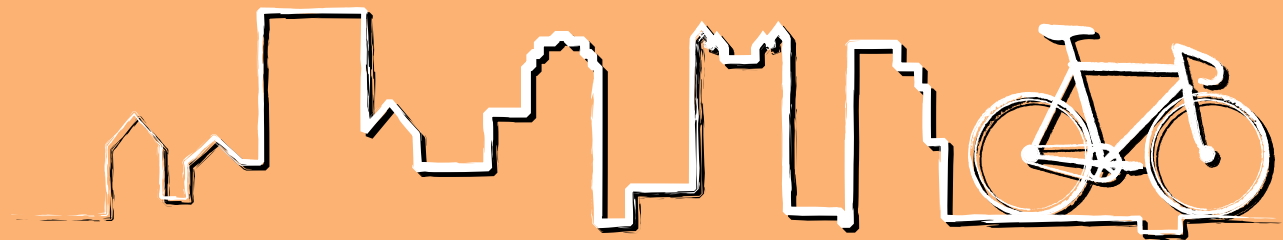


BAMBOO BIKE STUDIO • GORILLA OR GO HOME • FIXED GEAR GIRL TAIWAN



URBAN VELO

Bicycle Culture on the Skids

Issue #18 • March 2010



RIDING INSIDE
The Track
VELODROME RACING DOWN UNDER

PULLING CRANKS • ADVOCACY BENCHMARKING • Download this issue free online URBANVELO.ORG

Commute in style.

CONQUEST CLASSIC Durable and responsive 4130 Chromoly frame and fork with multiple frame and fork eyelets for ease of fender and rack mounting. Shimano Tiagra 9 speed shifters, 105 rear derailleur and a FSA Vero triple crankset. Ready for your adventure, the Classic is equipped with sturdy aero shaped Alex 32 hole disc wheels, Hutchinson 700 x 28c road tires and all weather Avid BB5 road disc brakes.



REDLINE

REDLINEBICYCLES.COM

METRO SPORT Not everyone wants or needs drop bars, so here is our ever popular Conquest series made into a flat bar flyer. The Metro Sport is spec'd with lightweight SRAM X 5 trigger shifters and derailleurs with a wide range of 27 speeds. Disc ready wheels and tabs on the frame make conversion to disc brakes convenient.



Walex says
SUBSCRIBE



6 Issues = \$18 US/\$40 WORLD

URBANVELO.ORG

URBAN VELO
Issue #18

March 2010



Brad Quartuccio

Editor

brad@urbanvelo.org



Jeff Guerrero

Publisher

jeff@urbanvelo.org

On the cover: Burlesque performer Sarah Lea Cheesecake takes a spin on a classic Benotto. Photo by Andy White, www.fyxomatosis.com

Co-conspirators: Ed Glazar, Ellen Big, Tyler Bowa, Tim De Frisco, Cody Conrad, Eric J. Herboth, Roger Lootine, Marci Blackman, David Hoffman and Andy Singer

Urban Velo, PO Box 9040, Pittsburgh, PA 15224

Urban Velo is a reflection of the cycling culture in current day cities. Our readers are encouraged to contribute their words and art.

Urban Velo is published bi-monthly. That's six times per year, on the odd months. Issues are available for free download as they become available. Print copies are available online and at select bicycle retailers and coffee shops.

Printed in Pittsburgh by JB Kreider - www.jbkreider.com

All contents © 2010 Urban Velo, no unauthorized reproduction (online or otherwise) without written consent.



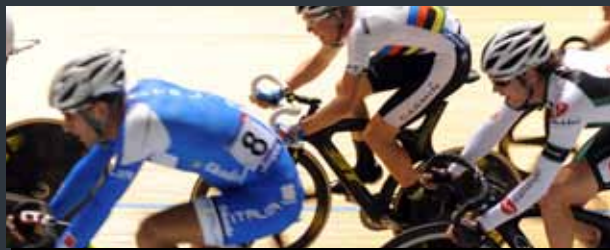
once you go track, you never go back

bikes and parts for everyday life
allcitycycles.com





Features



34 **Riding Inside—The Track**

Andy White

Sweat, shouting and searing pain are all byproducts of the intense competition at the velodrome. Andy White lives for these things. In this issue, he shares his love for track racing through words and photography.



42 **GORilla Or Go Home**

Eric J. Herboth

Gorilla aims to link the Italian frame-building tradition to the world of urban cycling. We take a look at the business and the sponsored riders testing their bikes on the track, in the street and on the polo court.



58 **Green-er Machines**

Marci Blackman

Deep in the heart of Brooklyn, a trio of cyclists have embarked on a project to make the world a better place. Or at least make some remarkably cool bamboo bicycle frames along the way.

Framebuilders hard at work in Brooklyn's Bamboo Bike Studio. Photo by Ed Glazar, www.tedwardglazarphotography.com



- 10 **Editor's Statement**
Brad Quartuccio
- 12 **Publisher's Statement**
Jeff Guerrero
- 14 **I Love Riding in the City**
Readers share their tales of city cycling.
- 50 **Gallery: Fixed Gear Girl Taiwan**
Ellen Big
- 56 **Residue**
Roger Lootine
- 66 **The State of the Union for Bicycling and Walking**
David Hoffman
The Bicycling and Walking in the U.S. 2010 Benchmark Report.
- 74 **Bikes on Film**
Jeff Guerrero
Emmanuel's Gift is the true story of an incredible man from Ghana.
- 76 **Crank Arm Removal**
Brad Quartuccio
For the home mechanic, a crank puller is indispensable.
- 80 **Layering for Springtime**
Jeff Guerrero
Dressing for spring's unpredictable weather can be tricky.
- 82 **DIY Chaining Bolt Tool**
Brad Quartuccio
Got an old cog and a grinder? You're all set.
- 84 **Fantasy Bicycle #5 - James Bond**
Andy Singer



American-Made Expandable Cargo Backpacks with a Lifetime Warranty.

missionworkshop.com

Editor's Statement


By Brad Quartuccio



Returning to whence we came, just weeks ago I visited for another dose of a Minneapolis winter and another run at the Stupor Bowl, the longest continuously running alleycat in the country. The coasts typically get the glory, but that hardly means the middle of the country is devoid of bike culture. Quite the opposite, the Midwest may not be as visible as the likes of New York City and San Francisco but it isn't for lack of happenings, just for lack of screaming so loud that everyone knows about it.

Twenty some degrees, snow covered roads and 300-some attendees. Beyond the event itself, racks and bikes are everywhere with a shop on seemingly every other block. It's no wonder that that Alliance for Biking and Walking found that Minneapolis has the most bike racks per capita of any large U.S. city, the bike culture is remarkably pervasive especially considering the rough winters.

Looking back it's not surprising that in more ways than one Minneapolis was a pivotal city in the development of Urban Velo. From Cars-R-Coffins to the Stupor Bowl road trip that secured it all, even my first exposure to singlespeed mountain bikes came through Minneapolis. I've been home for all of a week and I'm already scheming about my next run.

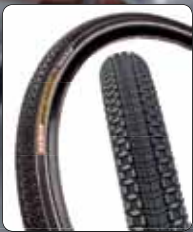
Three years, eighteen issues. Much has changed and matured within the scene as the bandwagon packed up and left town. Cities have had noticeable increases in not only ridership, with some updating facilities and infrastructure to deal with the new bike boom. Fully new niches of city riding have appeared and matured in this relatively short time; city cycling has come into its own with new brands and faces taking over the industry. Here's to the next three, and many miles in between. 

We want your words. Send your editorial contributions to brad@urbanvelo.org

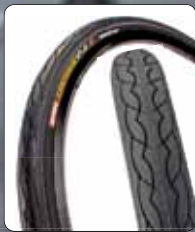


Life in Motion!

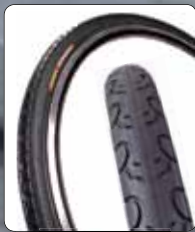
It doesn't matter if you are in New York, San Francisco, or Columbus, Ohio; Kenda has you covered for all your commuter tire needs. Choose from a variety of tires featuring K-Shield and Iron Cap flat protection, as well as reflective sidewalls so you can keep your life moving full steam ahead no matter what the day or night throws at you!



KWICK TRAX



**KWICK ROLLER
SPORT**



KWEST



KLASSICS



KADENCE

KENDA

KendaUSA.com

Publisher's Statement

By Jeff Guerrero



If you follow the most popular urban cycling blogs, you've probably heard of the Fixed Gear Girl Taiwan blog. The tagline, "We are hot and god damn love fixed gear!" pretty much says it all, but is there more of a story?

Some people may posit that the blog offers little more than image. After all, they're not racing, or pulling off extreme stunts. Yet there are probably more photos of Mao, Rita, Green, Coco and company than there are of Austin, Wonka and Shino. Their clothes don't appear threadbare from the perils of year round commuting, and their bikes are clean and new, outfitted with the latest and greatest parts and accessories. But is that really such a bad thing?

Consider the impact of testosterone-laden extreme sports on the past two generations of teenage boys. Although most kids will never huck off anything more than knee high, the action sports industry has capitalized on the image to the tune of millions and millions of dollars. There are more dirt jump bikes and skateboards in circulation

than ever before, which not only bodes well for the serious rider's chances of scoring a sweet deal on eBay, it means that at least a certain amount of the kids who bought into that image got off the couch. In the end, Tony Hawk and Dave Mirra got millions of kids to go outside and have fun.

But how do you reach an audience who doesn't necessarily want to compete, or risk life and limb in the pursuit of entertainment? There are certainly thousands, if not millions, of potential cyclists out there who just haven't been inspired yet. Maybe some of them would like the idea of cruising around the city streets in style, getting pizza with their friends and goofing around in the center of town. It's definitely a little more appealing than the gritty image urban cyclists often portray.

Not that everyone needs to follow their lead and start a blog to broadcast their Friday night rides to the world, but what could be better than thousands of women around the world forming their own cycling clubs like the ladies of Fixed Gear Girl Taiwan?



Urban Velo issue #18, March 2010. Dead tree print run: 5000 copies. Issue #17 online readership: 55,000+

A PEDAL THAT WORKS HARD,
BUT PLAYS HARDER.

CRYSTAL



www.vpcomponents.com

VP-578

© 2010 VP Components

VP COMPONENTS CO LTD, 816 CHANG SHENG RD, WAIPU 438, TAIWAN. TEL +886 4 2683 5001

i ♥ riding in the city



Photo by Tyler Bowa, www.peoplesbike.com

NAME: Andy How

LOCATION: Shanghai, China

OCCUPATION: Customer Service

Where do you live and what's it like riding in your city?

I am Chinese, now living in Shanghai, China. The roads are bad, but improving. Shanghai's winter is cold, but I'm not afraid to keep riding every day.

我是中國人，現在住在中國上海。現在到處修路，但世博會以後應該就會好。上海冬天很冷，但我不怕，堅持每天騎車。

What was your favorite city to ride in, and why?

Guangzhou, China is my favorite city because it's my hometown where I grew up, I know all the roads and alleyways. I also won some competitions there.

