



Introducing the Urban Velo  
**PHOTO GALLERY**  
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# URBAN VELO



Bicycle Culture on the Skids Issue #2 • July 2007



- NYC Bicycle Film Festival
  - Crit Racing Primer
  - Six Day Race History
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  - DIY Bike Advocacy
  - **Critical Mass Debate**
  - I ♥ Riding in the City
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Issue #2 July 2007



# URBAN VELO

Urban Velo PO Box 9040 Pittsburgh, PA 15224



Yes, they're into spoke cards in Japan, too. This one was for Chie Matsuri 2007. Photo by Peter Redin



**Brad Quartuccio**

Editor

[brad@urbanvelo.org](mailto:brad@urbanvelo.org)



**Jeff Guerrero**

Publisher

[jeff@urbanvelo.org](mailto:jeff@urbanvelo.org)

**Co-conspirators:** Johnny Tarr, Peter Redin, Jerry Hazard, Rudi Nadler, Celène, Roger Lootine, Erin Nicole Brown, Dan Barham, The Polish Hammer, Ted King-Smith, David Hoffman, Jim V., Scott Henderson, Mike Pfaltzgraff, Joe Reed, David Munson, Chris Paladino and Andy Singer

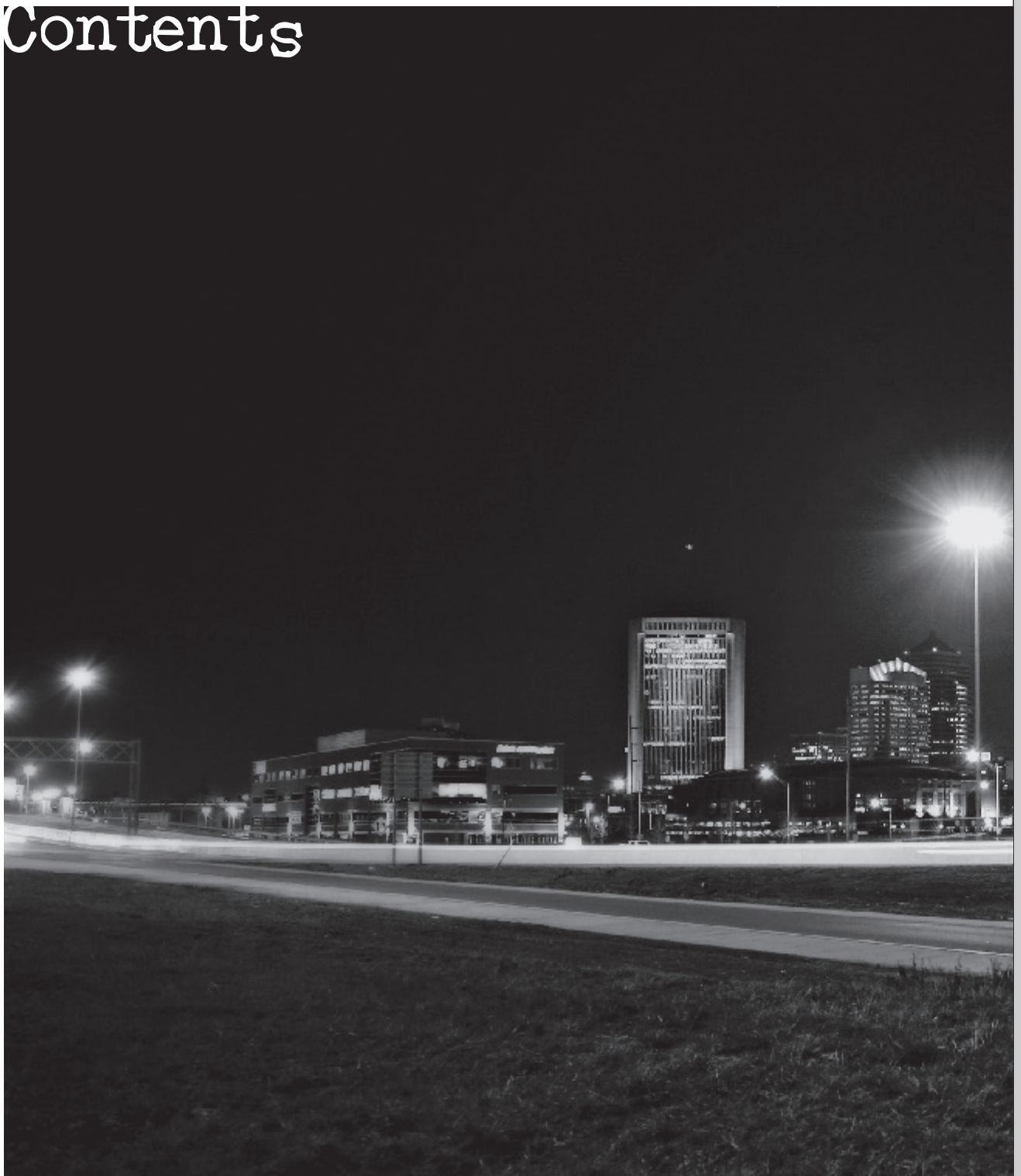
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# Editor's Statement

