22-24 in Las Vegas, NV
Interbike

November in San Francisco, CA
SF Bike Expo

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A Singular Vehicle

BY AMY WALKER

KRIS HOLM IS probably the world's most famous unicyclist. The mountain unicycle star has won praise worldwide for exploding the boundaries of technical riding as well as improving the quality and availability of unicycle equipment. But the things Holm loves about unicycling would attract any self-propelled person:

"What I find compelling about a unicycle is the simplicity. It's like the ultimate single speed. It takes away all the frustrating maintenance aspects of cycles and just leaves you with the fun parts, the riding."

So what does riding a unicycle feel like?

"It makes your world a little smaller, especially off road. Little ruts become challenges, rocks, roots, pebbles, hills that were nothing to ride on a bike, feel HUGE and exciting to attempt on a uni," said Jeff Lautard of Unicycle Bastards, a loosely-affiliated "gang" of uni riders in Portland, OR.

Donna Wood, aka Agent Joke Star of the Bay Area Derailleurs bicycle dancers, said, "I can dance with another unicyclist and it feels like we're soaring through the air with turns and jitter-bugging back and forth. It takes skill, but you can do some of the most amazing things on a uni."

The past ten years have seen revolutionary growth in unicycling, largely due to the Internet, and the popularity of mountain unicycling, or "Muni." The Internet has created a place for the uni community to connect and share information, photos and videos, plus it

has allowed unicycle merchants access to a market which is geographically dispersed. Holm explains,

"Suddenly, here was this platform where you could have an online storefront and serve a market that included an entire country."

Nathan Hoover, Holm's co-star in the highly acclaimed films *Unizaba* and *Into The Thunder Dragon*, was inspired to try "rough terrain unicycling" in 1997 after learning about Alaskan rider George Peck. Today, Hoover and his family are completely immersed in uni culture. Hoover has visited 25 countries including India, Vietnam and, most-recently, Kenya and Tanzania using single-wheeled vehicles for long-distance touring. "It really breaks down the barriers: everyone wants to talk to you!"

This January, Hoover will attend his sixth international Unicycle Convention. UniCon XV, the world's biggest unicycling event, is being

held Dec. 28, 2009 to Jan 7, 2010 in Wellington, New Zealand. It includes competitive events such as artistic freestyle; road racing; muni; hockey; basketball; flatland; and trials; as well as workshops, parties and a parade. "In 2000 we went for the first time to UniCon in China and we met all kinds of great people, many of whom are now good friends," remarked Hoover by phone from his home in Los Gatos, California, "It feels like we have this big family all over the world."

One of the places the community connects is Unicyclist.com – a web forum which boasts 22,000 members and over one million posts. *Uni* magazine, published four to five times a year in the UK, is also a source of inspiration and information. But the biggest attraction for new and young riders is video and social media. As Kris Holm explained, "for these kids, videography is not about communicating about a sport, it's part of the sport. "Today a fourteen-year-old guy can pick up a unicycle instead of a skateboard."

Though many of its participants are male, unicycling seems to have something for everyone. Today you can find thrilling videos of high-adrenaline unicycle trials and flatland as well as the "less aggressive" artistic freestyle, which Holm said is "female dominated: the best freestyle riders in the world are female."

One of those riders is Kaori Matsuzawa who was a unicycle coach and competitor in Japan, and



CHRIS LABONTE GOES BIG AT THE FIRST ANNUAL ARIZONA MOUNTAIN UNICYCLE WEEKEND, FEBRUARY, 2009. PHOTO BY NATHAN HOOVER

.....
UniCon XV: uniconxv.co.nz

Uni magazine:
unicyclemagazine.com

Unicyclist Community Forum:
unicyclist.com

Article about George Peck:
[theatlantic.com/issues/
97apr/uni.htm](http://theatlantic.com/issues/97apr/uni.htm)

Capture the Moment
Photography Contest:
www.krisholm.com/capture
.....

is now a university student in California. A look at one of Matsuzawa's routines on Youtube might explain why one of the largest German unicycle brands reports 80 percent of its sales are to girls 12 and under.

"Unicycling is not a monolithic sport. It has as much diversity as [two-wheeled] cycling" said Holm, who is launching the Capture the Moment Photo Contest in September to document the many styles explored by contemporary unicyclists.

As transportation, unicycles are surprisingly practical. They are simple, faster



NATHAN HOOVER WITH SON BEAU AND WIFE GRACE AT THE UNICON XIV IN COPENHAGEN, 2008. PHOTO BY NATHAN HOOVER

than walking and they're compact and easy to store. Holm recommends: "For commuting, most riders use unicycles with a 29-inch or 36-inch wheel. A 24-inch is nice because you can take it on a bus or a train without trouble." Today's unicycles are much sturdier and about one third the price of anything you could find ten years ago. Nathan Hoover attributes much of this to Holm: "He has done more for unicycling by continuously breaking unicycles. He was simply interested in finding something he could ride."

Kris Holm Unicycles, founded in 1998, now supplies riders worldwide with the fruits of all those unicycle-busting labors. The latest revolution Holm has introduced for one-wheelers is an internally-geared unicycle crank that he co-developed with Swiss company, Schlumpf Innovations. With pride Holm attests: "The year it came out, all the distance speed records fell down because it is so much faster." 🚲



YUKA SAKAINO AND MAMI KAWAMURA OF JAPAN COMPETING IN ARTISTIC FREESTYLE AT UNICON XIV IN COPENHAGEN, 2008. PHOTO BY NATHAN HOOVER



DONNA WOOD, AKA AGENT JOKE STER. PHOTO BY ALICIA SANGIULIANO



KRIS HOLM BALANCING ON THE GREAT WALL ON A SIDE TRIP FROM UNICON X IN BEIJING, CHINA, 2000. PHOTO BY NATHAN HOOVER



COMMUTER UNICYCLIST

BY SARAH RIPLINGER

CALVES LIKE ROCKS and impeccable posture best describe Alvin Parker, 45, as he rides over Vancouver, BC's Burrard Street Bridge. As a unicyclist since the age of 11, falls are pretty rare. In fact, Parker said his unicycle is like a second set of legs. "It's not hard. It's more stable than rollerblades and it's more stable than skateboarding. It's sort of like walking."

Parker commutes about 3.1 miles (5 kilometers) to work from the West End of Vancouver to the corner of 10th Avenue and Alma Street and goes for longer rides on the weekend. A travel consultant by day, Parker said that before he re-introduced unicycling into his routine, he was depressed, not getting enough exercise and not getting enough fresh air. Since swapping a bus pass for his unicycle five years ago, Parker has regained his lust for life.

"I've been so happy since then," he said with a large grin. Now, he looks forward to attaching his lunch bag to his seat post, pulling on his backpack and commuting to and from work.

Parker said he sees about five other unicyclists traveling along his route on a regular basis and a burgeoning interest in unicycling as a mode of transportation.

"It's growing everywhere... I think it's just the perfect urban commuter vehicle," he explained.

Parker also notices the smiles he gets from people when he rides. "You get into conversations with everyone," he said, "people just come up and start talking to you all the time, and that's great." Parker is more than happy to talk to them about the transportation mode he says is easy to learn (it only took him a week to master the unicycle) and gives you a great core and leg workout.

"I want more people to discover it," he said. "Unicycling is really like a big secret."

Parker rides a commuter unicycle with 29-inch wheels from Bedford Unicycles: bedfordunicycles.ca

The Vancouver Unicyclists meet Wednesdays in front of Science World: vanuni.com 🚲

BIKING IN A RAINFOREST CITY

VANCOUVER, BC

BY SARAH RIPPLINGER

VANCOUVER ISN'T YOUR typical metropolitan center. Known for having a densely populated downtown core where many health and ecology conscious citizens walk or cycle to work, its lush mountains and glittering glass condos attract soul seekers, explorers and hedonists alike from around the world. Vancouver is a place where extremes often meet.

Within the extreme transportation demands of a bustling port city and tourist destination, lives a thriving commuter cycling movement which is seeing the fruits of about 30 years of effort. The city of Vancouver has extended an olive branch to cyclists in an effort to improve the transportation system and meet the mounting calls for safer and more sustainable roads.

"Several cycling projects that people have been working on for years have been completed or happened this summer, including the Central Valley Greenway, the bike path on the Canada Line Bridge and, of course, the Burrard Bridge [bike lane trial]," said Richard Campbell, commuter cycling advocate and co-founder of Better Environmentally Sound Transportation (BEST) and the British Columbia Cycling Coalition. "All of these point the way to the future."

The Burrard Street Bridge bike lane trial, in particular, has been a defining moment in Vancouver's cycling history. After a disastrous first attempt in 1996, the separated bike lane trial that launched on July 13, 2009 has been praised as a success story for the city. Statistics indicate an estimated 26 percent increase in ridership over the bridge since it began and no significant change in the number of motor vehicles heading over the bridge. In turn, pre- and mid-trial polls of 300 residents – conducted for the city – found that 45 percent supported a continuation of the trial, with 31 percent opposed.



"I think this bodes well for other protected bike lanes in the city in the future," said Campbell, who added that he sees more children and women on the bridge now that there are protective barriers separating the bikes-only sidewalk heading north and the bikes-only street lane heading south over the bridge. "We're having a bicycle baby boom these days... There seems to be children on bikes everywhere."

Vancouver's bike cultural scene has been building since people first rode bicycles here in the late 1800s, but the contemporary cycling movement began taking shape in 1968, when protesters headed off the construction of the inner-city Chinatown Freeway, which later became part of the Adanac Bikeway. Transportation cycling discussions took off after 1980, when city hall established a bicycle committee with a mandate to examine infrastructure for cyclists. The first bike stencils hit the ground in the early 1990s for what is now an extensive bikeways system, which utilizes side roads rather than arterials. A moderately well-connected network of on- and off-road bike paths link the downtown core to the many satellite communities within the City of Vancouver proper and the 22 municipalities that compose Metro Vancouver, including Burnaby, Richmond, New Westminster and North Vancouver.

Still, the commuter cycling push at city hall has had some growing

powerful venue for utility riders to physically demonstrate what roads dominated by bikes might look like.

By the late 1990s and 2000s, Vancouver bike culture blossomed with theatrical responses to auto addiction: the community-spirited bike rides of Dinosaurs Against Fossil Fuels; Wholesome Undy; World Naked Bike Ride; Musical Lantern Ride etc.; art shows; Uberkrank and the Margaret Charles Chopper Collective chopper gangs, and the B.C.Clettes – an all-woman bike-inspired performance collective!

B.C.Clettes collective member and artist Sara Ross, a.k.a. RedSara, said the guiding principles of that group are similar to those of a lot of bike/art happenings in Vancouver since the late 1990s.

"In the community, we're celebrating bikes and people who ride bikes," she said. "I think we're affirming people's values, those who have chosen bicycles as a mode of transportation – because frankly we're marginalized – so we affirm their values through celebration and performance and we inspire people to ride."

As of 2009, a Museum of Vancouver exhibit entitled Velo-City: Vancouver and the Bicycle Revolution listed 42 cycling subcultures in Vancouver, including commuter cyclists, unicyclists (vanuni.com), cruisers (vancruisers.ca), BMXers, electric bikers ("Kilowatt Hour"



FROM LEFT TO RIGHT: GORDON PRICE. PHOTO BY RYDER GOATLEY. REDSARA ROSS. PHOTO BY DAVID NIDDRIE. ARNO SCHORTINGHUIS. RICHARD CAMPBELL. PHOTOS BY RYDER GOATLEY

pains. Streets generally continue to be dominated by the personal automobile. However, much has changed since the late 1980s when advocates for bike paths and safer roads for cyclists were labeled radicals.