中國廣州是我最喜歡的城市，因為它是我的家鄉。我在那里長大，認識所有大街小巷。還在那裡拿到一些比賽獎項。

Why do you love riding in the city?

I like to go everywhere on my fixed gear because I hate traffic jams. Sometimes the crowds, the police and the other vehicles try to hold me back, but I use my skills to get even!

我喜歡去哪裡都騎我的 fixed gear，因為我恨塞車。有時候人群，警察，車輛會嘗試阻止我，我會用我的技巧全身而退！

Or just say whatever you want about riding in the city...

I love riding fixed, and I hope to become ever faster. I will continue to participate in alleycat races, and will help organize more events.

我愛 fixed gear，希望可以越騎越快。我會繼續參加 alleycat 比賽和組織更多活動。

SOAP

GETTIN' SICK IN HOSTILE CITY!



© SE BIKES/Advanced Sports, Inc. 10940 Dutton Rd., Philadelphia, PA 19154 Phone: 215.624.3654. All Rights Reserved.

Velocity
The Best of the Best



i ♥ riding in the city



Photo by Jeff Guerrero

NAME: Hannah Thompson
LOCATION: Pittsburgh, PA
OCCUPATION: Student Artist

Where do you live and what's it like riding in your city?

Riding in Pittsburgh can be tough, and not just because of the hills. Currently I'm living about eight miles from downtown, and part of my route is a busy road. I am often cut off, and people drive too close for comfort. I feel as though there's not enough respect on the road. Along with that, sometimes the potholes make it tough, because you might want to avoid one, but if you do, you might be in the line of traffic.

What was your favorite city to ride in, and why?

I've only ridden in a few different cities. I appreciate the bike friendliness in Chicago, but not the flatness. I love riding through the scenic warehouse districts in Cleveland, and in Providence, RI. I'm big on scenic rides. Cleveland has potholes that could swallow you whole. I appreciate riding in different cities for different reasons.

Why do you love riding in the city?

I love riding in the city because of the perspective it gives me on the world around me. I feel so much more connected to everything around me when I ride my bike around. I love the feeling of being able to look around and if I'm alone on the street I can just stop and stand or park my bike anywhere. For me riding a bike promotes the idea of being here now, which is an important idea for me.

Or just say whatever you want about riding in the city...

Sometimes the only thing that will do is riding down a hill and letting the cold wind smack me in the face—the potholes jostling me around and almost getting swiped by a car because it reminds me of the world we live in and brings me into total reality. I don't always live in that reality, because sometimes I just can't bare it.

I know that collective consciousness is a factor in this, if I do a lap around the city, I've picked up a lot of different energy and information from a lot of different places, and that energy getting passed on creates an environment and a certain feeling for a day or a time period. My mental health requires me to ride.



www.knog.com.au

NEW Frog Strobe

5 x Brighter

Waterproof

12 colours

Flexible

TO KYO

i ♥ riding in the city



NAME: Marcus Garcia

LOCATION: Denver, CO

OCCUPATION: Messenger

Where do you live and what's it like riding in your city?

I live and ride in Denver, CO. I've been a messenger here for over 22 years. Riding in Denver is a beautiful mix of ever changing weather conditions that more than likely includes some sunshine. Denver is fairly bike friendly and the bike culture here continues to evolve. Commuting to and from downtown is rather easy via bike paths if that's your thing. Being surrounded by the Rocky Mountains is beautiful unto itself, not to mention that you can pursue any type of cycling venture, either in Denver or its surrounding area. Oh, did I mention that it's beautiful? I'm just sayin'.

What was your favorite city to ride in, and why?

It may be cliché, but San Francisco. I was out there during the NACCC a few years ago, and it really is like a big skatepark. A beautiful city with endless adventure... I'm down.

Why do you love riding in the city?

At this point its kind of just what I do, or have to do. If I don't ride, I start to feel crappy and lethargic like an addict without a fix. I need to ride. Plus it's created the wonderfully rich life I'm glad to have.

Or just say whatever you want about riding in the city...

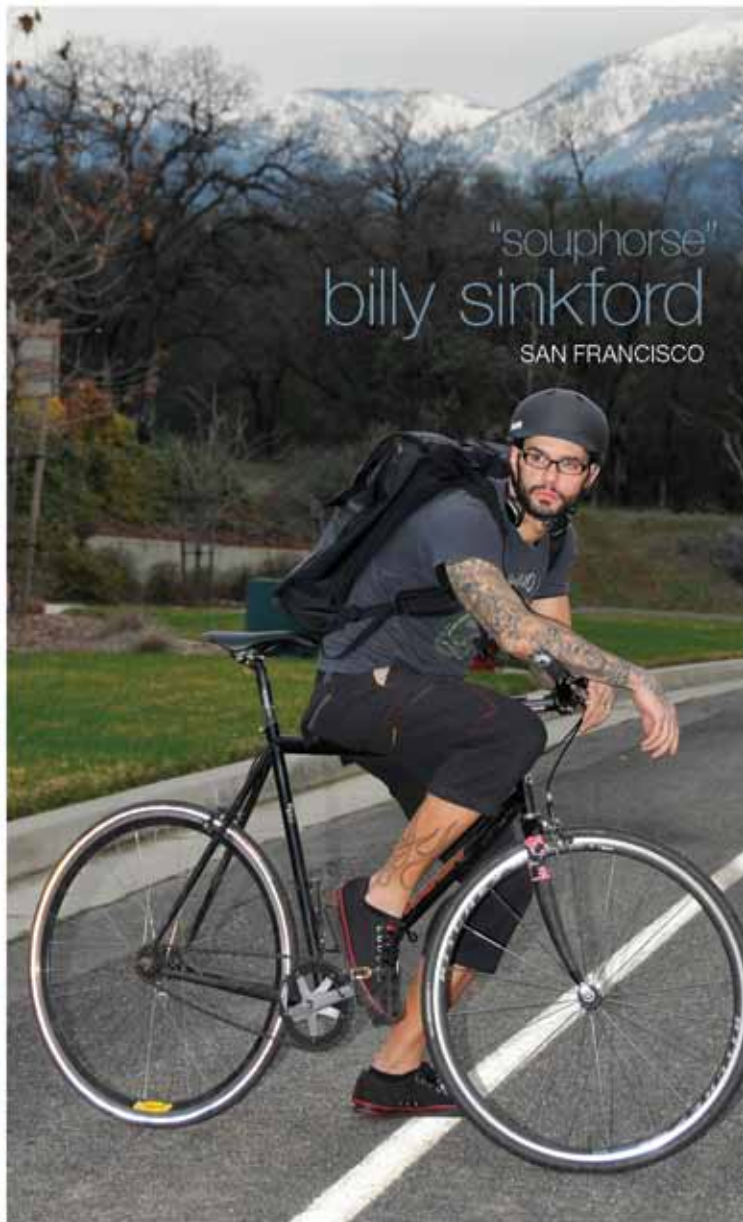
If some is good more is better. Git some!

Bern is available at:

Freewheel Bike Shop (415) 643-9213 Box Dog Bikes (415) 431-9627 Manifesto Bicycles (510) 595-1155



photo Jeff Worthington



bern
bernunlimited.com

i ♥ riding in the city



NAME: Aaron Pratt

LOCATION: Columbus, OH

OCCUPATION: Youth Corruption, Graduate School

Where do you live and what's it like riding in your city?

Columbus is a city that used to have a werewolf... or I should say, still does. Sometimes when I ride to Dirty Franks to eat hot dogs, what appears—at least prima facie—to be the wind's howl is actually Michael J. Fox as a nastier version of Teen Wolf riding Nicole Kidman's bike from *BMX Bandits*. Fortunately, Christopher Columbus still manufactures silver bullets, so it's only a temporary problem. Columbus also has a very fine replica of the Santa Maria. I recommend riding to it.

What was your favorite city to ride in, and why?

Roughly a fortnight ago, I dreamed that I installed a flux

capacitor on my Vivalo and rode to 12th-century England. I had lunch with Gerald of Wales and then pulled off some flawless Hadrian's Wallrides. Even though the wall was already more than one thousand years old at that point, a constable still gave me a citation. I think I like Columbus better.

Why do you love riding in the city?

I love riding in the city because it saves me a rather significant amount of money and because I love to eat. There are, as you may very well know, many eateries in mid-size cities like Columbus. In order to get to these places, I ride my bicycle. I once had the idea that I could ride to Thai Tanic in Washington DC faster if I rode two bikes at the same time, but it didn't work out. Bummerzone.

Don't Buy This...

thick&lick

URBAN ARMOR CASING



Freedom
BY WTB

...Buy the MOVEMENT

JOIN →
~~learn more about~~ the movement @ freedombicycle.com

i ♥ riding in the city



NAME: Antoine Leneuf

LOCATION: Paris, France

OCCUPATION: Business Development for Misericordia Ethic Clothes

Where do you live and what's it like riding in your city?

I recently moved to Paris for work. It's quite crazy to ride in—dangerous because of cars—but it's one of the best ways to get around. And Paris is very scenic. Even when you don't have your bike with you, you can just rent a Velib' bike and go!

What was your favorite city to ride in, and why?

I love the city of Lyon. I studied there, and I was always riding around with my friends on a three-person tandem! Lyon is a city very adapted for cycling; there are many cycle paths, especially along the two rivers that cross the city.

Check out www.cabine13.com



WE WANT YOU TO CONTRIBUTE

Do you love riding in the city?

Can you answer a few simple questions and find someone to take your photo?

We want you to represent your hometown.

NAME:

LOCATION:

OCCUPATION:

Where do you live and what's it like riding in your city?

What was your favorite city to ride in, and why?

Why do you love riding in the city?

Or just say whatever you want about riding in the city. Poetry anyone?

Email your responses to jeff@urbanvelo.org



DURO
DUROBIKE.COM

Trail Shine

Sidewall Technology



AWARD 09

Stinger City-Urban 700X23C / 700X25C / 700X28C

durobike.com

i ♥ riding in the city



NAME: Sean Carter

LOCATION: Calgary, AB

OCCUPATION: Bike Shop Owner

Where do you live and what's it like riding in your city?

Riding in Calgary is actually really good. We have what is probably the biggest network of bikeways and pathways in North America—almost 600 miles. The roads tend to be pretty wide and mostly residential. We also have urban mountain bike riding in the river valleys that is incredible, Calgary Olympic Park (chairlift MTBing) and Millenium Skatepark (mad street!).

What was your favorite city to ride in, and why?

My favorite city to ride in is a toss-up between Montreal and Vancouver. Montreal is a little more entertaining due to the Quebecois “expressive” driving styles and Van-

cover is about as perfect a biking paradise as you can find in North America due to its awesome array of bikeways and greenways.

Why do you love riding in the city?

I love riding in the city because I feel more connected to my community when I'm on a bike, and getting around is just so damn easy. Well, most of the time, with the exception of the nasty winds and hills we have here sometimes!

As a friend of mine used to say, “The only thing better than a hill is a hill with a headwind.” True. But you could also say, “The only thing better than a hill is a hill with a headwind while riding a fixie!”