By Brad Quartuccio




Over 120 cyclists joined East End Brewing's owner, Scott Smith, to deliver a keg by bicycle. Check out [www.eastendbrewing.com](http://www.eastendbrewing.com)

One of the early stories that came across in response to Issue #1 was that of a reader discovering us from a print-out found on the train. Thank you—to the person who printed it out, the person who picked it up and everyone else who has given us a few winks. This zine is an exciting venture in more ways than one, I'm genuinely flattered that people are reading along.

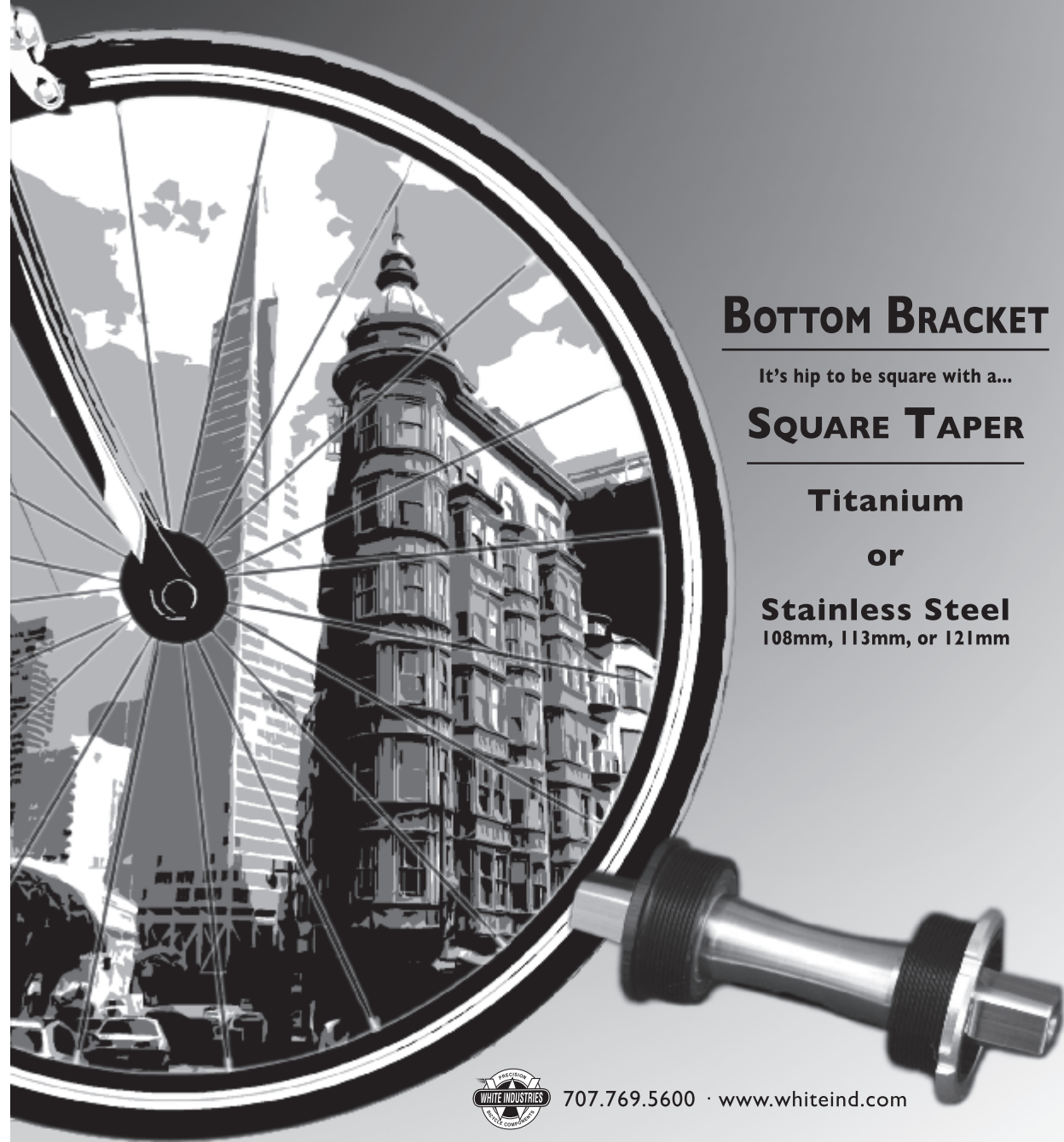
We present to you Issue #2. Many different stories, from many different people. Our cover feature *Going Underground* still blows