In the early 1980s, just as mountain biking was finding a fertile home on the slopes of the North Shore, The Bicycle People – one of the first groups to tackle transportation cycling in Vancouver – was formed. An ensemble of between 50 to 100 advocates, The Bicycle People staged rides and protests to draw attention to their cause.

"Vancouver really wasn't a great place to cycle around then," said Campbell, "certainly, things needed improving."

The advocacy group BEST was founded in 1991 by dedicated cyclists to marry sustainable urban design and transportation needs with cycling.

Critical Mass (CM) began in 1996 and was attended by a core group of about half a dozen people. Soon after, The Bicycle People disbanded, many directing their efforts towards the galvanizing spirit of Critical Mass. Between 1996 and 2009, participation in CM grew from half a dozen individuals to several thousand in the summertime.

The rides, which for a few years concluded with a "Velofusion" Party at the Australia/New Zealand (ANZA) Club, have become a

meet-up), bicycle couriers and fixie (fixedvancouver.com), monster, tall, and chopper-bike riders. The exhibit zeroed in on the emergence of a vibrant and very active cycling community that had previously received little notice from the mainstream culture.

Rumors of a month-long "Velopalooza" festival for summer 2010 (modeled after Portland's PedalPalooza) are spreading. In many ways, Ross pointed out, what's taking place right now is pure evolution.

"I think it's changing from fringy advocacy to mainstream," she said.

Within the steady stream of cyclists heading to work, play, school, daycare, etc. there is a growing need to recognize, not only the enjoyment and creative possibilities attached to cycling, but the daily practicality of the bike as an alternative transportation mode.

In less than 20 years, cycling groups in Vancouver have gone from a fringe and radical effort carried out by a select few, to an overwhelmingly pervasive cultural phenomenon.

Behind this movement is a conglomerate of advocacy organizations. The Vancouver Area Cycling Coalition (VACC), in particular, has followed a mandate to improve city streets and infrastructure for transportation cyclists and the broader cycling culture. The VACC

CONTINUES ON NEXT PAGE

runs two Bike to Work Week events each year; one in the spring and the other in the fall. The rides, as well as other VACC initiatives are oriented towards getting people onto their bikes and out on the streets.

“We encourage municipalities, TransLink and the province to improve cycling throughout Metro Vancouver,” said VACC president Arno Schortinghuis. The volunteer-run non-profit society, established in 1998, works with the local police department to make roads safer for cyclists and also organizes Streetwise Cycling courses that “help cycling commuters to be more confident and safe while riding in traffic,” Schortinghuis said.

As a result of the advocacy work conducted by these groups over the past several years, Vancouver has become a much safer and more accessible place for commuter cyclists. Bikeways meander along the ocean from the peak of Stanley Park at the city’s northern border, around the University of British Columbia peninsula and down along the north arm of the Fraser River.

Tree-lined streets are a staple of Vancouver’s urban roadways. In spring, cyclists of all stripe gather for the annual Cherry Blossom Festival, often

taking bicycle tours to a variety of local hot spots, including the VanDusen Botanical Garden and the city’s Commercial Drive area – known for its artistic and cosmopolitan atmosphere and as a gathering point for car-free cultural events. During the summer, part of ‘The Drive’ – along with other streets throughout Vancouver – is periodically closed off to car traffic for Car Free Vancouver Day and Summer Spaces.

“The big advantage that Vancouver now has is a grid of completely interconnected routes,” said Gordon Price, director of the City Program at Simon Fraser University. “So you can think about getting anywhere in Vancouver on a bikeway.” Plus, he added, Vancouver’s bike paths are “really well signed – that’s key, you just have to look at every street sign to make sure you’re on a bikeway.”

A former City of Vancouver councilor, Price played an integral role in developing Vancouver’s bikeways network, starting in the late 1980s – particularly the seawall that borders the coastline. That seaside loop “will connect you up with almost all the tourist-oriented facilities that you may want to go to, from Stanley Park to Science World, Granville Island to Chinatown and the beaches,” Price said, making it an ideal causeway for visitors and residents. “You can make your way to the Museum of Anthropology (on the UBC campus grounds), practically, on separated bikeways; that’s the number one flashiest thing we’ve got,” Price added. Plus, the mild climate means that people can travel on the city’s integrated system of bike paths year-round.

The present direction of Vancouver city council bodes well for developing even safer and more interconnected bike routes for cyclists. Mayor Gregor Robertson is a commuter cyclist and about half of council members ride to work, according to Councillor Geoff Meggs. “There are probably more active cyclists on council now than ever before,” he noted.

Starting in 2010, the City of Vancouver is looking at establishing more segregated bike lanes, according to Meggs and Mike Anderson, a civil



TOP: SOME OF THE B:C:CLETTES PERFORM AT THE BICYCLE MUSIC FEST. CLOCKWISE FROM BACK LEFT: LUCY SKIPPER, KELTIE CRAIG, JEN HARVEY, ERIN GIBBS, MELISSA FLINT, LORI KESSLER. BOTTOM: EAST VAN BIKE POLO. PHOTOS BY BEN JOHNSON

SUNSET RIDERS RELAXING AT THIRD BEACH. BELOW: GOAT SPRINTS. PHOTOS BY TRAVIS JUTSON



engineer with the City of Vancouver's greenways and neighbor-hood transportation department. Anderson said there is also going to be a bigger push for safer downtown bike routes and much-needed bike parking facilities including on-street bike parking corrals.

"I would say that cycling permeates throughout a lot of the city now. It's a pretty high priority," said Anderson. "Things have changed culturally; we're much further along."

NAVIGATING THROUGH IT ALL

Vancouver can be intimidating for visiting cyclists because of its hilly terrain, tall buildings and trees, and its numerous bodies of water and bridges. Once you discover the bike routes and Seawall, the city is your oyster and biking is the best way to explore it. A free, pocket-sized bicycle route map is available at most bike stores and as a free download from vancouver.ca/engsvcs/transport/cycling. A note to visitors: it's the law in Metro Vancouver for all cyclists to wear a helmet. You also need a bell and lights for night riding. In Vancouver, it's possible to avoid busy streets and enjoy the quiet and lovingly-gardened neighborhoods by traveling along bike routes.

Vancouver's interconnected transit system can help you travel further. By hitching your bike to the front of Metro Vancouver buses, using their bike racks that can hold up to two bikes at a time, you

can get to just about anywhere. There's also the Sea Bus that will take you and your bike over the Burrard Inlet and over to the North Shore where you can visit the Capilano Suspension Bridge and Lynn Canyon Park. You can also take your bike on the Canada Line, a light rail system, that opened August 17, 2009 and that connects Vancouver International Airport to downtown Vancouver.

The **UBC Bikeability Map** (cyclevanancouver.ubc.ca) is a great way to plan your trips. The map allows you to pick the route with the least traffic pollution, least elevation gain, most vegetation and shortest path. Designed by a team of University of British Columbia researchers, the map also provides information about nearby light rail (SkyTrain) stations, alternative bike routes, community centers and more.

The **VACC** offers online resources and bike maps on its website: vacc.bc.ca/resources

Tourism Vancouver (tourismvancouver.com) has a host of information about local sights and sounds, as well as information to help you enjoy your stay.

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"We're having a bicycle baby boom these days... There seems to be children on bikes everywhere."

– Richard Campbell



TYLER JOHNSON DOING A WALL RIDE FOR THE VANCOUVER FIXED GEAR FILM, THE REVIVAL BY SKITCH & MORHART FILMS. THEREVIVALFILM.COM PHOTO BY TRAVIS JUTSON



PHOTO BY DAVID NIDDRIE

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WHERE TO STAY

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1362 Haro Street, 604-681-2889

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THE BUCHAN HOTEL

1906 Haro Street, 604-685-5354

Situated in the heart of the West End in downtown Vancouver, the hotel offers secure bike storage.

THE SYLVIA HOTEL

1154 Gilford Street, 604-681-9321

A heritage building on Vancouver's scenic English Bay, The Sylvia Hotel is close to bike trails along the seawall and offers secure indoor bike storage.

GRANVILLE ISLAND HOTEL

1253 Johnston Street, 604-683-7373

Located beside the seawall on Granville Island, the hotel has indoor bike parking available.

WHAT TO SEE AND DO

Your best bet for a great experience in Vancouver is to bike along the **seawall** and along the trails in **Stanley Park** and **Pacific Spirit Park**. The **Central Valley Greenway** is a fantastic day ride that runs some 24 kilometers from Science World to New Westminster. The beaches are particularly welcoming in the summer, and are beautiful places to contemplate the scenery year-round – check out **Kitsilano**, **Third Beach** and **Spanish Banks**. If you're in Vancouver for the last Friday of the month, you may want to join in for a **Critical Mass**, which meets at the Vancouver Art Gallery (Georgia Street side), in downtown Vancouver, at 5:30pm and departs at 6pm.

WHERE TO GO/EAT

ALONG THE SEAWALL

Taste the latest catch from the West Coast at **Go Fish Ocean Emporium** (1505 1st Avenue West); nestled in the bustling False Creek Fisherman's Wharf near Granville Island, **Go Fish** is the best place to get fish and chips – and fish tacos! after a morning riding the seawall around **Stanley Park**, coast along to **Denman Street** (in the downtown peninsula)

for a snack or coffee in the West End.

Spend your day walking around the tourist attractions on **Granville Island**, which include a public market, a kids' market, the **Arts Club Theatre**, playgrounds for kids – a water park and water slide during the summer months – and various artisans and activities for the whole family, and then head down to **The Galley Patio & Grill** (1300 Discovery Street). With a panoramic view of Jericho Beach, **The Galley**, located on the second floor of the Jericho Sailing Centre, overlooks the best patio sunset in the city.

MAIN STREET AND COMMERCIAL DRIVE

The perfect places to immerse yourself in the local color of Vancouver: Commercial Drive has a multitude of ethnic restaurants and coffee shops and Main Street is home to a large collection of independent fashion boutiques. Note to the caffeine-dependent: you will rarely be more than a block away from a coffee joint in Vancouver.

If it's a sit-down meal of locally-grown, organic vegetarian food that you crave, go to the **Radha Yoga & Eatery** (728 Main Street), a non-profit organization that runs yoga classes and serves food from Wednesday to Saturday, 6-10 pm. The restaurant also offers vegan and raw foods. As a bonus, they encourage bike parking in their building, which is upstairs from the **Brickhouse Bar**, a cozy, late night hipster hangout.

Bandidas Taqueria (2781 Commercial Drive) is a staple hangout for hungry riders. Opened by a dynamic duo of fixie-riding women, Bandidas is a great way to finish your day touring around "The Drive." Enjoy hand-made corn tortillas and a variety of fixings, from spicy to mild, at this vegetarian Mexican eatery. Bandidas is also a car-free business that uses bikes, baskets and a locally made cargo trailer to transport their goods.