Velocity

YOUR OWN

QUALITY. CUSTOMIZED. WHEELS.
HANDBUILT IN GRAND RAPIDS, MICHIGAN

FROM PORTLAND TO AROUND THE GLOBE
WE HAVE WHEELS FOR YOUR EVERY NEED
FROM FIXED TO TOURING
COMMUTING TO MOUNTAIN
AND EVERYTHING IN BETWEEN
EVERY WHEEL IS PRIDEFULLY BUILT
AS IF IT WERE OUR VERY OWN



VELOCITY ROAD DISC WHEELSET

TI GREY FUSION RIMS
DT SWISS CHAMPION SPOKES
SILVER BRASS NIPPLES
VELOCITY ROAD DISC 6 BOLT HUBS
CONTACT YOUR LOCAL BICYCLE SHOP FOR DETAILS

www.velocityusa.com



i ♥ riding in the city



NAME: Acit Salbini

LOCATION: Taipa, Macau

OCCUPATION: Carpenter, Founder of PEONFX

Where do you live and what's it like riding in your city?

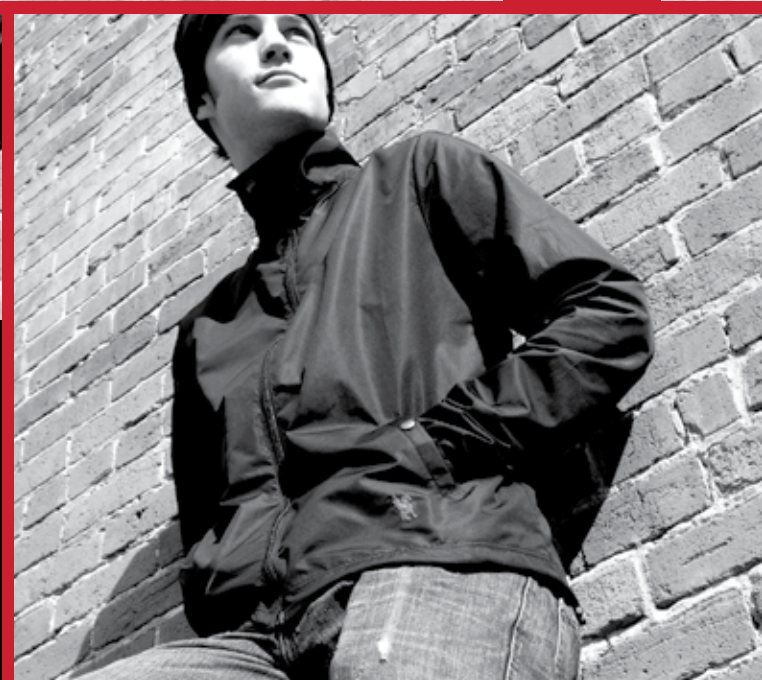
I'm currently living in Taipa, Macau, one of two islands that divide the country. Macau is the central business district with all the hustle and bustle, but it also has hills that kill. Taipa is nearly perfect for riding around, with less traffic and fewer hills. Riding fixed is a crime in Macau—if the police spot you with no brakes they'll try to confiscate your bike. There are three bridges linking Macau and Taipa, but none allow bicycles, which sucks!

There aren't many traffic lights in Taipa, so every single vehicle wants to go first. Driving antics in Macau are brutal—nobody signals and vehicles stop wherever they want.

Still, I love the morning rush hour, riding to work where the streets are my playground.

Why do you love riding in the city?

The perfect way to start my day is to ride to work. Feeling free with a fresh morning breeze at no cost. Love the rush and challenge in the morning. I beat those people who took the company transport. Have my music on, singing along to whatever is playing on my iPod. Once I get to work there are colleagues passing comments like, "Hey! You seem like you had a good night last night..." Nope it was the ride this morning.



ANZA & MARYSIA

WATER-REPELLENT WINDBREAKERS

chromesf.com

i ♥ riding in the city



Photo by Cody Conrad, www.codyconradphotography.com

NAME: Martha Retallick
LOCATION: Tucson, AZ
OCCUPATION: Graphic Designer and Photographer

Where do you live and what's it like riding in your city?

I'm in Tucson, AZ where summertime temperatures often reach 100 degrees or higher. Despite such tough weather, bicycling is very popular here. (Just be sure to drink plenty of water!)

The city itself is pretty flat, but if you're looking for hills, they're here too. Just point your bike north to the city limits. Won't be long before you reach the Santa Catalina Mountains.

What was your favorite city to ride in, and why?

Tucson! I first got to know this town on a bike back in 1987. Was bicycling from Phoenix to Mexico, then up to Canada, and I was using this ride as an opportunity to find a new place to live. Tucson won that competition hands down, so when the long ride was over I put myself and my bike on a plane and settled here.

Why do you love riding in the city?

Much of my riding is of the utilitarian sort—going to the post office, the food co-op, community meetings, that sort of thing. In this city, such a thing isn't uncommon. As a matter of fact, it's celebrated.



SKULLY®

SKULL LIGHT
SS-L324



FEATURE

- Funny advanced design
- Available to fits on any places of bicycle
- 2 Ultra wide-angle bright LEDs provide 20000 mcd brightness and visible up to 600 meters
- 9 Colors of flexible soft body with 4 colors (White / Red / Blue / Green) of LEDs
- Functions: Flash > Steady > Off
- Burn-Time: 100 hrs battery life
- Easy install, available on gauge Ø10 ~ Ø35mm
- Batteries (CR2032*2pcs) included



www.ilumenox.com
by S-Sun

i ♥ riding in the city



NAME: Mark Neal

LOCATION: London, UK

OCCUPATION: Bicycle Sales Agent

Where do you live and what's it like riding in your city?

I live just outside of London, on the fringes of suburbia in Claygate. It's nice out here and I have the Surrey hills very close for some off-road, or I can hop on a train or ride into London to suck on exhaust fumes with the rest of the rat race.

What was your favorite city to ride in, and why?

Now it was and to a degree still is London, because I'm a born and bred Londoner, but I have recently been to Barcelona and hired a bike to cruise round on. Barcelona is amazing on bike—beautiful buildings, parks and of course the boardwalk along the beach stretches for miles.

Why do you love riding in the city?

I love to ride in the city because of the freedom of movement you have against the slow moving almost stationary traffic! The feeling of swishing through tight gaps is exhilarating! Then when you are bored of the fumes you can slip peacefully into one of the many beautiful green spaces and relax.

Check out www.redbrick-productions.co.uk

NAME: Brian Kleiber

LOCATION: Burlington, VT

OCCUPATION: Student, Bike Mechanic

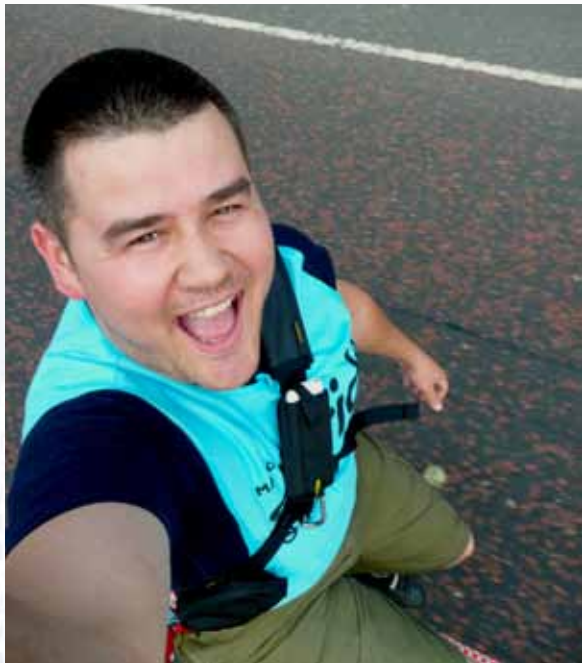
What was your favorite city to ride in, and why?

I've done a bunch of riding in New York City since I grew up in New Jersey, but the best city I've ever experienced on a bike would be Amsterdam. New York's fun but it gets extremely hectic and riding with your buddies becomes a lot less social. When I was in Amsterdam I cruised around the city for 10 days and fell in love with the bike culture. Everyone there rides and you see bikes everywhere you look. They have dedicated bike paths that run by and over the water and while you'd think this would make the riding mellow, it's actually the opposite. As a tourist, I remember stepping in the lanes a few times and nearly being taken out. But while you're riding, it makes you want to ride faster than everyone.

Why do you love riding in the city?

Riding in the city is a lot of fun because it adds a new level of excitement to something that's already a blast. Running errands is never something I put off because it gives me an excuse to ride my bike for a bit. I like that the first thing I do on any given morning is get on my bike and go to where I need to be. So cruising through Burlington, whether it's to school, my job, for an errand or for fun helps break up my day and give my mind a rest.

Check out www.culturecycles.com



ZERO FUSS.
INFINITE
POSSIBILITIES.



Mμ Uno

DAHON

www.dahon.com

i ♥ riding in the city



NAME: Wang Jing Jing

LOCATION: Bangkok, Thailand

OCCUPATION: Dreamer

Where do you live and what's it like riding in your city?

Bangkok, the city where bikes are faster than a Ferrari!

What was your favorite city to ride in, and why?

Bangkok, for sure. Where else in the world can your bike run faster than a supercar (in Bangkok traffic conditions)?

Why do you love riding in the city?

I feel freedom in every movement.

Or just say whatever you want about riding in the city...

Actually I love riding everywhere not just in the city. Whenever you ride with friends, your riding will be fantastic!

PUSH™



INSERT
LIGHT
HERE
4-1-10

Because cars come from all angles the Push emits a force field over 260° - 100 lumens of head-on power and two independent side emitting light pipes.

\$49.99 | 4.1.10

Princeton Tec

princetontec.com

CYCLING WORLD CUP Classics



RIDING INSIDE

The Track

Words & Photos by Andy White

www.fyxomatosis.com

As one half of the globe plunges into dark and damp, one side blossoms and heats up. Melbourne is blessed with two purpose built indoor board tracks, and over a dozen outdoor tracks within 30 miles of the city.

A dark blue silhouette of a cyclist in a racing tuck, wearing a helmet and riding a track bike. The cyclist is positioned on the left side of the page, with the bike's wheels and frame clearly visible. The background is a solid dark blue.

I love to ride indoors.

The night is hot. It makes for hot racing. The Club President notes it elevates testosterone levels and makes all the riders go crazy. I don't disagree.

"Scratch race, 25 laps, everyone start on the whistle, roll away" is the call. The timber creaks softly and the thump of the leading and trailing wheels ascending the boards echoes through the stadium. Slowly the pace winds up, the whistle blows!



Some kids have been watching too many Belgian kermesses, or their coaches have something to prove, and immediately serve up some hurt. They probably whispered the plan to each other while waiting on the fence. The surprise hit out catches half the large field off guard and two packs circle the infield like sharks surrounding a school of fish.

Flying into each bank forces the bike up the track. I drop my shoulders to keep it railing the black line, all the while saving precious energy by drafting the leading riders. Lead swings up as we approach turn three, then second wheel, obviously already found out by the pace and unwilling to do a turn. I find myself on the front. I motor hard, tucking even lower to split the wind that roars past my ears. I can sense that another few hard turns by our grappo and we will have reeled in the leaders.