me away, just as it did the first time I caught a glimpse of Johnny Tarr's photographs. Totally unexpected, and exactly the material that makes us tick. Between that and the rest of the book, we hope there is something contained within these pages that makes you want to ride. That's what it does for me, and that's what I'm going to do.

The big question still hangs, why the name change to Urban Velo? We were infringing on a fellow cyclist's trademark, so we stopped doing that. Same medicine, new label. 

We want your words. Send your editorial contributions to [brad@urbanvelo.org](mailto:brad@urbanvelo.org)

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# Publisher's Statement

By Jeff Guerrero




Artwork by Rudi Nadler - [rudinadler.blogspot.com](http://rudinadler.blogspot.com)

**H**eadwinds. Man, life is full of 'em. And sometimes it seems like you just aren't going to be strong enough to keep pedaling. This zine was born of fire (and consequently getting fired) and as well-received as it's been, the troubles I've faced in the past few months have seemed damn near overwhelming at times.

But as unstoppable a force as the Earth's convection cycle may be, I've always been fortunate enough to have an ace in the hole. Friends. And just like the way you find

out who the strong, selfless riders are in a paceline, when the chips are down in life, you find out who your real friends are.

I'm proud to say I've got a ton of friends. Friends I haven't seen in years have come out of the woodwork to lend their support. People I hardly know have done me favors that I'll never forget. And my closest friends, well, I can't imagine how I would have gone on without them.

Thank you, folks, you mean the world to me. 

Urban Velo issue #2, July 2007. Dead tree print run: 1200 copies. Issue #1 online downloads: 11,250 as of 6.21.07





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# I Love Ridin



**Play along at home!**

Send your responses to Urban Velo,  
PO Box 9040, Pittsburgh, PA 15224  
or email [jeff@urbanvelo.org](mailto:jeff@urbanvelo.org)

Illustration by Celène - [www.celeneart.com](http://www.celeneart.com)

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

**What's your favorite (or the most exotic) city you've ridden in, and what made it special or memorable?**

**Why do you love riding in the city?**

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

# g in the City



**NAME:** Joanna Jezierska  
**LOCATION:** Warsaw, Poland  
**OCCUPATION:** Student

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

I live in Warsaw. It's a great place, but crowded and noisy. It's good to have a bike—then you don't care about traffic jams or stinky buses. The streets are wide, but the drivers don't respect you, so every day is a struggle... But I love my city! We're all "bike punks" here, and we spend all our time together on our fixies...

Rock and roll!

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**What's your favorite city to ride in?**

I've traveled across Europe with my bike, but the most exotic place I have ever ridden is Hanoi in Vietnam. It was so much fun, millions of people, no rules! You should try it.

**Why do you love riding in the city?**

I hate crowds and I like to be independent. When I'm riding, I really can "feel" the city. I can see every part of it and I can go everywhere. And it's completely free. Also, when you get a big group of friends, you can take over entire lanes and "take control" of the city. I love it.