WHERE TO SHOP AND TUNE-UP

ATOMIC BIKES

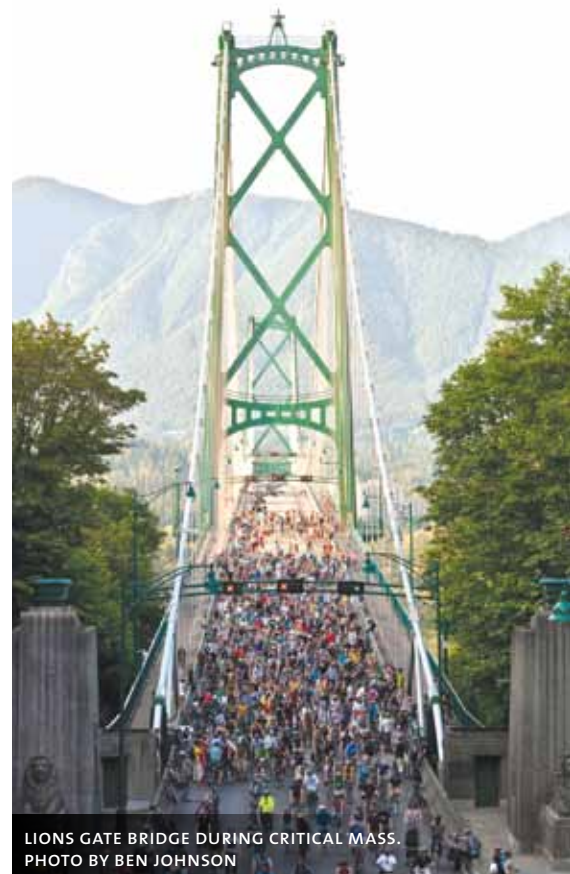
1555 West 6th Avenue, 604-714-0158

THE BIKE DOCTOR

137 West Broadway, 604-439-2453

BIKES ON THE DRIVE

1350 Commercial Drive, 604-215-7433



LIONS GATE BRIDGE DURING CRITICAL MASS. PHOTO BY BEN JOHNSON

DENMAN BIKE SHOP

710 Denman Street, 604-685-9755

JV BIKE

955 Expo Boulevard, 604-694-2453

MIGHTY RIDERS

10 East Broadway, 604-879-8705

OUR COMMUNITY BIKES

(full service & DIY education)
3283 Main Street, 604-879-2453

RAIN CITY BIKES

2518 Manitoba Street, 604-879-4455

RECKLESS

1810 Fir Street, 604-731-2420 &
110 Davie Street, 604-648-2600

SUPER CHAMPION (fixed gear)

245 Main Street, 604-689-3610

BIKE RENTALS

CYCLE BC RENTALS

10 - 73 East 6th Avenue, 604-709-5663

JV BIKE

955 Expo Boulevard, 604-694-2453

RAIN CITY BIKES

2518 Manitoba Street, 604-879-4455

RECKLESS

1810 Fir Street, 604-731-2420 &
110 Davie Street, 604-648-2600

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From Vision **TO VICTORY**

IN 1999, THE South Carolina Department of Transportation (DOT) decided to replace two aging bridges over the Cooper River connecting the city of Charleston to the town of Mount Pleasant. The original design didn't include accommodations for bicyclists. A small group of concerned citizens got organized. They attended dozens of community group meetings to share their vision for a bikeable bridge. They didn't have much money, but had a coalition of local groups who supported their cause.

They decided to target the mayors on either side of the bridge and the DOT commissioner. Pooling limited resources, they printed thousands of postcards addressed to the mayors asking them

to ensure the new bridge was bikeable. Their tactic with the DOT was to publicly thank them for including bike accommodations in the new bridge design, before the DOT had ever agreed to such a thing. They printed t-shirts and bumper stickers, and took out a full page ad in the local paper with the slogan "Can't Wait to Bike the New Bridge: Thanks SCDOT!" This put pressure on the DOT, and thanks to the thousands of postcards delivered to the mayors combined with a broad-based coalition of support the result was a bridge with a 12-foot wide bicycle and pedestrian path.

There is no shortage of challenges and opportunities for cycling advocacy. The Charleston story is just one example of how a small group of concerned citizens can make a big impact. If you're interested in taking action in your community, here are some tips for translating your vision to victory:

1. **DEFINE YOUR ISSUE.** What problem are you addressing? What is your proposed solution? Boiling these answers down to a concise and hopeful statement that can be easily recited in 30 seconds is a crucial first step.
2. **SET GOALS.** How will you know when your campaign is over and you can hold your

victory celebration? Be clear about your end goal. You may also want to set short and medium term goals that will help achieve your ultimate goal.

3. **ASSESS RESOURCES.** Get real about the strengths and weaknesses of your team. What allies do you have who will support your issue? Who are your potential opponents? Do you have lots of connections but little money? Taking inventory of your assets will help you pick a winning strategy.
4. **STRATEGIZE.** Whose minds do you need to change to get the results you seek? Identify the decision-makers; they are your primary targets. Next, think about who can influence that person/group – they are your secondary targets. Do you know any of them? Develop a path for reaching your primary target.
5. **CRAFT YOUR MESSAGE:** Hone your elevator speech – the quick pitch for your issue that you can recite in a short elevator ride with a key decision maker. This will also come in handy when talking to the media.
6. **DEVELOP TACTICS.** This is the fun part. Many organizers will want to skip right to this step, but the other steps should come first to help you choose the right tactics. Tactics should address a primary or secondary target or public audience; they should help achieve your goals and be realistic given your resources.
7. **MANAGE RESOURCES.** Every campaign effort takes some resources: time, money, or both. What resources do you need to win your campaign? Be realistic about what resources are needed and how you will attain them.

And, of course, don't forget to have fun! ☘

Kristen Steele works for the Alliance for Biking and Walking, the North American coalition of over 160 bicycle and pedestrian advocacy organizations. For more information on the Alliance's Winning Campaigns Training, visit www.PeoplePoweredMovement.org

"...a concise and hopeful statement that can be easily recited in 30 seconds is a crucial first step."

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Cascade Bicycle Club
Bike Denver
San Francisco Bicycle Coalition
Indiana Bicycle Coalition
Toronto Cyclists Union
Vancouver Area Cycling Coalition
Transportation Alternatives
Active Transportation Alliance

SFBC is
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members strong

MICHAEL KIMMITT Velolove Evolves in the Land of Aloha

BY DENA JACKSON

IN SPITE OF bicycle theft and some heavy falls, grad student Michael Kimmit, 32, has been wooed by what he calls the romance of urban cycling. Kimmitt's cycling challenges inspired him early on to choose a bike stable enough to allow him to do anything from transporting a sick friend to the health clinic, to moving a party's worth of groceries and cleaning supplies from place to place. "Having my bike stolen was a blessing in disguise – I now ride a crank-forward bike, a red men's Electra Townie 3 with a 3-speed internal hub, funky ape-hanger handlebars and an attached Xtracycle."

Moving into the University of Hawaii (UH) at Manoa, Honolulu also made Kimmitt's choice of commuting transport easy, and even led to him to co-found Cycle Manoa – UH Manoa's bicycle student group – which offers two key services: you can trade an old bike in for a new one, or you can buy a donated bike for cheap: cyclemanoa.manoa.hawaii.edu.

Though the summer weather is hot, Kimmitt enjoys the ride year-round and the city is wide open to riders who learn which back roads are cyclist-friendly. "One of the benefits of cycling is the level of engagement one feels. I can't count the number of times I've been stopped to chat about my bike, asked for directions or found out about some fair or other event, just by cycling by it."

While those back roads create good cyclist kismet, Kimmitt considers navigating Honolulu's traffic a stiff challenge because drivers aren't familiar with cyclists, so are not friendly toward them, though he adds that cycling is slowly being accepted as a normal thing. "Honolulu has gnarly traffic, especially during rush hour, and people don't feel safe enough. More lanes and marked bicycle paths could improve this. Even so, it's always just a blast modeling an easier way to get around town."

Currently, Hawaii's local advocacy groups, such as the Hawaii Bicycling League, are

doing great things for the image of cycling, yet they focus mostly on cycling for health and recreation, and less on making car-free living possible. Small organizations such as local bike kitchen KVIBE, the Kalihi Valley's Instructional Bike Exchange, (which offer free bikes to the public in exchange for volunteer labor) seem to be engaging more awareness for cycling as a car-free solution. Hawaii's cycling tricksters behind alohafixed.com also collaborate with KVIBE, and Manoa Cycle. "We get together to share ideas and parts. The big thing is to get people used to the idea of cycling as transportation, which means safety and moving away from bikes as children's toys and recreation. The first step is to create safe lanes, to allow people to get used to the idea of getting around without worrying about their physical safety."

So how, in a culture where cyclists are apprehensive about expressing themselves publicly, do you lobby local politicians to

acknowledge that Honolulu's cyclists have the right to safely commute in Honolulu? "One thing about activism is that you have to have an even keel and accept that not all experiments work. Halloween Critical Mass in 2008 was one of the last few we tried; the police presence at our CM was so overwhelming that they eventually intimidated us into not riding anymore." Even so, Kimmitt is inspired by the words of anarchist Emma Goldman who said, "If I can't dance, I don't want to be part of your revolution."

If we focus on building a community, we have way more fun in the process," said Kimmitt. "We spend a lot of time supporting and empowering people to have control over their transportation, and the more different ways we can show people how to ride bikes, the more any changes we ask for will feel like organic community needs and not special-interest pandering." ☘



PHOTO BY DANIEL ALEXANDER

LEGUME LOVE

Chickpeas Make for Warm Winter Partners

BY KATE MCCARTHY

FROM HOMEMADE HUMMUS that saves a bundle compared to store-bought, to many Moroccan meals (beautiful and delicious), chickpeas deserve a central spot at any table. Chickpeas are an ancient pulse (a crop grown primarily for its dry grain or seed) that originated in Western Asia around 7000 BCE before spreading to the Mediterranean and India. Known as pois chiches (France), cici (Italy), gram (India) and Cicer Arietinum (Latin), chickpeas are a decidedly international food.

Some of this versatile legume's incarnations have also spread around the globe; hummus, falafel and couscous are regular fare in many parts of the world. In



PHOTO BY NEIL WYSOCKI, ENTHIRTY.COM

India, chickpeas are commonly used as a meat substitute due to the protein punch the little beans pack.

In fact, nutritionally, there is very little that could make the little chickpea blush. High in protein, fiber, B-complex vitamins, copper, folate and manganese but low in saturated fat and cholesterol, chickpeas are a bona fide superfood.

In addition, their low price makes them very accessible. Expect to pay a little over a dollar per can and even less for the dried kind. Buying dry is the smartest choice, but you have to remember to leave time for soaking. When you buy dry, you gain flavor and avoid the extra sodium used in most canned varieties.

So ride on over to the nearest grocer and pile your basket full of chickpea goodness. Your body, and wallet, will thank you. ☘



PHOTO BY NEIL WYSOCKI, ENTHIRTY.COM

A Wintry CHICKPEA STEW

BY ANNIE ROPER

THIS COZY, SIMPLE and savory stew will keep you warm and protein-happy. Consider packing it into a good Thermos soup container, and taking it with you on those blustery, winter days.

INGREDIENTS:

4 cloves garlic, thinly sliced
 3 leeks, white parts only, sliced
 2 bunches of kale, chard or spinach, cut into 2 cm slices
 350 grams mushrooms sliced and stalks removed
 1 cup dried chickpeas, soaked in water overnight, drained, rinsed and cooked (put in a pot with 4 cups fresh water, bring to a boil, reduce and simmer for an hour to an hour and a half, until tender. Drain)
 1 cup white wine (optional)
 1.5 cups chicken or vegetable stock (approximately)
 Pinch nutmeg
 2 sprigs rosemary, stemmed and chopped
 Olive oil
 Lemon juice, to taste
 Salt and pepper, to taste

In a large pot, pour a good glug of olive oil and heat on medium-high heat. Add half the garlic, all the leeks, one sprig rosemary and sauté until fragrant and leeks are soft.

Add the chickpeas. If using the white wine, add it now, along with a good pinch of salt and a grind of pepper. Allow the alcohol to cook off for a few minutes. Add enough stock to cover the chickpeas. Turn heat to medium-low and cover. Stir chickpeas occasionally.