Vintage
san marco 1935



concor
E' TORNATA!
IT'S BACK!



Regal



Rolls

san marco

SELLE FATTE A MANO DAL 1935





Suddenly there is a clang of pedals and spokes—a shockwave bursts through the pack and riders duck for cover like they are being fired upon. A tubular explodes and the bike veers violently down the boards nearly taking out the chasing rider, but he deftly shifts up the track and passes. The old heads seize this opportunity and combine with a counter attack. The young whippets, now tired from their ambitious early move, are shelled. As the laps count down, I pick the wheel I want to follow, another rider makes an attack, another follows—a gap has formed and there is no time to consider what to do. Chase—HARD—again!

The white line approaches at 40mph but not fast enough as the counter shows eight to go. I find myself on the front again and rather than relieve myself and the followers behind me, I

drive the pedals, feeling the surge of the pack on my tail like a hungry animal. I hope this bravado splinters the group. I hope they feel twice the pain I feel. I mash the pedals harder hoping to extricate all their energy and sap them for the sprint. I wish I had a smaller gear, the weight of the turning wheel is filling my legs with lead. I can smell the tail of the lead riders, the gap has been closed, and over my shoulder I can see that the final selection has been made.

Four to go.

Nervous excitement, I rub shoulders with a rider who dares come around, my pedals whip unconsciously with every grunt, other racers grimace, but they'll need more than that to extinguish the fire in my legs.



DOOM SELLS OUT.
RUSH HOUR.

RALEIGH
RALEIGHUSA.COM





There is a momentary slowing and I know this is my chance. I hit out and leave nothing in reserve. There is already half a tracks length into the chasing riders, but there are two laps to go. I live for this pain. One lap to go—I hear screams from the infield like war cries. I get out of the saddle—nothing. Absolutely nothing left. I slam back down and try and roll the gear over. I can see the line but so can the wolves behind me and within a length of the line the pack swamps me at terrific speed.

I fall back into my chair, sweat courses down my face. Across from me I see hollow faces of the other riders, demolished by the efforts on the race. There is an emptiness in my stomach, like I've been kicked by a horse.

I love to ride inside.





alchemy
BICYCLE CO.

Transform your
dream bike
into reality



Call 512-443-2900 or visit
www.alchemybicycles.com

GO BFLA EMO HOME



Thomas Schreier in the old downtown shop.
Photo by Eric J. Herboth.



Based in Zurich but built in Italy, this small company has one eye on tradition and the other on the future.

By Eric J. Herboth

Though Zurich's Butzenstrasse is only about a mile from the flatland that rings the city's namesake lake, the street runs on a respectable uphill grade all the way to the headquarters of Gorilla Bicycles. "A lot of the young guys on their fixies complain about it," says company head Thomas Schreier of the hill, adding with a chuckle, "but no pain no gain, right?" Butzenstrasse doesn't pose much of a challenge for Schreier, who lives around the corner with his two children and wife Lisa, and rides a geared bike.

At its core Gorilla is imbued with a deep and unflinching love of the bike that, according to Schreier, is focused on "linking the Italian frame-building tradition to the new world of urban cycling." Thus far the company seems to have struck a smart balance between past and present; though much of the buzz around the Gorilla name comes from the burgeoning urban fixed-gear community, the company's flagship Lago frame shows they're equally versed in the velo craftsmanship of yore.

According to Schreier, the company officially began in the summer of 2007. "Before that start, I traded Italian vintage bicycles and parts, traveled around Italy and visited many frame builders there, and had frames made with some of them." Then the plan for Gorilla came into focus. "I felt it was time to do my own thing, in Italy," Schreier recalls. Though he's taken on help to cover the workload, the company is still small. "Patrick in sales and marketing, Tito in production and logistics, and myself do all," Schreier says of the company's tight ship.



Edward “Wonka” LaForte testing the Kilroy. Photo by Ed Glazar, www.tedwardglazarphotography.com

LOOK AT THE TRADITION, PROCESS IT, INNOVATE IT.

Gorilla’s operation is run from Zurich, but the branding is decidedly Italian. That situation is less a result of aesthetic concerns than of logistics. His native Alpine land is great, but “a productive frame building industry, as we still find it in Italy, does not exist in Switzerland anymore,” Schreier laments. Plus, “sourcing in Italy is more fun, and also more difficult; they are unreliable on a very professional level,” he jokingly adds in reference to the country’s labor laws, which ascend to a level of unionization and bureaucracy that would make American and Asian manufacturers’ heads spin.

Of course in the bicycle business, when forced to outsource production there are far worse places to end up than Switzerland’s southern neighbor. “There were a couple, and still are a few, really good frame builders in Italy, with a lot of experience and expertise, and with a no-bullshit approach to the frame and the bicycle,” he says in admiration. “The frame building is their craft and their trade [and is] connected to these personalities; the experience is real, it is this person in front of you that knows

how to do this, not some representative or technician. Some of these guys are monuments, legends, and there is a lot of cycling history connected to their names; victories, defeat.”

Gorilla’s pursuit of the Italian mystique has to date given the company license to legends. The first few years in operation Schreier worked with the likes of Tommasini and Giovanni Pelizzoli, the latter also known as Ciöcc, the subject of Cinecycle filmmaker Daniel Leeb’s 2009 documentary, “Anima D’Acciaio (Soul of Steel),” and Gorilla is currently manufacturing with the facility in charge of Cinelli’s XLR frames, which Schreier unflinchingly considers “the best TIG welder in Italy.” Knowing that “welding stainless steel tubes is top level craft, very difficult,” he appreciates the collaboration with builders. “These guys come to understand that we seriously want them to become more than just suppliers of frames,” Schreier says. “We involve them in every step of the production: from discussing the design, construction details, sourcing, work flows.”

Petaluma CA

Pedal

707.769.5600 • whiteind.com

WHITE INDUSTRIES



Detail of Gorilla's track fork ends.

FALL DOWN, STAND UP.

Gorilla concepts often take their sweet time developing into full production because, as Schreier puts it, “we want to prove our capabilities in a professional sports environment and test our material under professional conditions.” To that end he has been a primary sponsor of track racer Barry Forde, maintaining a product feedback loop. “His legs crack every frame if he wants to,” Schreier marvels, adding that “the main goal” of his relationship with the Pan American and World Championship medalist from Barbados “is to make the stiffest possible frame for his track sprints.”

Schreier takes pride in knowing that the strength demanded by Forde ultimately benefits Gorilla riders who may be less competitive but no less demanding of their bikes. Bike messengers were a natural extension for the company from the outset; it was through their sponsorship of their hometown X-Days races that I first caught wind of them, and a year later they were sponsoring the Cycle Messenger World Championships in Toronto. Gorilla has also thrown their stock behind the Paris-based DTGP bike polo team, who dutifully put their signature red, white and blue frames through the paces of the sport's mallet-cracking rigors. That relationship in turn has led to investment in a line of wheelsets, lacing 48-hole Miche Primato hubs to stiff Le Lama mountain bike rims, developed specifically for urban freestyle and bike polo.

For 2010 the company officially launched the Kilroy, a freestyle frame that Schreier considers to be emblematic of the company's reverence for cycling's tradition and dedication to its evolution. Like Forde's track frames, the Kilroy was borne of product testing that began more than

a year ago and went through a long process of design and redesign—primarily via the snap, crackle and pop of prototype frames at the hands of Staten Island-based rider Edward “Wonka” LaForte.

“We broke a lot of frames,” Schreier recalls of the R&D phase. “We couldn't test the strength of the frame in the laboratory, because there is no machine that does what these guys do on those bikes. The tests that Wonka ran lead to the conclusion that we had to manufacture a tube set just for this frame, with particular reinforced parts to absorb and handle the stress of the jumps.”

For Schreier, trial and error is integral to the process that he hopes ensures Gorilla's association with quality. All aspects of development have been paced and thorough, from the “field research” of the startup days finding the right fabrication partner (“thousands of kilometers on Italian highways, nights in motels, and bad meals along the road”) to LaForte's product testing. Since Gorilla frames come with a 10-year warranty, there is no shame in a broken frame during the research phase; the first Kilroy prototype proudly adorns the wall of the company's offices, the cracked headtube joint highlighted by a heart drawn in Sharpie.

After consulting with the engineers at Columbus's plant outside of Milan, what Gorilla ultimately settled on, “in order to avoid very thick and heavy tubes and gain in strength nevertheless,” was a new geometry of curved seat- and downtubes, made from a different alloy. The Kilroy is “the first freestyle frame in Niobium steel,” Schreier beams about the tubeset, touted as a special blend of manganese, chrome, nickel, molybdenum and niobium “designed to provide superior mechanical properties.”

THUDBUSTER

MORE CONTROL, LESS FATIGUE

Thudbuster is the most effective and versatile suspension seatpost on the market. Its patented parallel-linkage technology delivers a clear advantage in traction, comfort and control. With performance like that, this seatpost is the perfect add-on for all kinds of bikes and riders.





2009 Hardcourt Bicycle Polo World Championship, Philadelphia, PA. Photo by Brad Quartuccio

GORILLA OR GO HOME.

“Look at the tradition, process it, innovate it. Fall down, stand up. Enjoy the moment.” So says Gorilla’s mantra. When talking business models, without hesitation Schreier points to the iconic Ricola lozenge company as a source of inspiration for Gorilla. “They are authorized to claim that they make the best lollies in Switzerland,” he explains, adding that “they do sustainable business without big *furor*.”

Focused on steady evolution, after first connecting with shops and showrooms at home and throughout Europe, Gorilla’s reach was extended to Asia before making inroads with boutique shops in New York, Los Angeles and Florida. Explosive mass marketing “has got nothing to do with who we are, with what we care for, with what we like and regard as desirable,” Schreier says. There are no plans to outsource production to Asia, but he proudly notes that Gorilla frames are actually imported into Taiwan.

Slow and steady may indeed win the race, but a bit of glamour can go a long way to accent the grit

of tradition. To that end, when Tokyo Fixed Gear opened their new store in London last fall, one of their first projects was to set film star and adventure buff Ewan McGregor up with one of Gorilla’s Hattara framesets.

Celebrity cameos aside, Schreier is content to nurse his brand with healthy and sustainable growth. Thus far Gorilla has been a compact enterprise, but expansion looms, a prospect that is especially daunting for a small company considering the current economic climate. While to date Gorilla has focused on frames, Schreier has begun reaching out to investors to further develop the brand; the company will begin inching into the complete bike market this year, and has separately also been working on a beautiful, traditionally-styled city bike designed for women. Gorilla’s grassroots support for cycling in all its forms, from the track to the street, should help ease any growing pains they encounter. In the meantime Schreier plans to take his own advice and enjoy the ride.





THE BARNEY RUSTLE BLANKET

CRUMPLERBAGS.COM



White fights blight.

700x23c-folding bead-390g.
700x28c-folding bead-440g.