# I Love Riding in the City



Photo by Jeff Guerrero

**NAME:** Jenna

**LOCATION:** Pittsburgh, PA

**OCCUPATION:** Ballet Teacher

**What's your favorite city to ride in, and what makes it special or memorable?**

Kumamoto, on the island of Kyushu in Japan. Kumamoto is a small city eight hours from Osaka via the bullet train. I rode my bike a lot while I was in Japan, but Kumamoto is the most memorable because it was the first city I visited while in Japan. I rode a brown three-speed cruiser with a basket and bell. When school was over all of the Japanese schoolgirls would ride around on

the sidewalks on their cruiser bikes while drinking super rum and coke in cans and sake out of neon green juiceboxes.

**Why do you love riding in the city?**

I like people's reactions. Your friends will be happy to see you, business people are really impressed you can still ride a bike, homebums think you're sexy and whistle—then later make for good conversation when they are still sitting on their bench and you are finished running all of your errands, drivers get angry and beep, and children look at you in awe.

It's such a good feeling.



— **VILLIN** —

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# I Love Riding in the City



**NAME:** Arleigh Jenkins  
**LOCATION:** Charlotte, NC  
**OCCUPATION:** Bicycle Mechanic

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

I live in Charlotte, NC. The Queen City. Charlotte isn't nearly as populated as some cities I have lived in. DC commuting into and out of town daily you got into a rhythm. The motorists respected you and so you respected them back. Here in

Charlotte no one respects each other and riding depending on the road is an act of sheer luck. Riding through the heart of the city or "Uptown" as us locals call it is the safest. It's crowded enough that cars aren't going more than 20 mph. The second you get outside of that eight-block wide "Uptown" you've got to keep your head up and senses awake.

## What's your favorite city to ride in, and what makes it special or memorable?

Boston. Riding down the Minuteman Rail-to-Trail from work in Bedford to home in the heart of the city to find my canti brakes no longer worked due to the snow and ice build up on the rims. My cleats were also frozen in my pedals. From then on I commuted on a fixie in the snow.

## Why do you love riding in the city?

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# I Love Riding in the City



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**NAME:** Enci

**LOCATION:** Hungary/Germany/L.A.

**OCCUPATION:** Actress

## Why do you love riding in the city?

It was a nice surprise to hear from my agent. It was a double nice surprise to get sent out on TWO auditions. One was in Beverly Hills and the other was near Los Feliz. I was hoping that the first one wouldn't take too long, but I also knew that I couldn't make it to both auditions in a car in two hours. So, I saddled up 45-minutes before my first audition and rode my bike instead of driving.

I arrived at the second audition 20 minutes early. As soon as I got my number, I was pushed in front of the camera and the photographer said, "Hold the card in front

of your chest. Lose the card. Smile. Thank you." That was it. I was out of there in no time.

I rode home in my suit jacket and my high heels, and in my skirt. I thought that if auditions can be humiliating and no fun, I'm going to have some fun on my way home. And I had a blast—I stopped traffic!

Well, not really. The traffic was already stopped because of...well, traffic. I rode up to the red lights with ease and nobody even honked at me. It was a nice ride.

I rode 15.54 miles and did two auditions that I didn't enjoy, but I did get to go on a fun ride on a beautiful day. And now that I think about it (rewrite memory) I'm sure I did stop the traffic!

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# I Love Riding in the City



**NAME:** Lisa Ganser  
**LOCATION:** Minneapolis, MN  
**OCCUPATION:** Artist. Activist. Odd jobs.

Photo by Rachel Olson - [www.myspace.com/zombieluber](http://www.myspace.com/zombieluber)

## What's your favorite city to ride in?

Whenever I travel I like to network ahead of time and find a bike to borrow. Especially in New York, Boston, Seattle. I've had some pretty amazing bike rides in the Pacific Northwest.

## Why do you love riding in the city?

It's exhilarating. It's so exhilarating that I can't even spell the word correctly. And I'm chubby and aging so the exercise is a great thing, too.

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

I'm working on a couple short movies about biking. One recounts my experience running over what appeared to be a plastic bag on the shoulder during rush hour. It had been raining a lot earlier that day, and I had no room to avoid it. But what I ran over was a water-logged diaper. Disgusting. Diaper gel exploded all over me, my bicycle. Splattered my face. Nasty.