Add the greens a minute or two before serving, and turn the heat up to medium-high. Cover and cook until leaves are bright green and tender. If liquid has mostly cooked off, add a little more stock. Cover, stirring occasionally.

In a separate pan, add olive oil and a knob of butter and heat over medium-high heat. Add remaining clove of garlic and cook until fragrant. Add remaining sprig of rosemary.

Add the sliced mushrooms to pan. Sauté mushrooms until soft and sweating. Add a little salt and pepper and good pinch of nutmeg. Add to main pot with chickpeas and greens mixture.

Remove from heat and serve with a squeeze of lemon. Salt and pepper to taste. ☘



MOJO BICYCLE CAFÉ IN
SAN FRANCISCO PHOTO
BY NAVID BARATY

BICYCLE CAFÉ

Culture Takes Root!

BY STEPHEN IRVING

THE IMPORTANCE OF physical spaces in the development of new cultural forms cannot be understated. As the North American bicycling revolution spreads onto the streets of neighborhoods across North America, savvy entrepreneurs are responding with dynamic bicycle-friendly businesses. In addition to a growing number of bicycle shops and bike-friendly bars and eateries, the bicycle café is taking root.

More than just a simple coffee shop with a bike rack in front, bicycle cafés are often combined with bicycle retail and repair services and provide a one-stop shop for commuter cyclists. The growth of these bicycle-friendly establishments provides community space and enhances the visibility and legitimacy of the commuter cycling movement as a whole.

In addition to being a bike shop, Mojo Bicycle Café in San Francisco, California also features a café where customers connect and enjoy breakfast, sandwiches, soups, salads and delicious coffee. Mojo is the product of two former bike shop employees, John McDonnell and Rem Nelson, who decided

to pursue the dream of self-employment by opening their own establishment. “We always fantasized about a bike shop where you could get your bike worked on, buy some bike gear, a good cup of coffee or just come to hang out. All this without the “bikier-than-thou” attitude that too often seems to permeate shop culture.”

Minneapolis, Minnesota also has a thriving bicycle café culture. In addition to such venerable institutions as the One on One Bicycle Studio and Cars R Coffins Coffee Bar – both of which materialized amidst Minneapolis’ thriving bicycle industry – Joshua Klauck and friend Adam Dunn recently opened the Angry Catfish Bicycle and Coffee Bar in South Minneapolis. As Klauck notes, the Angry Catfish is cycling and coffee culture personified. “We focus on the cycling enthusiast who already knows what they want and like, and can use our expert advice, quality service and top of the line merchandise. That being said, we help people who know they want more; who don’t have a lot of money but want something one-of-a-kind. We serve Intelligentsia [brand] coffee

and offer alternative brewing methods such as dripper wells, French presses and siphons.”

Klauck hopes that the Angry Catfish, which will open in December 2009, will first and foremost be a place to commune with fellow cyclists in a welcoming atmosphere. In addition to offering a wide array of custom services and great coffee, Klauck and Dunn have a vision for community programming: “Events will be a big part of ACF. Our building offers a large space and we plan to offer Pilates, art openings, coffee cuppings, the occasional live band – and much more!”

Keep your eyes peeled for a bicycle café in your community – or maybe you’re already thinking of starting one. As the pedal-powered revolution glides its way into the hearts and minds of North American commuters, it’ll only be a matter of time before there’s a bicycle café in your neighbourhood. ☺

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Angry Catfish Bicycle and Coffee Bar
www.angrycatfishbicycle.com

Mojo Bicycle Cafe
www.mojobicyclecafe.com

One on One Bicycle Studio
www.oneononebike.com

Cars R Coffins Coffee Bar / Cykel Garage
crccoffeebar.blogspot.com
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**CYCLECRAFT
NORTH AMERICAN EDITION**

by John Franklin

The Stationary Office, 2009

250 pages, \$33 USD

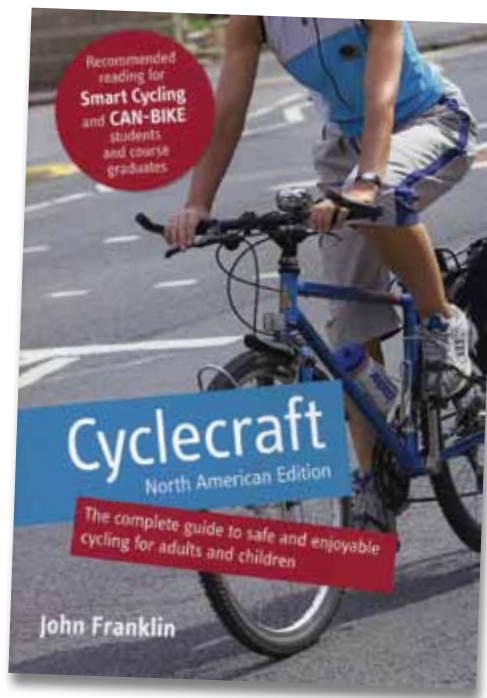
REVIEWED BY MARY SHERLOCK

JOHN FRANKLIN AND I didn't get off to a good start. On the first page, he describes cycling as "the most efficient means of travelling known to man." Do we women know nothing? That aside, this book is a very comprehensive riding manual that covers almost all aspects of cycling in great detail. In fact the amount of details might be too much for some people. After seven pages on vehicular-style left turns, even my eyes started to glaze over.

The book is well organized and is very useful as a reference book. It includes sections on types of bicycles, riding gear, basic and advanced cycling skills, the helmet debate, cyclist attitude on the road, handling road rage, cycling with kids – and even dealing with horses, dogs and insects!

The chapter on riding with children is excellent. Franklin urges parents to ride with their children on the road as early as possible, suggesting that delaying this gives them false messages about the skills needed and will make the transition to safe road riding more difficult. He also provides good details as to exactly how an adult should ride with a child on the road, which I have not found elsewhere.

It is unfortunate that the North American version of this British book has some serious and confusing language issues. Franklin is not clear on the difference between a



"roundabout" and "traffic circles." As a result he says "at a traffic circle incoming traffic has the right of way and circulating traffic must yield." Of course, the opposite is true here – and this misunderstanding might lead to a dangerous interpretation.

At \$33, Cyclecraft, with its good color diagrams, is a bit expensive but worth the investment.

Franklin clearly shows that the hazards of cycling are exaggerated compared with the health benefits. The section on road rage – including our own anger – which stresses the importance of confidence, assertiveness and clear communication, is worth the price alone. 🚲

A COOPERATIVE GUIDE TO FLAT REPAIRS

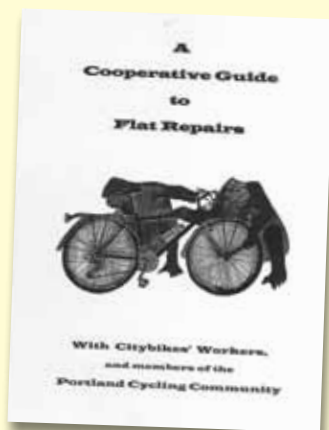
By Mark Lipe, the workers of CityBikes, and members of the Portland cycling community, 2009

245 pages, \$10 USD + shipping

REVIEWED BY MYKLE HANSEN

OH, COME ON! A 245-page guide to fixing a flat on your bicycle? That's like publishing a monograph on shoelace-tying, or a five-volume set of illustrated guidelines on how to change a light bulb... isn't it?

Honestly, it's not. Rest assured, you'll never need to read all 245 of these pages, because this book is written in a choose-your-own-adventure format that will lead you directly to just the necessary instructions for your particular type of bike, brakes, axle, wheel, tire and tube. But for this review, I read every single page and thereby gained a new appreciation for the depth of experience and wisdom that good bike



mechanics bring to their work.

I have a ton of sympathy for bike mechanics. They earn a fraction of what automobile mechanics make and charge less for every comparable service. Yet, while car owners react to the stratospheric cost of their vehicles'

maintenance with relative maturity, when those same people waltz into my local bike shop with a front wheel shaped like a Pringle's potato chip, they whinge mightily about the thirty-dollar cost of a replacement. "Why, I only paid one hundred dollars for the whole bike!" they say. "Can't you just bend it back? Why not? It looks easy!"

This book was born from one mechanic's

desire to teach the average customer how to perform the single most commonly requested bicycle repair: fixing a flat. Six other experienced mechanics, three editors, four illustrators and a photographer contributed their wisdom and advice. In the resulting 245 pages, the task of flat repair – from initial diagnosis to riding happily away – is delicately dissected, copiously illustrated, and utterly explained in friendly non-technical language. Absolutely nothing is left out.

Here's my only complaint: weighing in at three pounds and measuring 8.5 x 11 inches, this book will never be part of a cyclist's emergency repair kit, where it would be most welcome. I'd like to see this book in a digital version that fits on my phone.

Information is power! 🚲

.....
citybikes.coop/book.html
.....



CIVIA LORING
civiacycles.com

MSRP: 9-Speed \$1395 USD 3-speed \$1095 USD
A smooth and quiet ride with comfortable upright geometry. The Sram 9-speed hub offers a great gear ratio for hills. The integrated U-lock holder on the front basket was well appreciated along with a spring that keeps the front wheel from swinging around when parked. Guaranteed to turn heads. Color: green apple and black pearl. Frame: Steel. Model tested comes with bamboo fenders, matching front basket and rear rack. Pletscher double leg kickstand and a Brooks B-67 saddle. Disc brakes, and SRAM i-motion 9 internal hub. — Tania Lo



RALEIGH ALLEYWAY
raleighusa.com

MSRP: \$1425 USD
Androgynous, retro-futuristic glam. David Bowie? Yes... but also Raleigh's new Alleyway city bike. Comes complete with a belt drive, disc brakes, Shimano Alfine internal gearing, fenders, a Brooks saddle, a dynamo front hub (but no light) and a built-in bell. Is the carbon belt drive really better than a good old chain? Time will tell — it's the quality parts and smart frame design that really stand out. The saddle included is narrow and designed for racing. For the riding position of this bike, we'd recommend a different saddle style. — Justin Berger



BIOMEGA COPENHAGEN LADY
biomega.dk

MSRP: \$2000 USD / \$2100 CAD
The Biomega Copenhagen uniquely balances modern industrial design and practicality by featuring a fully-integrated shaft drive system. When not setting off coffee house conversations, its ride is easy yet spirited, with an aggressive position. The disc/drum brake combination was effective and the 8-speed Nexus hub provided a good urban gearing range. The only let-down was its heaviness. Availability: store.curbside.on.ca — Wendell Challenger



GLOBE LIVE 2
globebikes.com

MSRP: \$ 990 USD / \$1079 CAD
The Globe Live 2 has a utilitarian appearance (emphasized with a proletarian grey paint) and its aluminum frame and fork make it a fun and remarkably lightweight city bike. The railing on the porteur-style front rack keeps a small load (like a small bag of groceries) in place and allows for easily strapping cargo (25kg / 55lbs maximum capacity). The geometry is somewhere between a cruiser and a roadster yet I found I could get plenty of leg power for hill climbing, even when carrying a load. Standard features include Shimano Nexus 8-speed internal gearing, linear pull brakes, full wrap fenders, chainguard, Pletscher double leg kickstand. If I were buying this bike I would add a rear rack to maximize its cargo capacity. — Amy Walker



BREEZER UPTOWN 8
breezerbikes.com

MSRP: \$879 USD
This alloy frame commuter bike is best referred to as a complete transportation vehicle, built to last. Comes complete with a Shimano dynamo hub, B&M LED headlight, B&M LED taillight, full chain case, fenders with integrated lighting conductors, tubular alloy rear rack with spring clip, kickstand, bell, AXA Defender ring lock with optional plug-in chain feature, internally geared Shimano Nexus 8-speed rear hub. Available in both diamond and step through frame. Pluses: A real workhorse and an extremely comfortable ride. — Mia Kohout