Panaracer
www.panaracer.com

Panasonic
ideas for life

Fixed Gear Girl Taiwan

Photos by Ellen Big





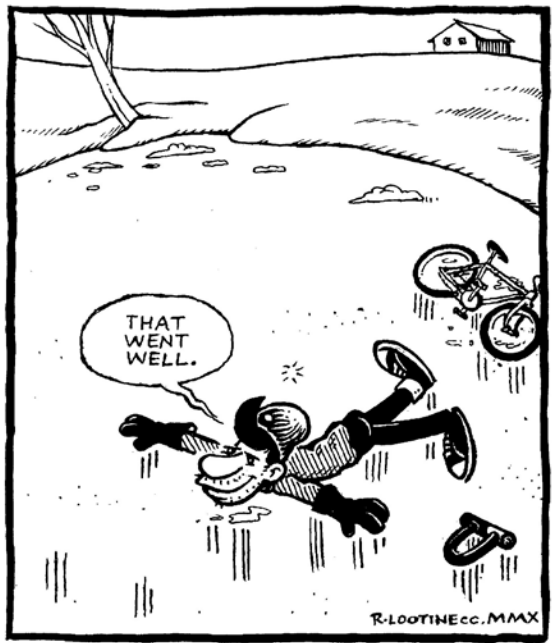
Fixed Gear Girl Taiwan

Photos by Ellen Big





Residue Comics
**RIDE THE LAKE WITH Foley Burke IN
ICE-BREAKER**



R.LOOTINEcc.MMX



BO MOLINA

Bianchi

BIANCHIUSA.COM

AVAILABLE
FOR LEASE
BY OWNER
718 596-4100





Green-er MACHINES

By Marci Blackman

Photos by Ed Glazar

In a four hundred square foot studio in Red Hook, the hinterland of Brooklyn, a botanist, an engineer, anthropologist and bike messenger mental away the hours putting the finishing touches on a bicycle that could save the world. Okay, maybe not the whole world. Perhaps not even a block of it. And twenty-somethings Justin Aguinaldo and Sean Murray would probably never refer to themselves as an anthropologist and botanist even though bike messenger Aguinaldo majored in anthropology in college, and Murray once taught the plant science to children with learning disabilities at the Churchill School in Manhattan. Mostly, along with Marty Odlin of Columbia University's Earth Institute (our engineer), they are a brainy trio of bike geeks who—like the rest of us—get excited over things like black-rimmed wheels with matching black spokes and black high flange hubs, gear ratios, and lightweight composites. And none of them is ever likely to profess that he could save the world. But the bicycle the three are developing along with the streamlining of its manufacturing process could help put a dent in a few of our problems: rural world poverty, health and well-being, greenhouse gases. Plus, as a bonus, they might even win the awesome wicked cool award while doing it.



Odlin, Murray and Aguinaldo are the wunderkinds behind the Bamboo Bike Studio, a twenty-first century greenhouse of innovation nurturing the seeds of a new field of thought concerning industry and the planet. According to its website, in 2008 the Bamboo Bike Studio LLC was formed “to harness the possibility and promise of self-propulsion.” In other words, to build a better mousetrap, or in this case, a better bicycle. What’s wrong with the bicycle? Nothing! The bicycle is perfect! Well, almost perfect. In an age of dwindling resources there is a growing acceptance on all sides that if we don’t begin developing sustainable solutions to our economic and ecological ills we might soon be asking ourselves, “Why is it so hot in here, and what are we doing in this basket?” While two-wheeled self-propulsion has long been considered our number one mode of sustainable transportation, and one of our biggest assets in capping the flow of ecological and cultural damage we’ve spilled, even the low-maintenance, energy-efficient, lean green bicycle can be greener.

How? As the name of the Brooklyn-based studio implies, by building the frame out of bamboo, nature’s own renewable composite (more on that later), but also, according to this trio of bike-obsessed scientists as well

as many others in this pasture of new thought, by shifting access to the crafting and manufacturing process back to the consumer.

On a local level, this means you and me. Regular everyday Joes who need to consume goods and services to survive. It’s how we consume these goods that the Bamboo Bike Studio hopes to influence. Operating under the belief that “the best bike we’ll ever ride is the one we build ourselves,” two weekends a month, for a little over nine hundred dollars, the cost of a new off-rack commuter or cruiser, the studio offers two-day workshops in which we will build our own customized high-performance lightweight bamboo bicycle. “Walk in Saturday, ride out Sunday,” the website promises, adding that a frame only build costs a little over six hundred dollars.

“What good is owning a bike if you don’t know how to maintain and repair it?” asks Aguinaldo, a Hunter College Graduate who once considered building bikes out of bones because bones are stronger than steel. And therein lies the rub. The corporatized structure of the twentieth century made us ignorant consumers, users of technologies developed and sold through a secret proprietary process. Remember when everybody used to be a tinkerer? When everyone’s garage and father had a workshop in

"...the Vittoria Randonneur is the most consistently wearing, flat resistant, even skidding tire on the market. **We would not use anything else.**"

- MashSF



Vittoria 28-622 700x25 RANDEUR

photo MashSF

Vittoria
www.vittoria.com



which toasters were futzed with, lawnmowers disassembled, car engines rebuilt? We've been living in an "era when people are encouraged to not be part of the feedback loop," says Aguinaldo.

Murray quotes new millennium economist, Umair Haque, in explaining the concept as "thin value business" versus "thick value." Thin value, he says, "sells [us] a finished product, like a cheap MP3 player." We use it until it breaks, then throw it away and buy another one. Whereas a thick value business "sells [us] something that can inspire cognitive change." In bike speak this means that when we walk into a shop and plunk down our hard-earned duckets on the new bike we've been coveting, all we've acquired is a really expensive bicycle embossed with a generic name. When we pedal away on our new wheels from the Bamboo Bike Studio we've gained not only a bicycle, but a new set of skills and knowledge that can be transferred to other industries, or used to advance new ones. In just two days we have become craftspeople, manufacturers, mechanics. At the very least, we have become smarter consumers. If we wind up taking a bike we built in for maintenance or repair because we haven't the time or tools to fix it ourselves, we need no further explanation when told that our bottom bracket is toast, dude. As consumers and individuals we have undergone a

transformation. Murray's cognitive change.

At the heart of this change, as well as the philosophy behind the studio, is the sharing of knowledge and experience rather than the hoarding and selling of it. "Each person who takes the class," says Murray, "adds to the process." Meaning that the finished product is the result of an exchange of ideas in which the consumer participates as both buyer and manufacturer. A give and take cautions Aguinaldo, "not a panacea. We share our knowledge to the best of our ability and rely on [the students'] feedback."

To date, these collaborations have produced 90 bicycles, with nearly an equal number of women taking the class as men. Class members range in age from 15 to 68 years old. The types of bikes manufactured include an array of cruisers, fixed gears, road bikes and more that have logged thousands of miles without incident. Murray says that one woman sent the studio a picture of the touring bike she built loaded down with fifty pounds of extra weight.

How do they ride? "Pretty sweet!" says Japan-stationed Navy diver, Justin Clapper, a builder in a recent class. You could also ask Aguinaldo, the studio's crash-tester, so to speak, who took 1st in Skids and 2nd in Sprints at last year's North American Cycle Courier Championships on a bamboo frame built just two days before the competition. "Each bike is lab tested and field tested," says Aguinaldo. "Testing extremes, isolating variables. We eliminate as many assumptions as possible." Perhaps the best answer would be to send in the \$400 deposit, sign up for the class and find out for yourself.

On a global level these classes serve as the development lab for the Bamboo Bike Project, along with the Earth Institute, the studio's partner in a venture to set up scalable bamboo bike factories in underserved rural communities in Africa and South America. Areas where lingering poverty and ongoing health crises can be combated by something as simple as providing locally made sustainable access to goods and services located too far away to walk. Not to mention the new industries created. Economies generated. The cognitive change inspired.

Why bamboo? "If you asked an engineer for a material that is stronger than steel, light, composite, absorbs shock, looks cool and is cheap," says Murray, he would probably laugh you out of the room. Especially when you add in the cheap part. Now throw in the word "renewable" and you have just described bamboo. "And," adds Murray. "It grows in our backyard."

Here's how it works.

Bamboo is a natural composite, a studio handout tells

First place prize:
roundtrip
tickets to the
Brompton
World
Champs,
England



BROMPTON

**US CHAMPIONSHIP
• 2010 •**

Saturday, March 20th

To be held at Memorial Hall,
West Fairmount Park,
Philadelphia, as part
of the Philly Plyer
collegiate bike race.

For more details and to register:
www.bromptonbicycle.com/busc



us. Composites are made of two functionally distinct substances. Like reinforced concrete, which equals concrete plus steel rebar. Bamboo is a composite of cellulose fibers and a foam-like substance called lignin. Like concrete joined with steel, the lignin absorbs vibrations and keeps the cellulose from buckling under stress while the cellulose fibers provide stronger-than-steel strength and stiffness. Bamboo also grows as a hollow tube, which accounts for its feather light weight, and grows faster than any other wooded plant in the world (more than two feet per day in some species). It is so abundant and stubborn that once it takes root it is considered a weed in much of the world.

Industrial use of bamboo is no new phenomenon. The Chinese reliance on the composite for everything from food and medicine to building materials dates so far back in time it has become cliché. Nor is bamboo a stranger to the bicycle industry. Before our love affair with steel began, bike builders first danced with the giant wooded grass back in the late 1800s.

Odlin happened upon the idea for his first bamboo bicycle while traveling in Hong Kong. "I'd always wanted to build my own bike frame. Out of steel," he says during a recent workshop at the studio. "My uncle was a master welder and I always wanted to learn." When he saw examples of bamboo scaffolding in Hong Kong, he decided to use the composite to build his prototype. The idea, he says, was to work out the dimensions and misfires on bamboo, then move on to the more expensive steel.

The first step was to make a jig—an engineering tool that allows something to be cut or welded repeatedly at the same dimensions. "My first jig was made out of cardboard. Cardboard and poster board," says the Dartmouth College grad and former US ski team member, at the time a design engineer for KT Sports in Seattle. Several thousand miles, a job change and 90 bikes later, along with the invention of a new three hundred sixty degree jiggling system he calls AWIJ (Adjustable Wrap In Jig), tuned within one-tenth of a degree of tension, allowing the studio to build high-quality frames in multiple dimensions, he has yet to weld a bike out of steel. But he's not giving up, says the Portland, ME native. Then he looks around the studio at the class in progress and laughs and says it's the first thing on his list as soon as he finds the time.

After signing up for the class, prior to arriving at the studio, students correspond with Murray via email, communicating their height, weight and style of bicycle they wish to build. When they walk through the door to build their new bikes their individual jigs are waiting for them at their workstations, adjusted to their previously emailed

dimensions, labeled with their first and last names. Six flame-treated and oven-baked bamboo tubes lay in a box on the floor next to each jig. The seat tube and head tube are already inserted in the jig for them, tacked to the frame joints (lugs in this case), which will later be filed down and wrapped with a matrix of carbon fiber and epoxy resin.

Poster-size photos line the walls. Shots of Aguinaldo skidding to 1st, Murray and Odlin harvesting bamboo in New Jersey, a woman from a recent class adding components to her completed frame. Interspersed between the photos like inspirational morning quotations are gray and black street-sign-sized definitions of Bamboo, Composites, Craftsmanship and Ecosystem Services.