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# I Love Riding in the City



**NAME:** Niki Gudex

**LOCATION:** Sydney, Australia

**OCCUPATION:** Professional athlete

**What's your favorite city to ride in, and what makes it special or memorable?**

My favorite place to ride is across the Harbour Bridge in Sydney around dusk, the light is falling and the city lights are becoming visible across the water. I love the mix of the ocean right up against the city. The trains fly by on one side and the cars are constantly buzzing past, but on the bridge there is a side dedicated to cyclists. I like seeing the different cyclists on their way across the bridge. Some flashing by while others struggle to hold a steady line. The only stationary limbs are those of the security guards who patrol the edges of the bridge.

**Why do you love riding in the city?**

When I am on a bike in a city I feel content and happy—I don't feel tied down or restricted... The rush of the city seems to be calmed by the presence of the cranks... I know that every stroke is my own. When I ride my bike in the city I live in the moment completely. I can see, smell and hear the city. I can feel the cars breathing onto the hot tar. I know I want to stay alive and I have to be alert to do so. This alertness means I also get the chance to see the different lives people have as we cross paths. Some wonder why I am on two wheels in the pouring rain while I wonder why they stand there, under umbrella, crowded, cross and smoking.

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# I Love Riding in the City



**NAME:** Colleen Reckless  
**LOCATION:** San Francisco  
**OCCUPATION:** Molecular Biologist

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

Riding in San Francisco can get pretty hectic. It's so notorious for bad drivers that the city-owned cars here have bumper stickers that say, "I BRAKE FOR RED LIGHTS" and they run PSAs on the local radio stations that say things like, "Remember to yield to pedestrians!" I've been hit by cars four times in the past two years here; the last time was a doozy. I fractured my jaw and one of my vertebrae, tore up my knee and broke my leg in four places. I hit my head so hard that my helmet broke. The concussion, in retrospect, was kind of funny because I lost the ability to be coherent and I would forget to do

things like get dressed but the lasting effects of all of this kind of suck. I think pretty much everyone I know who rides in SF has had some sort of tangle with an automobile. I've seen some pretty bad accidents and some pretty careless drivers (one was a hit-and-run where a guy in a truck completely RAN OVER a girl on her bicycle, and then drove off like it was nothing) but on the same level, there are some very reckless cyclists here as well.

People spend thousands of dollars on track bikes and go out of their way to get all NJS parts for no other reason other than the fact that they're expensive. The nearest velodrome is like, an hour away from here, and I've only met a few people who actually ride there. But I guess there are worse things that you can spend your money on.

*Here's a photo of me and my roommate hanging out with our bikes in front of a bar on a Thursday night. We are all about helmets and ridiculously bright LED headlights.*



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# I Love Riding in the City



**NAME:** Kat

**LOCATION:** Austin, TX

**OCCUPATION:** Pedicabber

## Why do you love riding in the city?

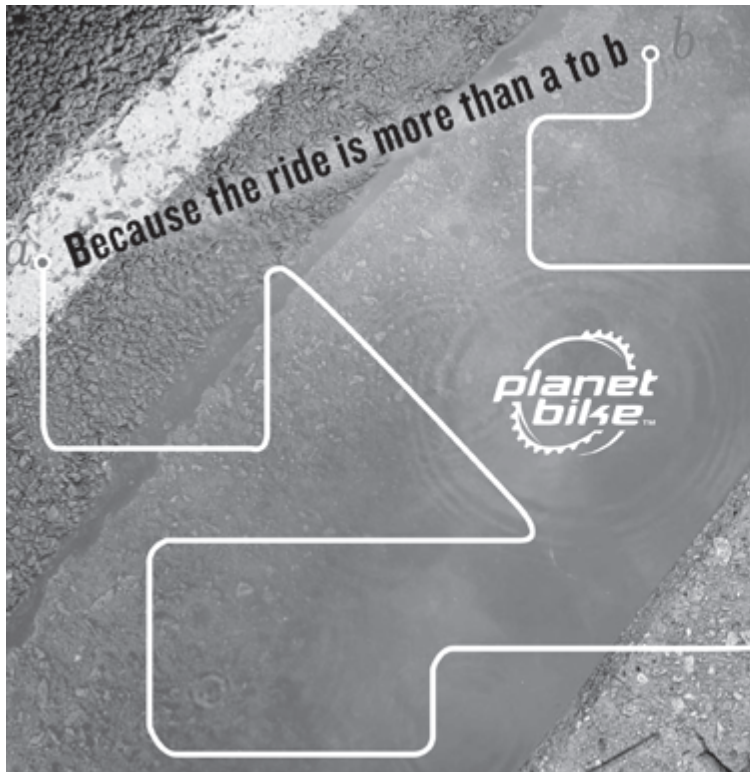
I've been pedicabbing for almost four years, and I love it! A pedicab is truly an urban adventure vehicle. There are over 100 of us pedicabbers here, and we are a tight group of strong-minded, opinionated, athletic, kickass, freedom loving urban warriors! We do pubcrawls, full moon rides and greenbelt forays together. Sometimes we