NORCO XFR TWO
norco.com

MSRP: \$799 USD / \$995 CAD
A purpose-built true hybrid featuring 700c wheels, cyclocross tires coupled with hydraulic disc brakes, suspension fork and the flat handlebars of a mountain bike. The result is a durable commuter equally suited for a trip to the store, the daily commute or some light trail riding on the weekend. The XFR Two features an aluminum alloy frame and SRAM X-5 shifters and derailleur. The fork lock-out function gives the rider the choice of smoothing broken asphalt or pushing hard. While very responsive to powering to the next light before it turns, the XFR's character is calming. The upright body position suggests that it is intended for a nice, quiet ride (even at high speed)! — Robert Church



ELECTRA AMSTERDAM
electrabike.com

MSRP: \$999 USD / \$1249 CAD
An American take on a Dutch classic, the aluminum frame Amsterdam comes complete with an internally geared Shimano Nexus 8-speed hub, dynamo light set, rack, fenders, kickstand and a bell. Available in both diamond and step through frame. Pluses: This stylish ride also boasts an extremely comfortable riding position. Minuses: I wonder about the longevity of this bike. — Soraya Mitchell



XTRACYCLE RADISH

xtracycle.com

MSRP: \$1199 USD

Xtracycle came out with their first complete long tail cargo bike in 2009. This year they have lowered the top tube to make it easier to step over the frame. The Radish is a comfortable, smooth, load-hauler, and most importantly, a fun bike to ride around town. Up to 250 pounds of weight can be carried on this bike, without drastically changing the manoeuvrability. An all-around great utility vehicle! Highly recommended. Pluses: A great load carrier and it's THE bike for bringing out smiles on the bike path, especially when you are carrying a second passenger. — Mia Kohout



SANYO ENELOOP ELECTRIC BICYCLE

MSRP: \$2,299 USD

This is the versatile little black dress of eBikes. Three speed hub, rear rack, chaincase, steel fenders, lighting and kickstand are all business for your daily commute. Clean step through alloy frame with upright seating and hidden cables make this eBike a perfect accessory for your next bike party. I love the fully integrated "feel" of this bike. Many eBikes seem hacked together, with a motor, battery and other components tacked onto a basic bike design. Sanyo's 15 years of experience selling eBikes in Japan results in a well designed whole bike laden with features but without the clutter. Cables and wires are routed internally through the frame for a clean look. Regenerative technology gives a claimed 18 percent increase in battery life for a range of up to 40 miles. Even slight pedal pressure is enough to engage the electric assist, quickly boosting the rider to the 250 watt motor's 15 mph top speed. Like most electric assist bicycles, the Eneloop is fairly heavy at 50 pounds. Lifting it onto a bus bike rack is no problem for me, but after a couple of days I gave up hauling it up to my second floor apartment and opted for parking it overnight in my garage instead. Bikes are currently available at select electric bike vendors in the United States as Sanyo builds their North American bike dealer network. — Richard Masoner



YUBA MUNDO

yubaride.com

MSRP: 6-speed \$999 USD

21-Speed \$1099 USD

This is a one-size-fits all bike with low stand over height for those who want to carry lots of cargo. It has probably one of the greatest load-bearing capacities of any similar cargo bike on the market. Unless you live in a relatively flat town, the 21-speed option is recommended. Frame: oversized steel tubing. Color: blue, carrot, black and green. 48 spoke 26" back wheel, integrated side platforms, Fenders and Fat Frank balloon tires, V-brakes and a top deck. Carrying capacity 200KG (440 lbs) Optional accessories: Stand alone two legged kickstand (MSRP \$73 USD), Straps, large waterproof bag (MSRP: \$109 USD), Peanut Shell child seat (MSRP \$149 USD) Availability: US: Yuba bicycles LLC, Canada: Vancouver Long Bikes and Moran Pedalsports Marketing — Gwendal Castellán



KONA UTE

konaworld.com

MSRP: \$899 USD / \$999 CAD

Model tested came with: fenders, bipod kickstand, wood deck, Kona bell, and Avid disc brakes front and rear and one large welded orange PVC pannier bag (would be better if it came with two bags for even weight distribution). The long wheelbase of the Kona UTE allows for a lot more carrying capacity. The sloped top tube makes mounting easier. The bike is light enough to feel like you are just riding a normal bike. The back rack uses large diameter tubing, which is strong but too big for regular pannier hooks. Two front chain rings are sufficient, but a third smaller ring would be nice for the big hills. The cork grips and swept handlebars are very comfortable. Colors: Asphalt Grey, Frame: Aluminum Sizes: 18" , 20" — Gwendal Castellán

ULTRA MOTOR A2B VELOCITI

ultramotor.com

MSRP: \$2199 USD

Ultra Motor's newest electric bike, the A2B Velociti, is a streamlined version of last year's Metro model. It's got the same disk brakes, seven-speed shifter and 20 mph capacity as its predecessor, but the updated version offers a lighter ride — 60 pounds with battery — and a smaller price tag. The standard model is equipped with fenders, but for optimal commuting, extras including baskets and panniers are a must. Child seats are not available, but for the solo suburban commuter, it's a less-pricey alternative to a Prius. — Aurelia d'Andrea



ABIO PENZA FOLDING SHAFT DRIVE

abiobikes.com

MSRP: \$790 USD

This is a bike for those who never want to clean a chain again. This is a very quiet and simple bike that is going to keep your slacks clean for your commute. Folding the frame is easy. Both folding points have a safety locking mechanism that adds an extra step. Taking off the back wheel to fix a puncture may need an instruction manual. We recommend purchasing from a local dealer so that they can show you how to do it. TIG welded alloy frame and steel fork. 20" wheels. Cardon Shaft drive system, weight: 12kg (26.5 lbs), Gears: 3-speed Shimano Nexus internal. Fenders and a rear rack. Folding size: 32" x 23" x 14". Availability: abiobikes.com lists retailers in the US and Canada. — Gwendal Castellán



BROMPTON

brompton.co.uk

MSRP: \$1000 - 2800 USD (built to order)

Absolutely brilliant design. Love the way the rear wheel folds under and the whole system becomes solid once the seat post is lowered and locked. No matter what the weather — full sun to west coast downpour the Brompton was my first choice if I was riding less than 10 km. In rain the fenders keep the spray away and the drive train works flawlessly. A true synergy of engineering meeting art and passion. — Jonathon Reynolds



**ICEBREAKER
 PIZZARIO DRESS**
 icebreaker.com

MSRP: \$99.99 USD / \$124.99 CAD
 Icebreaker's Pizzario superfine 190 weight merino wool dress defines comfortable elegance. Paired with a jacket, wool tights and boots it is a perfect light outfit for cool weather riding. It is stretchy and comfortable enough to lounge in and its graceful neckline is perfectly suitable for cocktail hour. A slight drawback are the very thin belt loops which can be a little fussy. Other than that this dress is addictive. You may want to wear it day after day — and since merino does not retain moisture or odors — you can! Sizes: XS-XL — Amy Walker



**CASTELLI VINCENTE
 GLOVES**
 castelli-us.com

MSRP: \$50 USD
 Stylish, light and warm winter gloves with good wrist coverage. Wind and rain resistant and surprisingly warm for such a light weight. If "winter" to you means -20°, these won't be enough (although they'd make great liners for heavy duty mitts). In a more temperate climate, these gloves are fabulous. Exclusive Castelli high tech three-layer fabric - Fleece lined - Synthetic leather anti-slip palm - sweat-wipe pad on the top of the thumb. Sizes: S to 2XL - Also available is the "Vincente Donna" companion pair for women. — Terry Lowe



**SMARTWOOL
 TRAINING GLOVE**
 smartwool.com

MSRP: \$40 USD / \$49.99 CAD
 These smart little gloves are just the thing for cooler weather. A 45/55 blend of merino wool and nylon/elastane means SmartWool's Training Gloves will keep your hands warm even when wet plus the silicone grips keep them on the bars. Without wind-proofing they are a little light for winter riding, but their skin-tight profile makes for a great base layer. The company co-developed Zque, an 'ethical wool' that is traceable right back to its New Zealand source. Plus: environmental/social accountability. Minus: lack of wind-proofing. Sizes: XS-XL Color: Black — David Niddrie



**ICEBREAKER
 MAYFAIR JACKET**
 icebreaker.com

MSRP: \$299 USD / \$399 CAD
 If you want to look sharp — and it is not raining hard — this wool jacket is a good choice. The slim cut of this jacket means there is no room for a second jacket underneath, but this is so stylish you won't need one. I would recommend it for urban riders in snowy areas — it would do better in snow than rain. — Jonathon Reynolds



**PATAGONIA MEN'S
 ALL-TIME TRENCH**
 patagonia.com

MSRP: \$275 USD / \$300 CAD
 If it is really raining and you need to ride and look good when you arrive this is the coat for you. Worn over a sport jacket in torrential downpour I arrived dry and dapper. It breathes well enough that you don't get wet from inside and is totally waterproof. The ¾ length makes it ideal for commuters or those heading to the pub who want to wear a jacket underneath. — Jonathon Reynolds

NAU SHELTER JACKET
 nau.com

MSRP: \$325 USD
 Nau's Shelter Jacket is a waterproof, breathable shell cut for climbers and cyclists but friendly to many outdoor pursuits. The simple, clean lines hide technical features like rip-resistant stretch fabric, pit zips and a large helmet-ready hood. Nau stand behind their sustainability initiatives by donating two percent of sales through their own 'Partners For Change' while their 'Ecocircle' program extends this jacket cradle-to-cradle through recycling at the end of its lifespan - looking at the attention to detail and high-quality construction, that could be a very long time. Pluses: lightweight and well-designed, high sustainability standards. Minuses: slightly awkward to wear zipped all the way up but with the hood down. Availability: USA Nau outlets & online (Available Fall 2010 in Canada). Sizes & Colors: Men's S-XL / Mantle or Caviar. — David Niddrie



**OSLOH PEDAL
 DENIM JEAN**
 osloh.com

MSRP: \$129 USD
 Brooklyn-based Osloh Bicycle Jeans make specialized apparel for the urban rider. The Pedal Denim Jean resemble regular jeans, but are loaded with bike-specific features. Sueded chamois seat lining, high waistback, water-repellent & stretchy fabric, snapped cell phone pocket, zipped back pockets. Add to that chain-side leg straps and quilted reinforcement and you have the perfect bicycle jean. Osloh's philosophy of seamlessly blending bike and destination attire is at the forefront of urban bicycle fashion design. Plus: highly technical without looking it, great slim fit. Minus: none I've found. Availability: USA / online, Sizes: Men's 30-38W Colors: Indigo Denim (Osloh Coast Jean available in black). — David Niddrie



NAU RIDING JACKET
 nau.com

MSRP: \$200 USD
 Portland's Nau have created a wind and water-resistant ¾ length jacket designed for the urban cyclist. Long, articulated arms, 4-way stretch fabric and a roomy riding stance are built into a jacket that maintains the appearance of a contemporary blazer. Yet unlike your old blazer you can button the lapels all the way up for cooler jaunts. While resistant to the elements, it does heat up inside when riding hard and is therefore suited to a more leisurely pace. Nau has a strong sustainability ethic (see Shelter Jacket review) and the Riding Jacket is no exception. Pluses: stylish, freedom of movement Minuses: fabric does not breathe well during heavy exertion. Availability: USA Nau outlets & online (Available Fall 2010 in Canada). Sizes & Colors: Men's S-XL, Caviar & Granite. — David Niddrie