As class members survey the room and boxes of treated plant matter on the floor, something akin to incredulity washes over their faces. As if inside each is saying, "What have I gotten myself into?" But as the hours of tacking, shaping and wrapping tick past, and those segments of plant matter begin to look more and more like bicycle frames, by the end of the first day those visages of doubt have changed into the faces of focused and confident craftsmen taking pride in their work.

Would they recommend this experience to others? "Absolutely!" says Chris Foster, a cyclist from Brea, California, who was so excited after day one he couldn't sleep.

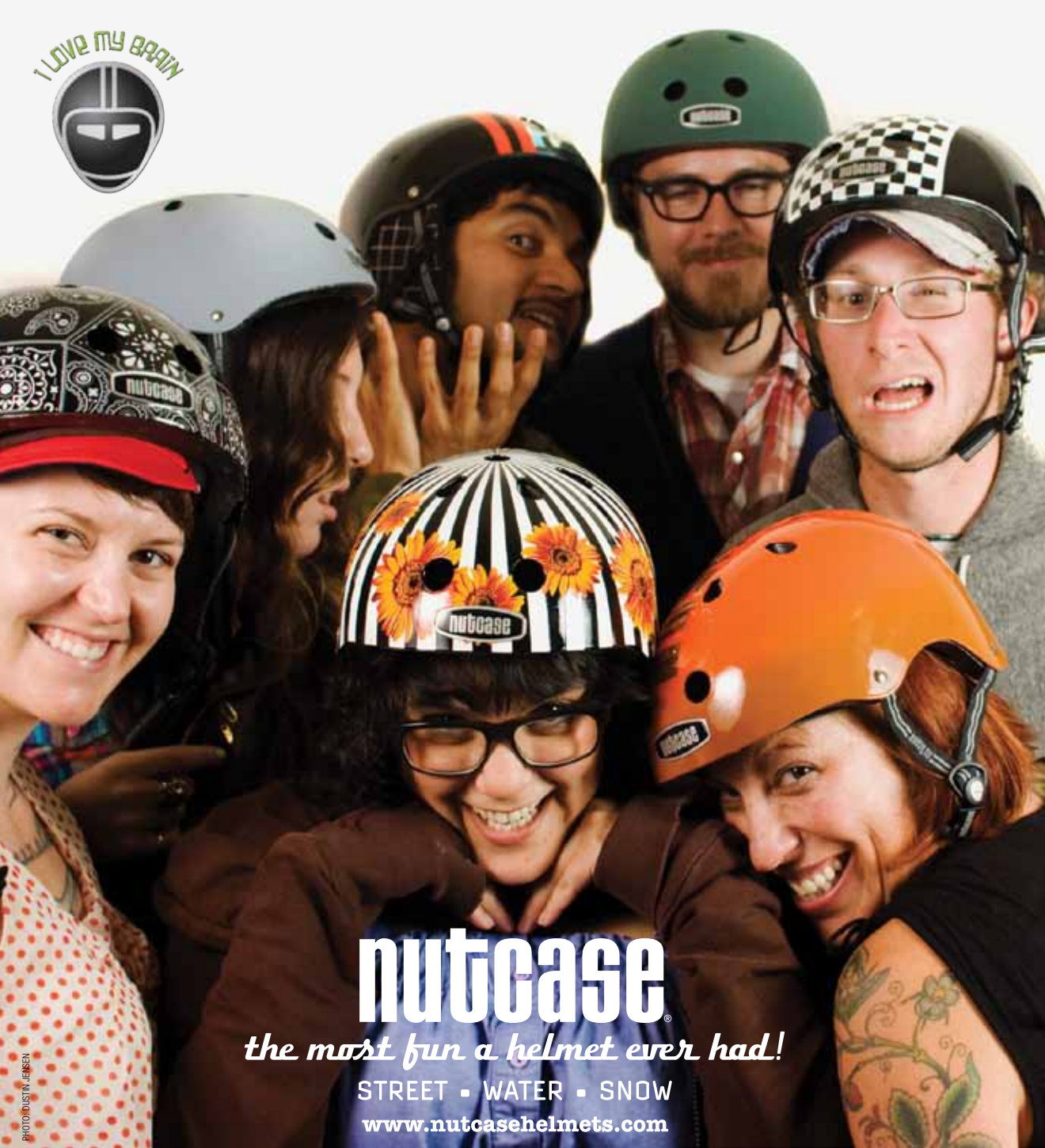
How about Justin Clapper, our Navy Diver from Japan? "Oh yeah!" says the diver as Aguinaldo and Murray take excited turns riding and doing tricks on Clapper's new fixed gear. What will his shipmates think of his new wheels? "I think they'll be pretty jealous," he says. "But outta luck."



About the Author

Marci Blackman is the author of two novels and several short works of fiction. An avid cyclist and bicycle tour guide in New York City, Blackman has cycled all over the world, including a trip through Western Europe and a 4200 mile trek across the United States. For more information, please go to www.marciblackman.com.

I LOVE MY BRAIN



nutcase

the most fun a helmet ever had!

STREET • WATER • SNOW

www.nutcasehelmets.com

PHOTO: JUSTIN LEBSEN

comfort



style



protection

The State of the Union For Bicycling & Walking

By David Hoffman



“What isn’t counted, doesn’t count.”

These are the opening words of the Bicycling and Walking in the United States 2010 Benchmark Report published late January by the Alliance for Biking and Walking (www.peoplepoweredmovement.org). This 196-page tome is perhaps the most comprehensive report on all measurements related to bicycling and walking ever published in this country in one place. The report is truly amazing, and tracks an incredible amount of information and trends related to bicycling and walking in all 50 states

and the 51 largest cities. This is the second Benchmarking Report released by the Alliance. Plans to publish updates every two years (the next being 2012) are in the works.

Early work on this report goes back to a review of 15 states and 15 cities, and helped to define a methodology as well as demonstrate the need for a much larger and more comprehensive report. This effort led to the first Benchmarking Report that was released in late 2007. The current effort significantly builds on the previous efforts, and provides the most comprehensive data set that this author has seen in one place.



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.

better bicycle products for a **better** world.™

The "25% mission" logo is located in the bottom right corner. It features a large, stylized gear shape that frames the text. The number "25%" is written in a large, bold, sans-serif font, and the word "mission" is written below it in a smaller, lowercase, italicized, sans-serif font.

25%
mission

High to Low Ranking of Bicycling and Walking Levels

States

- 1 Alaska
- 2 New York
- 3 Vermont
- 4 Montana
- 5 Oregon
- 6 Wyoming
- 7 South Dakota
- 8 Hawaii
- 9 North Dakota
- 10 Massachusetts

11. Maine
12. Iowa
13. Pennsylvania
14. Colorado
15. Idaho
16. Washington
17. Wisconsin
18. Minnesota
19. California
20. New Hampshire
21. Rhode Island
22. Illinois
23. Nebraska
24. New Jersey
25. Utah
26. Connecticut
27. Delaware
28. Kansas
29. Arizona
30. Nevada
31. West Virginia
32. Maryland
33. New Mexico
34. Michigan
35. Ohio
36. Virginia
37. Indiana
38. Kentucky
39. Louisiana
40. Missouri
41. Florida
42. Oklahoma
43. North Carolina
44. Mississippi
45. South Carolina
46. Texas
47. Georgia
48. Arkansas
49. Tennessee
50. Alabama

Cities

- 1 Boston
- 2 Washington, DC
- 3 San Francisco
- 4 New York
- 5 Seattle
- 6 Minneapolis
- 7 Philadelphia
- 8 New Orleans
- 9 Portland, OR
- 10 Honolulu

11. Baltimore
12. Oakland
13. Chicago
14. Denver
15. Tucson
16. Milwaukee
17. Sacramento
18. Long Beach
19. Atlanta
20. Cleveland
21. Los Angeles
22. Miami
23. San Diego
24. Raleigh
25. Columbus
26. Mesa
27. Albuquerque
28. Detroit
29. Austin
30. Colorado Springs
31. Louisville
32. Las Vegas
33. Fresno
34. San Jose
35. Tulsa
36. Houston
37. Kansas City, MO
38. Memphis
39. El Paso
40. Omaha
41. San Antonio
42. Phoenix
43. Virginia Beach
44. Indianapolis
45. Charlotte
46. Dallas
47. Arlington, TX
48. Jacksonville
49. Nashville
50. Fort Worth
51. Oklahoma City

Historically, tracking and analyzing transportation-related statistics has been extremely auto-centric. For example, one of the metrics by which “progress”—that is, the free-flowing movement of traffic (motor vehicles)—is measured has been defined in terms of “level of service” or “LOS.” LOS is one of the key measurements used by local, state, and federal agencies to determine and prioritize new and retrofit transportation projects, and largely precludes bicycling and walking. There is in fact a “bicycle level of service,” or “BLOS,” that attempts to describe the subjective safety and comfort that a bicyclist may feel on a particular road, but it is almost never used as an indicator or funding mechanism for new or improved facilities. While this is just one small facet of how the current transportation system and associated funding strategies work, it is a great example of how bicyclists and pedestrians have been ignored with respect to the system as a whole.

196 pages in a couple of paragraphs...

The Benchmarking Report examines all facets of bicycling and walking in the U.S., including the current levels of mode share, safety of roadway users, policies and provisions for bicyclists and pedestrians, education and encouragement programs, grassroots efforts and organizations, factors influencing the choice to (or not to) bike or walk, and the impacts of bicycling and walking on public health. The report looks at several communities and states for some remarkable trends in biking and walking—highlighting the changes in infrastructure and attitude that have enabled these areas to rise above the others. These short case studies provide a tantalizing glimpse of the potential for significant changes here in the U.S., and include:

Minneapolis, Minnesota: Minneapolis has 15,000 bike parking spots, and ranks highest of any large city in per capita bike parking spaces—430 for every 10,000 residents.

Louisville, Kentucky: The Fourth Annual Mayor’s Healthy Hometown Hike and Bike event on Labor Day in 2008 drew 1 participant out of every 56 Louisville residents.

Maine: The Bicycle Coalition of Maine has 1 member for every 176 state residents—the highest per capita membership of any bicycle or pedestrian advocacy organization in the country!

Alaska: The highest per capita rate of any state for walking is found in Alaska. There are lots of reasons why this could happen, including the high price of owning and operating a vehicle (including high gas prices, as much as \$10/gallon in some places), and lack of connections to the larger Interstate roadway system.

Portland, Oregon: Highest percentage of trips to work of any large city in the U.S.—3.9%. This represents a 348% increase between 1990 and 2007.

Source: 2007 ACS Notes. This ranking is based on the combined bike and walk to work share from the 2007 ACS. The number one position indicates the state and city with the highest share of commuters who commute by bicycle or foot.



 German Innovation



ERGON
BIKE ERGONOMICS

Radfahren

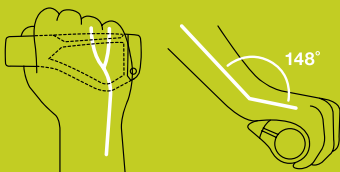
Radfahren. That's German for riding your bike and from fixies to mountain bikes we like to ride. Ergon was the first company to address the achilles' heel of round grips and the first to scientifically change the way riders interface with their bikes. The GP1 Leichtbau featured here utilizes our popular original wing design rendered in a lightweight rubber which reduces pressure on the palm for more comfort and control. Visit www.ergon-bike.com and see for yourself how our innovative grips will change the way you ride.