travel to other cities to pedicab events, like the rodeo in Houston or Spring Break in South Padre.

The biggest tip anyone has ever gotten is \$800, which was given to a guy by a woman. Contrary to popular belief that women get tipped better, my biggest tip ever was \$540.

There are a lot of crazy random chaotic things happening every night in pedicabbing. I think of it like surfing, you just put yourself out there and try to stay aligned with the good energy, and anything can happen.





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# I Love Riding in the City



Photo by Laura Kinenberg

**NAME:** Julie Eisenhardt  
**LOCATION:** Chica-go!  
**OCCUPATION:** Union staffer

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

I live in Chicago. There are lots of bike lanes and no hills, so it's pretty ok. There aren't lots of trails though, so it's hard to find somewhere to ride where you're not stuck stopping for a light every few blocks. Oh, and wind. Yeah, lots of that.

## **What's your favorite city to ride in?**


I rented a bike in Chengdu, China a few years ago. It was a rickety old singlespeed number with a coaster brake. There were no bike lanes, the stop lights didn't work, the traffic was horrendous, and I had a lot of close scrapes. The bikes would get across highway traffic by massing up and inching into the street, little by little. Everyone was on a bike or moped, really... from businessmen to schoolgirls.

## **Why do you love riding in the city?**

How else would I get around? But really, I like that every day at the start of my commute, I make note of one car that's near me. After the 5mi ride to the Loop, I'm usually in front of that car. Take that, suckers!

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

I like to sing when I ride, and I love when folks waiting at bus stops or riding alongside me sing along. It happens about once a month. I had three people singing REM's "Stand" in March. No kidding.



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# I Love Riding in the City



Photo by Chris Jensen

**NAME:** Teresa Torchiano

**LOCATION:** Brooklyn, NY

**OCCUPATION:** Assistant Film Editor

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

I've been living somewhere between the suburbs of Long Island and Brooklyn, NY for the last two years. I do a lot of commuting between the two places, so it's created an interesting dichotomy for me. Unfortunately, bringing a bike on the Long Island Railroad train is not permitted during peak hours. For the most part, Long Island is not designed for cyclists and is one of the most

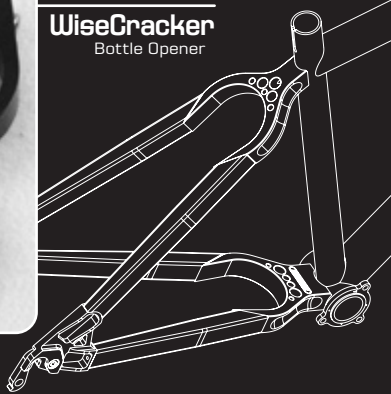
discouraging places to ride. Sprawling suburbs create a really tough situation for those who want to be out on their bikes but are intimidated by the design of the highway system. The south shore beaches (between Jones Beach and Robert Moses) are beautiful but not accessible by bike—so getting to the beach can ONLY happen by car/bus. On the other hand, I love riding throughout NYC because I can ride anywhere I need to. Brooklyn is completely accessible by bicycle alone. Although in NYC we have a long way to go to make the city more "bike friendly," at least it is possible to get almost anywhere via bike.

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# I Love Riding in the City



**NAME:** Liisa Ingimundson  
**LOCATION:** Vancouver, BC  
**OCCUPATION:** Manager  
Man-a-gee Pants presently  
for Whole Foods

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

I live in Van City, Canada, and its awesome—from big long road rides to hopping around on your BMX bike down by Science World, to grabbing your track bike and heading to the velodrome...