NAU JACKETS/OSLOH JEANS PHOTOS BY SANDRA ALLEN



ABUS LOCK
abuslock.com

MSRP: Tresor Chain in all colors
\$49.99 USD / \$57.90 CAD
The 685/75 Shadow Chain
\$34.99 USD / \$39.90 CAD
High quality, secure, easy to open and close, great design. Abus locks are a cut above the rest. Availability: US and Canada bike stores. — Mia Kohout

**PLANET BIKE QUICKSTOP
RESETTABLE CABLE LOCK**

planetbike.com
MSRP: \$22.99 USD / \$24.99 CAD
An easy to use (no keys and you set your own combination) that is great for low risk areas. Light and self coiling it is easy to leave this lock on your bike all the time so you never have to worry about being lockless or with out keys. — Jonathon Reynolds

**ON GUARD 5019
MASTIFF LOCK**
onguardlock.com

MSRP: \$84.95 USD
On Guard Mastiff or Beast chain locks are heavy, but bombproof. The very weight inspires confidence. If you need to park your bike in a high risk area this will keep it safe — even though it might weigh as much as the bike! — Jonathon Reynolds



PHOTO BY DAVID NIDDRIE

**KRYPTONITE EVOLUTION
MINI U-LOCK**
kryptonitelock.com

MSRP: \$61.95 USD/ \$79.95 CAD
Bombproof if a little heavy. The smaller U area makes it hard to use around some bike racks and larger frame tubing, but fits easily into a back pant pocket. Good lock to use in a moderate to high risk area. — Jonathon Reynolds

PINHEADS
pinheadcomponents.com

MSRP: \$78 CAD (3 pack)
These ingenious replacements for the quick release parts of your bike ensure that no one can make off with your seat or wheels unless they have the right key: a release lever which allows you to tighten or loosen the axle or seat post levers. Works perfect — only don't forget your key lever. If you get a flat with these on and don't have your lever you have a long walk home. — Jonathon Reynolds



**ZEFAL LOCK N' ROLL
SKEWERS**
zefal.com

MSRP: \$40 USD / \$45 CAD
Zefal's Lock n' Roll anti theft skewers for wheels and saddle work great. By only allowing you to remove the skewers when the bike is tipped past 90 degrees vertical or upside down it is possible to use just a U Lock to secure both bike and wheels without removing them from the bike. Be sure the bike cannot be tipped though which means locking through at least two frame pieces.



PathFinder
A COMPUTER & A HEADLIGHT



“The best part of commuting is the ride home”

VISIT US AT VETTA.COM

Bags & Panniers

RICKSHAW COMMUTER MESSENGER BAG

rickshawbags.com

MSRP: \$160 USD

Handmade in San Francisco, the commuter bag series are made primarily with recycled materials (this particular bag is made from recycled coke bottles.) It has lots of pockets and a place to clip a back light. Waterproof. Rickshaw is a great SF company that does a lot to promote advocacy. Minuses: The back pocket (to keep a wallet and keys etc) can be uncomfortable on your back if your bag is too full. — Mia Kohout

BANJO BROTHERS COMMUTER BACKPACK

BanjoBrothers.com

MSRP: \$79.99 USD

Banjo Brothers' Commuter Backpack is a waterproof and affordable backpack for all seasons, and provides exceptional value in both its weather resistance and comfort. The double layer construction with a tough nylon outer layer protecting a fabric reinforced waterproof inner layer is topped by an amazingly simple closure system and covering all with the top flap. The result is a bag that inspires confidence in the hardest of rains. Banjo Brothers has done an admirable job of providing a backpack that sits solidly on your back while riding. Even without using the chest and waist straps the bag wants to stay in place. The only complaint in what I consider to be a brilliant backpack is with the hook and swivel mechanism on the removable waist straps (they dig in under a light jacket). — Robert Church

CRUMPLER CONSIDERABLE EMBARRASSMENT

crumplerbags.com

MSRP: \$95 USD/ \$89 CAD

Designed to carry your 15" laptop, its accessories, a slimming lunch or a 1" binder. This bag is great so long as you don't over stuff it. Courier-styled shoulder bag with padded laptop sleeve and six-pocket organizer. Water Resistant 900D shell means you can ride in light rain for at least three to five miles before you should worry about it getting too wet. Comes in six color combinations. — Tania Lo

AXIOM HUNTER GROCERY PANNIER

axiomgear.com

MSRP: \$43.99 USD / \$43.99 CAD

Simple open topped shopper fits on the rack like a pannier with a minimal amount of extras. Shoulder strap for easy carrying and funky fabric design combined with a mesh side panel and the ability to store flat when not in use. — Jonathon Reynolds



ORTLIEB DOWNTOWN

ortliebusa.com

MSRP: \$140 USD / \$220 CAD

THE bike commuter computer briefcase - totally waterproof, a slick design that allows you to angle the pannier to avoid clipping it with your heel and sleek good looks. From the bombproof clip system to the comfy carrying strap and all around great briefcase for a bike!

— Jonathon Reynolds

PAC DESIGNS ULTIMATE MESSENGER BAG

pacdesigns.com

MSRP: \$315 USD / \$315 CAD

It's loved by hard working bike couriers worldwide, and with an optional x-strap suspension system, the PAC Ultimate is that rare shoulder bag a chiropractor could love too. Too spendy? Look inside: the finishing and thoughtful features of this maximalistic "made with enthusiasm and pride in Canada" bag are unsurpassed. — Justin Berger

BROOKS BARBICAN MESSENGER BAG

brookssaddles.com

MSRP: \$335 USD/ \$384.95 CAD (medium size)

This classic looking (and built) bag comfortably carries a laptop and extras. As at home in a fashionable office as on a bike this is a go anywhere bag — a statement that old style quality and natural materials are important to you. Pluses: Very stylish from bike to office with lovely magnetic closures and leather detailing. Possible minuses: pricey, not waterproof. — Jonathon Reynolds

DETOURS TOOCAN JUICY

detours.us

MSRP: \$85 USD / \$85 CAD

The Detours Toocan Juicy WV pannier, with an exterior made from re-used bright, woven juice box wrappers, has the stylish appearance of a large purse or handbag. It's interior is 15"x13"x7" (16L) and fits a smaller sized laptop and has a very pleasant opening/closing action — like a vintage doctor's bag. The Toocan's handles are solidly constructed and comfortable to hold and it also comes with an easy-to mount, well-padded shoulder strap. The flat, tough rubber bottom makes it easy to set down on (even wet) ground without slumping over like many soft panniers. Not waterproof, but comes with a (slightly too-small) rain cover. — Amy Walker

QUEEN BEE PANNIERS

www.queenbee-creations.com

MSRP: \$124 USD (single)

An attractive bag for the fashionado on the go marrying style and practicality with a removable and adjustable shoulder strap. The faux leather bags — with reflective rear panels — fit easily on a conventional rack, have steel o-ring mounts and are expandable. Velcro flap closures make it easy to take things in and out, and multiple compartments keep your items organized. Waterproof top flap, front and back. 13.6 litre capacity. — Sarah Rippling

AXIOM VANCOUVER LAPTOP BAG

axiomgear.com

MSRP \$99.99 USD / \$ 99.99 CAD

Soaking wet west coast downpour for days on end? No problem with this bag. Although not large the pannier is totally waterproof and comes with a carry strap which turns it into a Cordura laptop bag. It is easy to mount and remove and stays firmly in place even when hopping curbs...a good thing when you are late. I trust this with my laptop in the worst weather. — Lily Yumagulova



BERN BRENTWOOD HELMET

bernunlimited.com

MSRP: \$74.99 USD / \$99.99 CAD

Sleek simple design combined with new fusion technology make this a stylish and very low profile helmet. Has removable cushioning with either a visor or not. The fit is comfortable yet snug – you can forget it is there. – JR

SHOWERS PASS PORTLAND JACKET

showerspass.com

MSRP: \$200 USD

What can I say...love at first sight and after a couple months of hard riding I am still totally infatuated. Pit zips (that you can't see) a drop tail with reflective coating, softshell fabric that keeps you dry are combined with a tweed look and a great cut. Stylish enough to wear to the club but techie enough to cover all your bases on the bike, this jacket works in rain, sun and wind. – JR



SERFAS HI-1.1 HEADLIGHT

serfas.com

MSRP: \$40 USD

Simple and bombproof. Mine was accidentally dropped and run over by a car – no effect other than a small scrape. Not light but durability comes at a small cost. Focusing beam makes this light good for both street riding and twilight trails. – JR

OUTLIER WORKWEAR PANTS

outlier.cc

MSRP: \$188 USD

Style and performance in a pair of pants that are not out of place at any function. Though they look like well tailored pants (and they are) they are also remarkably waterproof and don't hold stains or dirt. I've been wearing them solid since I got them... need I say more? Oh did I mention almost totally waterproof – essentially rain pants that look good. – JR

DAHON M μ UNO

dahon.com

MSRP: \$579 USD / \$599 CAD (subject to exchange)

A sleek, minimalist urban machine. This bike is a treat to ride and is very stable, belying its small aluminum frame and 20" wheels. Folding in 10 seconds and weighing 22lbs, the M μ Uno can be taken almost anywhere. Its gear ratio allows moderate hill climbing without standing up (a no-no on long-stem folders) and cruising at a fair clip. It may take some time to get used to the coaster brake, but the simplicity makes sense on this bike. Bonus: the seat post is also a tire pump. Pluses: simple & stable, fun to ride. Minuses: coaster brakes may not be for everyone. One size, one color: black. Available in USA December 2009 and in Canada February 2010.

– David Niddrie



Safety



NITERIDER MINEWT MINI-USB

niterider.com

MSRP: \$99 USD / \$150 CAD

I LOVE this light! It casts enough light (110 lumens) to illuminate road signs a block away, is small, easy to mount, uses a rechargeable lithium ion battery (with three hours run time) and may be charged from a conventional outlet or USB port. To prevent theft I removed this light whenever I parked my bike, and it was small enough that it was no problem to stash in my pocket or purse. Minus: package warns to wash hands after use as it contains chemicals & lead. — Amy Walker

SWERVE LIGHT

swerveyourbike.com

MSRP: \$29.99 USD / \$39.99 CAD

Bright, very easy to turn off and on with its center flick switch and waterproof. Comes with a variety pack of attachment options. Only worry would be it turning on too easily when in a bag — other than that a great inexpensive rear light.