GP1 Leichtbau GripShift®







GP1 Leichtbau



Our exclusive wing design increases the surface area of the grip to effectively reduce the concentration of pressure on the ulnar nerve – eliminating hot spots on your palm and supporting your wrist at the optimal angle.

ergon-bike.com

Overview of Walking, Bicycling, Transit, and Car Mode Share

Mode of Travel	% of Trips to Work (1)		% of All Trips (2)	
	50 States	Major U.S. Cities	50 States	Major U.S. Cities
	2.8%	4.8%	8.7%	11.0%
	0.5%	0.8%	0.9%	0.9%
	4.8%	17.3%	1.6%	2.4% (4)
	91.9%	77.1%	88.8%	85.7% (4)

Sources: (1) ACS 2007 (2) NHTS 2001 Notes: (3) This includes trips by private car and "other" means that are not public transportation, bicycling, or walking. (4) These values are estimated using metropolitan areas with populations over 1 million and do not reflect the study area cities of this report exactly.

One of the most striking aspects of this report is the incredible disparity between investments that are made in bicycle and pedestrian facilities (less than 2% of all transportation dollars spent) and the percentage of people who walk or ride a bike and are involved in a collision with an auto. The report examines the investments made in other countries on bicycling and walking (very significant in some cases), and correlates this with the percentage of mode share for non-motorized transportation in that country. For example, in Amsterdam an average of \$39.00 per resident is spent on bicycling—with a corresponding 35% bicycle mode share within the city. In Portland, OR an average of \$3.50 per resident is spent on bicycling; Portland's mode share hovers around 4% (one of the very highest in the U.S.) The average amount of money spent per capita for the entire U.S. is just \$1.50 per person, with an average mode share of just under 1%.

Calls are made to leaders to prioritize "Active Transportation," that is, bicycling and walking. The data clearly demonstrates that when communities invest in bicycling and walking infrastructure that mode share for non-motorized

transportation rises. These investments can be relatively moderate compared to the dollars spent on automotive infrastructure. Those communities that have active grassroots coalitions fare better than communities that don't. The costs associated with the public health epidemic can also be tied to the overall activity of the community with direct connections to the occurrences of diabetes, high blood pressure, and obesity.

While the Benchmarking Report is an incredible reference tool for policy makers and advocates, it still is very much a work in progress. The report aspires to continually develop and refine data collection methods. It is this data collection that will speak most directly to those who are able to influence policy and funding. The 2012 report will stand on the shoulders of this formidable effort. As the report notes at the very beginning, "What isn't counted, doesn't count." Without these numbers, bicyclists and pedestrians will remain invisible to a system that was built for automobiles, but is traversed by millions of non-motorized users on a daily basis.

Levels of bicycling and walking in the U.S. at a glance:

Alaska and New York lead states for bicycle and walk to work mode share.

Boston ranks top for bicycle and walk to work mode share with a whopping 13.3% of people walking, and a modest 1.0% of people bicycling.

Nearly 10% of all trips are by bicycle or foot in the U.S.

Regarding gender distribution, the U.S. is comprised of roughly 49% male and 51% female. Of those who bike to work, 77% are men and 23% are women. Of those who walk to work 54% are men and 46% are women.

Regarding ethnicity, the U.S. population is divided into roughly 66% White/non-Hispanic, 15% Hispanic, 12% Black, 4% Asian, 3% Other. Of those who bike to work, 61% are White, 22% Hispanic, 11% Black, 4% Asian, and 2% Other. 64% of Whites walk to work compared to 16% Hispanic, 11% Black, 7% Asian, and 2% Other.

The age of the U.S. population is divided with 24% under 16, 61% age 16-65, and 15% over 65. Of people who bike 58% are 16 and under, 38% age 16-65, and 4% are over 65. Of people who walk, 28% are 16 and under, 63% are 16-65, and 9% are over 65.

For news, links, and past articles, visit www.urbanvelo.org/advocacy



NEPTUNE USB

• Rechargeable Li-Ion
headlight



MERCURY F+D

• Bright safety lights
• Mounts on bike/bag

Shine a Light on your city



WALD 139 BASKET



**DOES YOUR BIKE NEED
A NEW EASTER BASKET?
CHECK WITH YOUR LOCAL BICYCLE DEALER**

Low to High Ranking of Bike/Ped Fatality Rates

States

- 1 Vermont
- 2 Nebraska
- 3 Alaska
- 4 Wyoming
- 5 North Dakota
- 6 Maine
- 7 Idaho
- 8 New Hampshire
- 9 Minnesota
- 10 Massachusetts

11. South Dakota
12. Iowa
13. New York
14. Wisconsin
15. Montana
16. Washington
17. Oregon
18. Colorado
19. Kansas
20. Connecticut
21. Pennsylvania
22. Utah
23. Ohio
24. Illinois
25. Rhode Island
26. West Virginia
27. Virginia
28. Indiana
29. Hawaii
30. New Jersey
31. Kentucky
32. Michigan
33. California
34. Missouri
35. Maryland
36. Delaware
37. Oklahoma
38. Arkansas
39. Nevada
40. Tennessee
41. Texas
42. Georgia
43. Arizona
44. North Carolina
45. Mississippi
46. New Mexico
47. Louisiana
48. Alabama
49. South Carolina
50. Florida

Cities

- 1 Kansas City, MO
- 2 Boston
- 3 Minneapolis
- 4 Seattle
- 5 New York
- 6 San Francisco
- 7 Colorado Springs
- 8 Washington, DC
- 9 Portland, OR
- 10 Philadelphia

11. Omaha
12. Chicago
13. Baltimore
14. New Orleans
15. Oakland
16. Cleveland
17. Denver
18. Columbus
19. Milwaukee
20. Long Beach
21. Honolulu
22. Atlanta
23. Sacramento
24. San Diego
25. Virginia Beach
26. El Paso
27. Los Angeles
28. Tucson
29. Raleigh
30. San Jose
31. Indianapolis
32. Mesa
33. Austin
34. Las Vegas
35. San Antonio
36. Memphis
37. Louisville
38. Fresno
39. Arlington, TX
40. Houston
41. Charlotte
42. Albuquerque
43. Tulsa
44. Detroit
45. Miami
46. Phoenix
47. Nashville
48. Oklahoma City
49. Dallas
50. Fort Worth
51. Jacksonville

Bicyclist and Pedestrian safety at a glance:

Bicyclist and pedestrian fatality rates are lower in major U.S. cities.

Pedestrians are at a disproportionate risk of being killed in major cities.

Nationwide, bicyclists make up a disproportionate percentage of traffic fatalities.

Since 1994, on average, bicyclist and pedestrian fatalities are on the decline.

Bicyclists account for 1.8% of all traffic fatalities in the U.S. Florida and California have the highest number of annual reported bicycle fatalities of the 50 states. South Carolina, Louisiana, Arkansas, and North Carolina are the riskiest states for bicyclists with the highest rate of bicycle fatalities over bicycle trips. Vermont has the lowest bicycle fatality rate among the states.

11.3% of all traffic fatalities in the U.S. are pedestrians. With an average of 700 pedestrian fatalities annually over the last three years, California has the highest number of pedestrian deaths. South Carolina takes the lead for pedestrian fatality rate, however. Vermont has the lowest number of pedestrian fatalities and also has the lowest pedestrian fatality rate of the 50 states.

3% of traffic fatalities in major U.S. cities are bicyclists. Kansas City, MO has the lowest number of annual reported bicycle fatalities, the lowest bicycle fatality rate, and the lowest percentage of traffic fatalities that are bicyclists among the largest U.S. cities. New York, NY has the highest number of annual reported bicycle fatalities, but Nashville, TN ranks as the riskiest city for bicycling with the most bicyclist fatalities per bicycle trips.

Pedestrians account for 25% of traffic fatalities in major U.S. cities. Despite comprising less than 5% of trips to work and 11% of all trips, pedestrians in major U.S. cities account for over a quarter of traffic fatalities. In Honolulu, HI, New York, NY, and San Francisco, CA roughly half of all traffic fatalities are pedestrians. Along with being the safest city for bicycling, Kansas City, MO also has the lowest pedestrian fatality rate (fatalities/trips).



Urban Velo gratefully acknowledges The Alliance for Biking and Walking for an early preview of the Benchmarking Report. Your member organizations, our readers, and bicyclists and pedestrians everywhere are having a profound effect on the future of transportation in this country. Funding for the Bicycling and Walking in the United States 2010 Benchmark Report was provided by the Centers for Disease Control and Prevention (www.cdc.gov), Planet Bike (www.planetbike.org), and Bikes Belong (www.bikes-belong.org).

You can download your very own copy of the Benchmarking Report from the Alliance website at: www.people-poweredmovement.org/site/index.php/site/memberservices/C529

Sources: FARS 2005-2007, ACS 2007 Notes: This ranking is based on the fatality rate which is calculated as number of bicycling or walking fatalities during 2005-2007 divided by the population times the bicycle or walk to work mode share. The number one position indicates the safest state or city according to the fatality rate.



fyxomatosis
—Finest chainrings known to man & woman



forged by hand, driven by passion

Bikes on Film

By Jeff Guerrero

Emmanuel's Gift



Emmanuel Ofose Yeboah was born in Ghana with a severely deformed right leg. It's a common story in poverty-stricken West Africa—of the twenty million people in Ghana, two million are disabled. Emmanuel's father left his family when he was young, and his mother died when he was a teenager. It seemed that he was

destined to a life of begging on the streets like so many other disabled Africans. Emmanuel, however, was determined not to live a lesser life.

He stayed in school until he was 13 before moving to Accra, the capital of Ghana, to start a shoeshine business. He earned a living—albeit just \$2 a day—and became empowered by his success. Shortly after his mother's death in 1997, he decided to show his country that disabled people were not necessarily incapable.

Emmanuel learned of the Challenged Athletes Foundation (CAF) in America, and wrote a letter asking for a mountain bike. His goal was to ride 380 miles across Ghana using only his left leg to pedal. CAF sent him the bike, and Emmanuel showed the world what he was capable of.

CAF was impressed by Emmanuel's success. Soon after they brought him to America to participate in a triathlon, but more importantly to meet other athletes who have overcome disabilities. He is introduced to the world of high-tech prosthetics, and given the opportunity to have surgery on his right leg so that he might someday walk without the use of crutches.

Before long Emmanuel is not only walking, but running. His journey continues as he gains notoriety, and eventually he wins a sizable cash award.

In keeping with his mission, Emmanuel returns

home with his newfound fortune and sets out to help the millions of people living with disabilities in Ghana. He starts an educational fund for the disabled, raises awareness for challenged athletes and starts numerous other programs to help his fellow countrymen.

Although the story sounds simple, the filmmakers do a great job of capturing Emmanuel's emotional struggle. The film is eye-opening and inspiring, and well worth watching.