## **Why do you love riding in the city?**

My favorite urban cycling moment by far was when I was taking my eight-year-old nephew riding, and we were bombing a big hill. Usually I'm kind of the over-cautious "aunty" type who makes him brake and look both ways at every alley and intersection, But this one time I could see that there was no traffic at the bottom of the hill, so I told him to just pin it and ride as hard as he wanted. He flashed a big smile and hit the pedals. "Hey Aunty Liisa," he shouted, "It feels like I'm flying!"


All I could do was smile and wipe the tear from my eye. 

Photo by David Ellingsen - [www.davidellingsen.com](http://www.davidellingsen.com)

Can't we  
all just  
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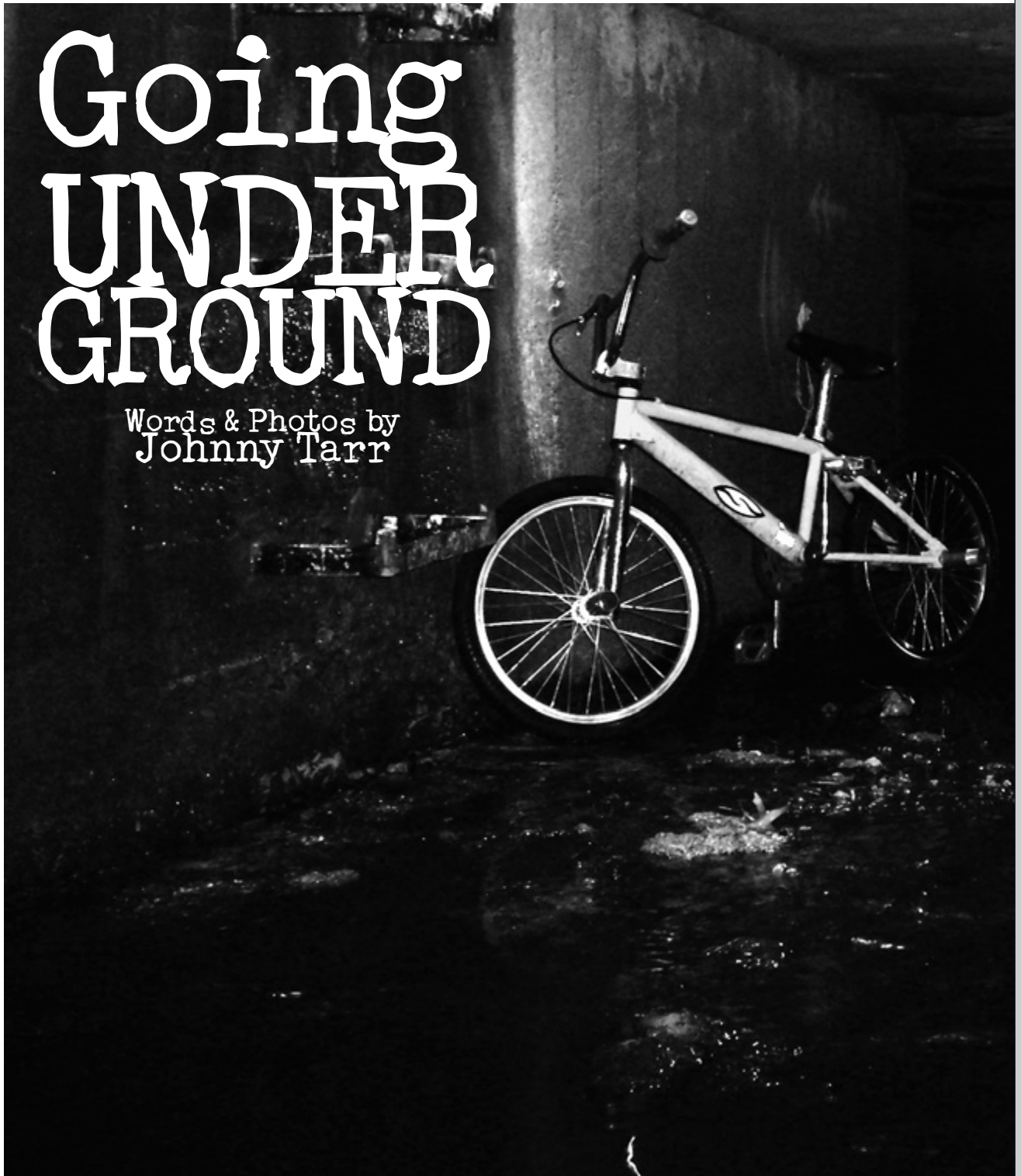
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# Going UNDER GROUND