—Jonathon Reynolds



SAFETY WING

cantitoeroad.com

MSRP: \$19.95 USD / \$21.29 CAD

Simple easy to install plastic wing which has a huge reflector. Flips out to encourage cars to move over more. Seems to work well in daytime but I had a better response at night that during the day — the reflector really lets drivers know where you are. — Jonathon Reynolds



CAT EYE UNO LIGHT

cateye.com

MSRP: \$30 USD / \$39.99 CAD

A very simple light which works well enough for most urban cycling. Simple design with one LED and one battery — fastens to handlebars with nifty Flex-Tight™ screw system. Secure but not super easy to run away with — important if you want to leave your light on while you run into a store to get milk. But the best feature of this light is that you have to hold down the "on" button to turn it on/ off and therefore does not turn on easily in a bag. — Jonathon Reynolds



MONKEY LECTRIC

monkeylectric.com

MSRP: \$64.99 USD

Being seen and feeling safe on your bike has never been this easy or fun. Designed to withstand wet weather conditions, the Monkey Letric is easy to mount on your spokes with three zip ties, and it gives you a very bright POV (persistence of vision) lighting effect. It doesn't look like much when it's turned off — which makes it less attractive to thieves — but when you turn the Monkey Letric on, get ready to be chased down by impressed and curious riders. My light is still going strong after one year of nightly use including lots of rainy weather. Runs on three AA batteries (just replaced mine after one year). An ingenious product, highly recommended for kids of all ages. — Amy Walker



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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BROOKS B-17
brookssaddles.com

MSRP: \$165 USD / \$189.95 CAD

The B-17 is the workhorse of the Brooks' line of saddles: tanned and molded leather, steel rails, brass rivets and no springs; unassuming yet elegant. After 5 years I still catch myself admiring its form and patina. It feels smooth and solid and provides a solid and comfortable platform for riding once you've broken it in (or maybe it's the other way around?). One caveat: Keep yours dry or retire it for the winter. — Omar Bhimji



SELLE AN-ATOMICA TITANICO LD
www.selleanatomica.com

MSRP: Second Skin Watershed Leather \$179.98 USD

Traditional Saddle Leather \$146.96 USD

I was first attracted to Selle An-Atomica's beautiful design at the North American Handmade Bicycle Show in 2008. I have since noticed the saddles gracing the finest handbuilt bikes and I believe there is more to this association than mere aesthetics. Tom Milton, Selle An-Atomica's creator, explained that the slotted saddle design allows for the asymmetry of the sit bones and the left and right flexing of the pelvis. After riding, I can say this is the most comfortable saddle I've ridden. Highly recommended. Available from select bike dealers in a variety of colors with black or copper rivets. — Amy Walker



PORTLAND DESIGN WORKS GRIPS
ridepdw.com

MSRP \$50 USD

Two types of grips: leather and bamboo — which are installed easily and are very comfortable as well as stylish. My personal favourite are the leather grips — seem to do fine in the rain and are not slippery when soaking wet which the Bamboo ones can be. — Jonathon Reynolds

ERGON GP1 GRIPS
ergon-bike.com

MSRP \$29.95 USD

Designed to relieve pressure on the ulnar nerve by increasing palm contact with the grip surface, the comfort provided by these grips is a significant benefit. Anyone who has experienced the shooting pains from long rides or poor hand positioning will appreciate them. Take care to position the grips at the riding angle best for you. — Amy Walker



BELL VARIANT HELMET
bellbikelhelmets.com

MSRP: \$90 USD / \$119 CAD

At home on the street or trail, despite the overall mountain bike style the Variant doesn't scream 'sporty'. The muted color palette and minimalist detailing lend it a subdued look, adept at matching casual urban attire. It fits like a glove, due to the Twin Axis Gear (TAG) strapping system, and is molded, not glued, for durability. Pluses: low-key look & great fit. Minuses: a tad pricey! Available in seven color schemes and three sizes. — David Niddrie



RECUMBENT RAGTOP
recumbentragtops.net

MSRP: \$199.95 USD

Do you ride a recumbent bike or trike? Want some protection from sun, rain, showers of frogs? Then the Recumbent Ragtop may be just the thing for you. Made in Florida with well designed, quality parts and at a price (\$200) that is well below that of some similarly intended European products. At moderate speeds, perhaps surprisingly, it was not much affected by wind or air resistance, once I had it properly adjusted on my RANS V2. Not for 'go fast' riders looking for an aerodynamic edge, but for practical utility use it certainly beats trying to hold an umbrella while riding. And you will be noticed — perhaps a safety feature. Plus, if you have a kayak it will work on that, too — imagine paddling under cover in the rain. — Ron Richings

PLETSCHER ZOOM ADJUSTABLE KICKSTAND
pletscher.ch

MSRP: \$15.95 USD

This bike looks like it just grew a sleek cyborg leg, but it's actually a Swiss-made Pletscher Zoom Kickstand. The stand is easy to install, despite the confusing instructions, and adjustable. The leg has about 8 cm (3") of adjustment so it will fit a range of bike sizes. Quite sturdy, and looks great! Available in black or silver. Check your local shops. — Terry Lowe



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Tires & Pumps



CONTINENTAL COUNTRY PLUS
700 x 37
conti-online.com

MSRP: \$39.95 USD / \$45.95 CAD
A good choice for commuters who also like some gravel trails. Enough tread to keep rubber on the pavement when it rains and give some grip on looser surfaces. The reflective sidewalls are a nice safety feature. Easy to mount. Available in: 700 x 37, 42, 47mm & 26" x 1.75". — Jonathon Reynolds



SCHWALBE MARATHON
700 x 35
schwalbetires.com

MSRP: \$37.95 USD / \$37.95 CAD
Tough sidewalls and an aggressive tread make this tire great for the daily commute as well as easy trails. The Kevlar threads woven throughout make it remarkably tough. The rubber is sticky on wet pavement yet has minimal rolling resistance. Don't know how they do it but it is a perfect compromise. — Jonathon Reynolds



SERFAS SECA RS FOLDING ROAD TIRE
700 x 23
serfas.com

MSRP: \$37.50 USD
A true folding tire which gets very small in your pack. With the FPS flat protection system the only downside to this tire is the occasional difficulty getting the bead to sit smoothly on the rim — once pumped up it is perfect. Very little to no tread. — Jonathon Reynolds



VITTORIA RANDONNEUR HYPER
700 x 32 or 700 x 35
vittoria.com

MSRP: \$45 USD / \$50 CAD
Incredibly tough tire great for commuting or touring. Tough Kevlar bead combine with triple layer puncture shielding and a tread pattern that keeps water out and the rubber on the road. A high quality, long lasting tire. — Jonathon Reynolds



PLANET BIKE STX FLOOR PUMP
planetbike.com
MSRP: \$44.99 USD / \$47.99 CAD
Double valves, extra fittings and easy to read pressure gauge make this a great pump. — Jonathon Reynolds

PARK TOOL HOME MECHANIC FLOOR PUMP
parktool.com
MSRP: \$40 USD

Smooth action, powerful and neatly designed to store in a small space. This is a great no-nonsense tool. Built for everyday use. — Jonathon Reynolds

AXIOM PROPEL AIR PRO ALLOY
axiomgear.com
MSRP: \$77.99 USD / \$89.99 CAD
Well designed professional quality floor pump with very accurate pressure gauge. — Jonathon Reynolds

LEZYNE ALLOY FLOOR DRIVE PUMP
lezyne.com
MSRP: \$69.99 USD / \$79.90 CDN

Simply beautiful — a classic design that looks antique, retro or brand new depending on who you ask — timeless I guess. Works well, requires changing fittings to switch between valves. A bike fetish piece. — Jonathon Reynolds



BLACKBURN AIR STIK SL CARBON
blackburndesign.com
MSRP: \$49.99 USD / \$60 CAD

At just 51 gr this pump is slightly larger than a pen but delivers full sized frame pump power. Only drawback — it is easy to lose. Presta specific valve. — Jonathon Reynolds



LEZYNE ROAD DRIVE L
lezyne.com
MSRP: \$ \$44.99 USD / MSRP \$49.50 CAD
Old school frame pump shrunk to new size with lots of power — more than most full size frame pumps! Presta specific valve. — Jonathon Reynolds



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queenbee-creations.com

MSRP: \$36 USD/\$38 CAD

Handmade in Portland, OR, this PVC-free faux leather hip holster is great for any activity where you need to carry only the bare necessities and want your hands free. Wear it on the strap provided, or slide it over your own (up to 2") belt. — Mia Kohout



B. SPOKE TAILOR ARM WARMERS

bspoketailor.blogspot.com

MSRP: \$50 USD (includes shipping)

The perfect winter accessory, B: Spoke Tailor's arm warmers are made from recycled sweaters and inner tubes. From November to March, these stylish and functional arm warmers never leave my side. And if you know how to use a sewing machine, you can make them yourself! — Mia Kohout

NAU SHROUD OF PURRIN TRENCH

nau.com

MSRP: \$350 USD

Clean lines, manoeuvrable (key for on a bike), water resistant (not waterproof), comfortable, stylish, and a perfect fit. This jacket is perfect for fall, spring and warm winter days. Nau is a company based in Portland, OR that makes sustainable clothing for the modern mobile life. Availability: online + Nau outlets, US only. Available in Canada fall 2010. — Mia Kohout



NUTCASE HELMET

nutcasehelmets.com

MSRP \$50 USD / \$60 CAD

Finally, a helmet that is stylish and fun to wear! The M/L is a perfect fit for most women I know. Minuses: My head gets sweaty on hot days in the summer. — Mia Kohout

NANTUCKET BIKE BASKET

nantucketbikebaskets.com

MSRP: \$40 USD / \$49.99 CAD

Easy to take on and off almost any bike, these baskets come in a very attractive range of styles. Availability: US and Canada bike stores — Mia Kohout



SERFAS ST-SL SLIMLINE CHROME MINI TOOL

serfas.com

MSRP: \$22 USD

A bargain and quite effective. Includes 11 tools plus a chain breaker — and this chain breaker really works! Since everything is permanently attached it is impossible to lose any pieces in the bottom of your bag. The range of tools here will cover most on road repair needs and this tool is small enough and light enough to always have with you.

ABUS LOCK

See page 33 for review



ABICI GRAN TURISMO DONNA

abici-italia.it

MSRP: \$950 USD/ \$950 CAD

Simple, elegant and fun — this gem is designed to look like a classic! This steel frame single-speed Italian "cruiser" bike comes with a full chain guard and Brooks saddle and is ideal for relatively flat terrain. Pluses: This bike is a beauty! Its simplicity also means it should be relatively low maintenance. Minuses: Not ideal for a place with big hills. — Mia Kohout

Fenders



**VELO ORANGE POLISHED
53MM ZEPPELIN FENDERS**
velo-orange.com

MSRP: \$50 USD
Inspired by classic French models, these aluminum fenders give your bike maximum protection from rain, puddles and road gunk. Designed to be "one size fits all," which means that some thought and ingenuity might be needed when they meet your particular bike. Persevere: these fenders are well worth it. Unlike most generic plastic fenders, these are extra-long and prevent your wheels from spraying your chainrings and bottom bracket with mud, wet leaves and other unmentionables. Your reward will be riding through a puddle half a block long and seeing how precisely they direct the spray away from your bike. Recommended. — Terry Lowe



SKS RACEBLADES
sks-germany.com

MSRP: \$59.99 USD / \$73.90 CAD
Designed to fit race-style bikes (with narrow 700C tires) without space or fittings for full fenders or when you don't want to leave fenders on your bike permanently, these attach to seat stays and front fork with the use of rubber straps. Significantly reduce road spray and completely block the uncomfortable jet of water that freezes your backside. Small flaps that fit on the end of each fender to reduce spray work very well. Pricy but high quality. — Sean McKibben



**PLANET BIKE
CASCADIA FENDERS**
planetbike.com

MSRP: \$54.99 USD
Simple to install — tried on three different bikes — and the massive mud flaps keep spray to a minimum. A bit flexy until the final screw is tightened then they seem bomb proof. — Lily Yumagulova

**AXIOM RAINRUNNER
FENDERS**

axiomgear.com
MSRP: \$56.99 USD / \$63.99 CAD
Simple to install — even over disc brakes and a rack. Give excellent protection from front and back spray. Extra flaps protect feet from puddles. All round fantastic fenders which look like they will last a lifetime. — Jonathon Reynolds

**ZEFAL PARAGON
MUDGUARDS**
zefal.com

MSRP: \$38 USD / \$39.90 CAD
The combination of shape and the added coverage afforded by the rubber extensions do an admirable job of keeping spray off of the riders face and feet. Standard black plastic construction with a moulded leading edge for the front fender attached to the bike by wire stays and light-weight steel flanges. Aesthetically pleasing design but we are not sure about longevity — one attachment flange broke after only 100 miles of riding. — Robert Church



VELOCITY CHUKKER RIM
velocityusa.com

MSRP: \$79 USD / \$79 CAD (each rim)
Velocity Deep V rims surface area allows bikers to express their love of colour, and their slender profile is built for speed. Fixed gear trick riders and polo players have especially embraced these solidly-built rims because of Velocity's dazzling array of colours and patterns — but polo and freestyling are high-impact sports and demand beefier equipment. Behold, the Chukker — a deeper, wider mountain bike style rim (32 mm deep, 24mm wide) with a slightly thicker wall to withstand the punishment a polo player can mete out! Sizes: 700c (available in 32-, 36-, 48-hole drillings) / 26-inch (available in 36-, 48-holes drillings) colours: black, bright silver, bronze, olive mist. — Amy Walker



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Does Cycling Make **ME SICK?**

LAST SPRING I shared my dirty little secret that sometimes I hate riding a bike. This winter I wonder if cycling hates me.