Check out www.emmanuelsgift.com

Bikes on Film **Flashback**



Issue #7 Ski Boys

Directed by Canadian filmmaker Benny Zenga, it features Benny and his brother Christian, who take turns filming and performing their own stunts. The film was shot in Super 8 format, an old-school film medium that helped impart a beautiful, dreamlike quality.

The eight-minute film was scored by indie rock artists Jonathan Kane and From Monument To Masses. Each contributed an instrumental song that corresponded wonderfully with the visual narrative. Because there's no dialogue, *Ski Boys* requires the viewer to infer a storyline. Most will deduce that the film is about having fun, being active and creating your own entertainment.

For more past *Bikes on Film* articles, visit

URBANVELO.ORG

THIS IS RAY'S WAY OF TELLING US OUR PRODUCTS ARE NUMBER ONE.

Ray Wroblewski (a.k.a Lunatic Biker)
can be found riding the streets of Minneapolis
and he has chunks of guys like you in his stool.
Read more about Ray at his blog
<http://allthewayray.blogspot.com/>



**INSANELY TOUGH AND
AFFORDABLE GEAR
FOR URBAN CYCLISTS.**

Waterproof Commuter Backpacks,
Grocery Panniers, Messenger Bags And More.

www.banjobrothers.com



Photography by jeff@bikerjeks.com

® schlumpf innovations

www.schlumpf.ch



Better gears for smarter riders. Swiss made by Schlumpf



SIGINO 75

PARK TOOL
USA
CCP-2

eTV Protex
for MESSER

Crank Arm Removal

By Brad Quartuccio



The collar threads into the crankarm while the plunger pushes against the bottom bracket axle, forcing the two components apart.

After a set of metric allen keys and a chaintool, a crank arm remover is an early addition to the bike-specific tools on hand and one of the first that can really do some damage if not used correctly beyond the usual righty-tighty rules. Sure, you can overtighten and break just about any bolt on your bicycle if you try hard enough, but most of us learn early on how much is just enough *oomph* behind a bolt without having to crush a handlebar to find out. With a crank arm puller you are forcing apart a tapered interference fit between the crank arm and the bottom bracket axle that can be corroded in place and require a lot of force to break free. Used correctly a crank arm remover will pull it right off, incorrectly and you'll ruin your cranks and potentially damage your bottom bracket axle.

Photos by Brad Quartuccio

Besides the latest outboard bearing bottom bracket and crank models, the majority of bicycles in service today have some sort of press-fit interface between the crank arm and bottom bracket axle, whether it be a square taper or a splined design. Installing such an interface is easy enough—more or less tighten down the fixing bolt and be done with it. Removal requires forcing the crank arm off of the bottom bracket axle with the proper tool. Besides some decades old T.A. and Stronglight brand cranks just about every other crank arm out there uses the same 22mm crank arm threads, with the only functional difference between crank arm removers being the plunger size. Square taper cranks use the older, thinner style plunger on the crank arm removal tool whereas the larger diameter, hollow ISIS and Octalink bottom bracket interfaces use the larger plunger style (see image next page). The basis of the tool is the same—the nut or collar of the tool threads into the crank arm and the plunger pushes against the bottom bracket axle, slowly forcing the interface apart.



Keep an eye on the junction between tool and crankarm for any movement.




Square taper (left) and ISIS/Octalink (right) compatible crank arm removal tools pictured with examples of crank bolts typical of each style bottom bracket. Note the diameter of the bolt and choose your tool accordingly. This photo also illustrates the difference between a shop tool (left) and a more compact home or travel tool (right) that lacks a handle, requiring a 15mm wrench to turn.

1 After first removing the crank bolt and washer (if present) it is worth inspecting the crank arm threads for embedded dirt, and to be sure there is not an errant washer in there. Clean away any debris.

2 Starting with the plunger fully flush with the face of the collar, thread the removal tool into the crank arm as far as it will go. You may have to use a wrench, but it shouldn't take much force to thread the tool in.

3 Screw in the plunger until it contacts the bottom bracket axle. As it presses against the axle and resistance is felt continue turning until crank arm comes loose.

During this process it is worth keeping an eye on the junction between the collar of the extractor and the crank arm itself. If at any point during the procedure there is motion between these two parts, stop immediately lest

you inflict more damage on the crank arm threads. Gently unthread the tool and inspect for damage and anything that may be blocking the plunger or otherwise not allowing the tool to contact the bottom bracket axle properly. Using the wrong tool, not engaging the tool in the crank arm sufficiently or pushing against a forgotten washer are sure fire ways to pull the threads out of the crank, leaving you with a more complicated (and expensive) removal than bargained for. Besides damaging a washer or two I've only partially pulled the threads out of one or two crankarms over the years, each time due to not engaging the threads of the tool into the arm completely. This is a simple procedure to master, and with due care you will have few problems. 

For more information on bottom brackets, see *Splined Bottom Brackets* in *Urban Velo #17* and *Bottom Bracket Tapers* in *Urban Velo #15*.



*Fixed.
Single.
Fun.*

www.paulcomp.com



www.antbikemike.com



PEONFX .COM

velo city bags

Custom Bags &
Accessories from
Subtle Simplicity to
Technicolor Radiance.
velocitybags.com



HAND-MADE, HANDSOME AND HANDY

88 BIKES **GIVE A BIKE!**

88Bikes provides a simple, direct way to donate bikes to kids who are challenged to be their own heroes.

Join us on our journey at www.88bikes.org

A photograph of a group of people, including children and adults, walking on a dirt path outdoors. Some are carrying bicycles.

barney's bicycle

The logo for the Major Taylor Association, featuring a green circular emblem with a silhouette of a cyclist and the text "MAJOR TAYLOR ASSOCIATION" around the perimeter.

GEORGE STREET BIKE CHALLENGE
July 25, 2010
an uphill time trial
in Worcester, MA
508-799-BIKE
www.majoraylorassociation.org

The logo for Seven Hills Wheelmen, featuring a stylized sun and the text "seven hills wheelmen".

www.majoraylorassociation.org

The logo for Shockspital, featuring a white caduceus (a staff with two snakes and wings) on a black background.

www.shockspital.com

SPECIALIZING IN MOUNTAIN BIKE SUSPENSION AND HYDRAULIC BRAKE SERVICE & REPAIRS

BICYCLE STOCK IMAGES

browse and buy photos of bicycles, touring, racing, and bike culture

www.bicyclestockimages.com

Layering for Springtime

By Jeff Guerrero



Winter may be the toughest season for commuters, but dressing properly for spring weather can be tricky, too. Unlike the winter months, which tend to be consistently cold, spring weather can be absolutely unpredictable. Sudden rainstorms are common, and in many parts of the world snow isn't uncommon in the first few weeks of the season. At the same time, the return of true sunshine can bring on an early evening heat wave whereas the morning was cold and gray. Or vice versa. One thing is certain—springtime means increased riding time, so it pays to be prepared.

Think Layers, Think Thin

Just like in the fall and winter, it pays to dress in layers. Whereas in the winter the primary benefit is increased warmth due to air being trapped between garments, in the spring the goal is adaptability. The key to being able to adapt to a wide range of weather conditions is dressing in numerous thin layers. Fleece jackets are nice in the cold weather, but a pair of thin, long-sleeve shirts will provide more options. Much like in the winter, a good windproof and water-resistant jacket is indispensable, but in the spring the need for ventilation becomes a high priority. You'll be taking your jacket on and off much more frequently, so it's best if it's made from a thin material that packs down small enough that it doesn't hog up all the space in your messenger bag.

Bits and Pieces

When it comes to keeping your cycling wardrobe adaptable, there's nothing better than arm-warmers and a lightweight vest. Having these modular garments gives you a number of options in between short sleeves, long sleeves or jacket. There are even some lightweight jackets with zip-off sleeves, however stretchy, breathable wool or polyester arm-warmers are the best.

Another piece of modular cycling apparel are knee warmers. Although slightly less popular than arm warmers, they're a boon to cyclists who have experienced knee pain, keeping those crucial joints warm. And unlike wearing full-length tights or spandex knickers, knee warmers are a breeze to put on or take off. If you wear tall socks, you've essentially got a set of modular tights. If you have trouble with knee warmers slipping, stretch them over your cycling shorts.

Accessorize

Although the cruelest of the cold weather is gone for the year, a cold wind and a little rain can still make life miserable. Keeping a bandana or skullcap in your bag can be a big help, especially for late night rides.

Wool socks aren't just for winter, either. They wick moisture better than cotton and resist odors, so even if you break a mean sweat on your evening commute, you should be reasonably presentable at happy hour.

Of course the best thing you can wear in the spring is a smile. Winter has passed. Enjoy the weather!



spokepunchers.com
bike hats and more

Outlaw
Earth

the VIGILANTE

photo: dennon eads

for the times when
you've got dirty thoughts...

CYCLOCROSS

MAGAZINE

CXMAGAZINE.COM

MESSENGER BAGS

Available in 3 Sizes // Lifetime Warranty // Made in the U.S.A.

DERRINGER:	VIGILANTE:	HEIST:
12 x 8 x 5	14 x 10 x 5	18 x 12 x 7

WWW.OUTLAWEARTH.COM

PROLLY IS
NOT PROBABLY.COM

Alliance for Biking & Walking

PeoplePoweredMovement.org

hell-yes-clothing.com

DIY Chainring Bolt Tool

By Brad Quartuccio



The real deal tool to fit the back of a chainring bolt is only a few dollars yet somehow is left missing from many tool kits. Ad-hoc methods using flat blade screwdrivers and pliers can work, and can end in bloody knuckles when one or the other slips. With either a bench or handheld grinder one can easily fashion two teeth of a worn out small cassette cog a bit shorter and squared up, making a near perfect fit for the back of a chainring bolt. Common in the throw-away parts bin at shops, if you don't already have a worn cog it shouldn't be hard to find.



"THE WORD FOR ALL THINGS CYCLING IN CHINA"

“ 我们崇尚简单自然以及健康的单车生活 ”

PEOPLE'S BIKE PPLS BIKE **人民自行车**

WWW.PEOPLESBIKE.COM WWW.PEOPLESBIKE.CN



bike-pgh.org

REVERSIBLE
NEW ZEALAND
MERINO WOOL CYCLING HATS

pace
SPORTSWEAR

WWW.PACESPORTSWEAR.COM
TEL. 714.891.8716

Distribute Urban Velo
in your bike shop!

No Hassles • No Investment Required

Email brad@urbanvelo.org



3000+ colorways

Make them your own, or select from limited stock with reclaimed seatbelt

Custom courier bags and backpacks made in Kent, OH

BLAQDESIGN.COM



Subscribe Online

momentumplanet.com

FANTASY BICYCLE # 5

THE JAMES BOND CYCLE

DUAL 50 CALIBER MACHINE GUNS

G.P.S.

STEEL BELTED TIRES

SINGER

EXTENDING CAR-CUTTERS

HELICOPTER HELMET USED WITH ROCKET POWERED EJECTOR SEAT



CAR BOMBS

FLAME THROWER

72-SPEED GEARING CAPABLE OF 60 M.P.H.



milwaukeebicycle.com