I've been bike commuting all my life and for many of those years, I've had a chronic cough. It's a deep, seal-like bark that starts with a tickle in my throat and erupts into chest-wracking spasms. Minutes after stepping inside after a ride, the hacking starts and my friends wonder how I've managed to hide a two-pack-a-day habit.

The thing is: I don't smoke. I've never smoked, and the only vice I'm guilty of is my addiction to tasty beer and tearing through town on a bike. I ride my bike to my chiropractor, who lauds my healthy lifestyle as she adjusts my spinal subluxation; and I ride my bike to my massage therapist, who pinches my seized trapezius muscles into submission.

"Do you ever see those photos of road racers at the podium?" asked Francois one time as he squeezed a rock-like cord of muscle in my neck. "They stand up there and they're all round-shouldered from years of bending over their handlebars – like you!"

I also ride to my family doctor who always seems a little surprised to see me as if – being a cyclist – I should be the picture of health. I visited her recently, and we discussed a three-pronged approach to diagnosing my decade-old "smoker's cough."

"You still have that?" Dr. Barton asked as she scanned my charts. I nodded and popped a throat-soothing Tic Tac into my mouth.

Dr. Barton explained that my cough could be caused by any number of things, so I'd need to try a few different tests. First, along with some diet adjustments, she suggested over-the-counter tablets to reduce acid reflux. It could be that excess digestive gases from chipotle tacos were rising from my stomach and irritating the base of my throat. I gave it a try and kept riding my bike.

Next, she sent me for pulmonary testing. I repeatedly emptied my lungs into a machine that measured the strength and volume of my exhalations. I was fascinated to learn that I could hold four liters of air (I imagined four green bottles of Sprite), and that I had "exercise-induced asthma."

Apparently cycling is a common trigger of asthma attacks, and entering a warm room after a cool ride can swell the airways and bring on one symptom of mild asthma: a dry, wheezy cough. I filled a prescription for

blue and orange inhalers and tossed them in my pannier.

Finally, I rode my bike to our third prong, an allergist. He asked about the things that surround me in day-to-day life – pets, bedding, food, plants, air – then pressed skin-piercing allergens into my forearm.

"So, you're allergic to dogs and cats..." He peered at a series of raised dots on my arm, "...and mold and dust..." He peered again, "...and feathers."

"What about cycling?" I asked, half-joking. "Am I allergic to cars?" I figured that – though I don't inhale cigarette smoke – I do breathe daily doses of carbon monoxide when I'm behind idling cars at intersections. The allergist looked at me as if he didn't get the joke, then handed me a brochure called "Tips on Mold Avoidance."

Grist.org readers have asked Umbra Fisk similar questions, but when the columnist did a little research on the subject, she found that cyclists actually encounter fewer pollutants than car passengers.

"Chemicals and particulate matter flow from car and bus and taxi engines and into the mini-weather system of the traffic zone," wrote Fisk. "The nasties are densest at the middle of the traffic zone, and less intense on the edges."

"Basically, studies show you get the biggest hit of the nasties when you're inside a car. Sure, a personal Mobile Emissions Source appears hermetic, but it's an illusion: MES occupants are very close to sucking on the tailpipe of the MES just ahead of them."

Does cycling make me sick? It curves my back, rounds my shoulders, fills my lungs with cold air and mold spores and increases my exposure to car exhaust, burritos and liver-soaking ales. But sometimes a girl needs to live life on the edge.

"You gotta quit those cigarettes!" joked my friend Colin recently when I joined him, hacking, in a chipotle-scented corner of our favorite taco bar.

"Yeah," I said, pulling off my helmet and blowing into my handkerchief, "And that'll happen as soon as we finish that delicious pitcher of IPA." ☘

Does cycling make you sick? Write MOMENTUM and share your story, or tell us online at www.momentumplanet.com. Ulrike Rodrigues lives, rides and writes in Vancouver, Canada. Read more adventures at www.ulrike.ca.

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What to Do with All THESE BIKES?

WE TRIED KEEPING our piles of bikes in many places: the garage, the backyard, even on the porch. Eventually I devised a two-level hanging rack. It's easy to build with a minimum of tools and stores almost twice as many bikes in the same space as a standard hanging rack. The bikes are easy to get in and out, and this rack works in a garage, foyer, porch or yard. You just need a wall or some posts.

Measure the width of the wall you plan to use. You need one foot (30 cm) per bike plus another foot. So, four bikes will fit in five feet (1.5 meters) at the widest point. Once you've figured out how long the rack will be, you need two pieces of wood (2x4s) of that length. Home improvement stores can often cut the wood to length for you.

WHAT YOU NEED

- ▶ Two wood 2x4s, as long as your rack will be (and a saw to cut them to length if needed)
- ▶ Drill
- ▶ Wood screws between 3" and 4" long (8-10 cm)
- ▶ Large metal screw-in hooks (available from most home improvement stores)
- ▶ Plastic tubing that will fit over the metal hooks (I used 7/16" tubing) or some old inner tubes.
- ▶ A stud sensor (or you can make one by hanging a magnet from a piece of string)
- ▶ Tape measure
- ▶ Pencil
- ▶ *Optional:* A plywood sheet the width and height of the rack to protect the wall from tire marks.

Correct spacing of the bikes both horizontally and vertically is the secret to this double-level rack. To prevent the bottom row of bikes from flopping around, their rear wheels must be off the ground, so the bottom row of hooks should be at a height of 65" (1.65 m). The top row of hooks should be 14" (35 cm) higher than that; this keeps the top row handlebars and cranks clear of the bottom row.

In a house or garage, your rack needs to be screwed into the "studs" (the vertical frame timbers); use a stud sensor or a magnet on a string to find these. Measure up from the floor and mark the spots where you will attach the rack; both ends of each 2x4 piece will have to be screwed into a stud.



FOUR BIKES IN A HALLWAY NEVER LOOKED SO SMART. BELOW: COVERING HOOKS IN PLASTIC TUBING OR INNERTUBE HELPS PROTECT YOUR BIKE. PHOTOS BY DAN GOLDWATER



Find a drill bit a bit smaller than the diameter of the wood screws. Use this to make "pilot holes" in the wood; the screws will go in easier and won't split the wood. Have a friend hold the first 2x4 on the wall in the correct spot. At each stud, drill two pilot holes through the 2x4 and into the wall. Remove the 2x4 and drill the holes deeper into the wall. Place the 2x4 on the wall again and screw in the wood screws all the way.

It's time to add the hooks that hold the bikes. All home improvement stores seem to stock the identical "bike hook" – large metal hooks with a thin rubbery coating. The hook part is fine but the coating soon gets ripped up. You don't want a bare metal hook scraping your rims, so wrap the hook with

an old innertube, or slip some flexible plastic tubing over the metal hook.

Drill pilot holes for your hooks into the rack. On the bottom row, space the hooks two feet (60 cm) apart. On the top row, offset the hooks by one foot (30 cm), and again space the hooks two feet apart.

You're done! And your mess of bikes is history. Please note that your bike tires will leave marks on the wall; if you want to keep things "nice," I recommend putting a thin sheet of plywood across the whole wall before attaching the rack. 🚲

Additional construction notes and photos can be found at: instructables.com/group/momentum

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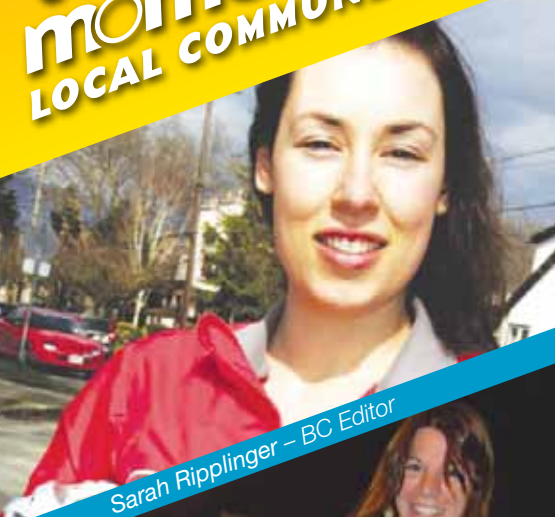
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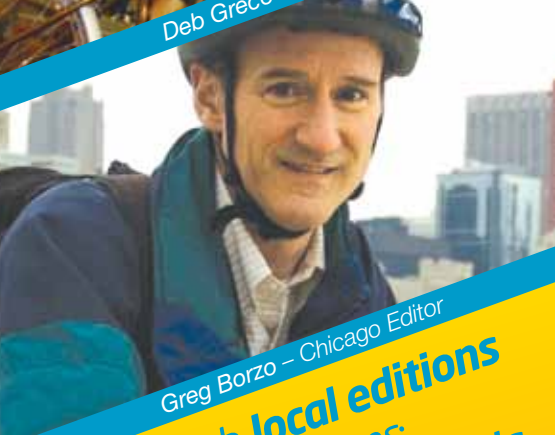
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CYCLING, COMMUNITY & ART ▶ A POTENT COMBINATION

YOU ARE LOOKING at a mural by Robin Corbo, with the assistance of many volunteers, which is one side of the Community Cycling Center in North East Portland, Oregon. The center of course has bicycles, but more importantly has deep roots in the community.

Since 1994 the center has gathered support, withstood an out of control truck and grown to its current complement of almost 20 employees and 8,000 community supporters.

For more on the center see tinyurl.com/yjvcflh



PHOTO BY RON RICHINGS



FLICKSHAW! ▲ A THEATRE YOU PEDAL

FROM LONDON, ENGLAND comes this very fancy two-seater theatre. Replete with soft velvet seats, a custom screen, surround sound, and drink holders this is just the thing for you and your honey to spend some quality time in.

Built by Bugsbugs on a Rickshaw chassis it weighs about 100 kilograms. When not travelling (slowly) around London, the audio and video systems can be powered by two people pedaling a couple of built in generators. And since it was sponsored by Sir Richard Branson's Virgin Media, it is also inevitably equipped with two comely "usherettes."

Would certainly make a unique, romantic and interesting gift. Fortunately, one is for sale via bugsbugs.com at a modest £8,000 FOB London.



PHOTOS BY BUGSBUGS.COM

TAKING BIKES TO NEW HEIGHTS ▶

SURPLUS BIKES HAVE been used in various "artistic" ways to create piles, parades, sculptures and suchlike, limited only by the imagination of the creator.

However this "Bike Tree" in Dali, Taiwan takes the concept to new heights. Writing this not too long before Christmas, imagine it with some lights, a bit of tinsel and a few decorations. Perhaps the ultimate bikey Christmas tree. ☺

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