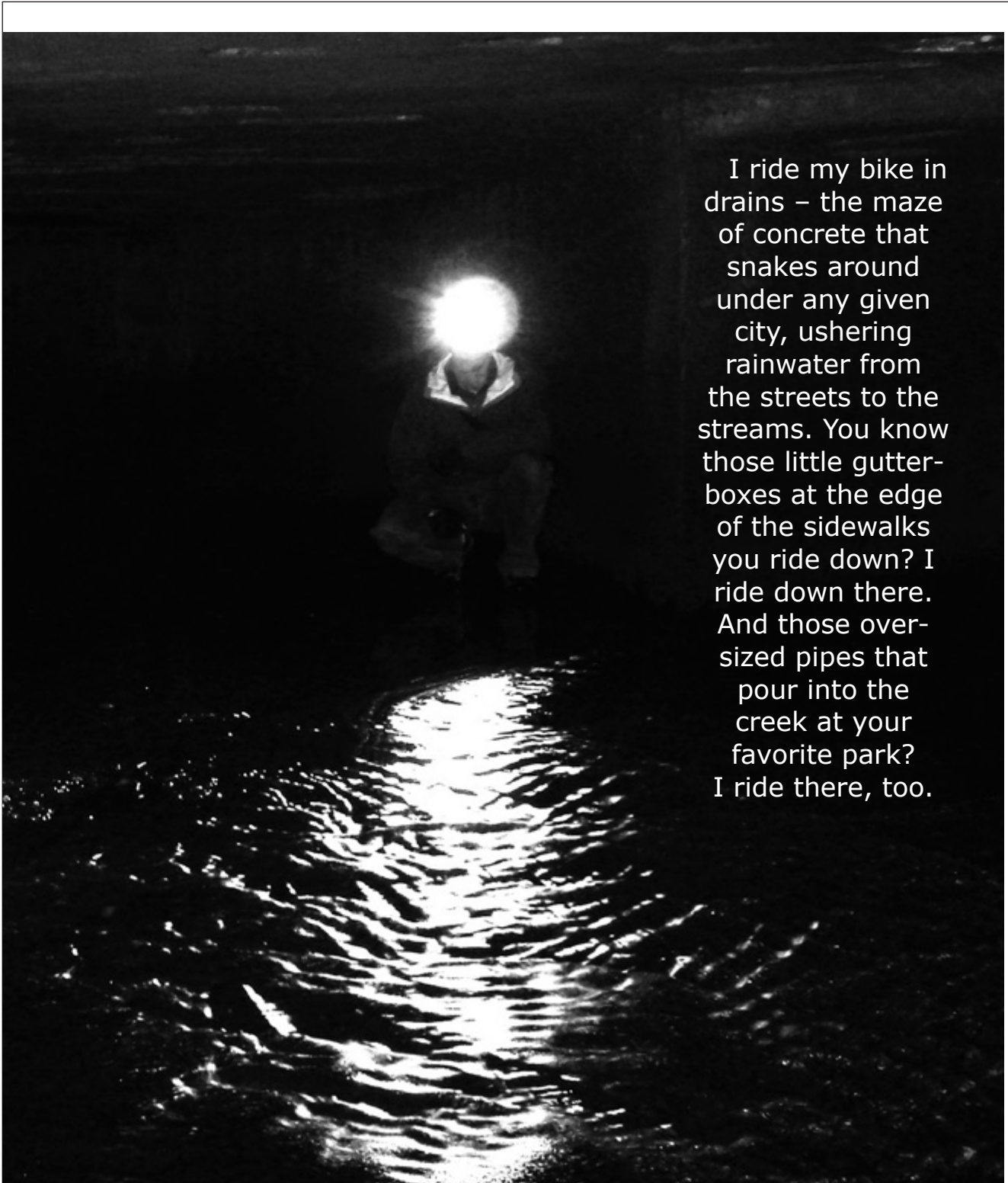
Words & Photos by  
Johnny Tarr



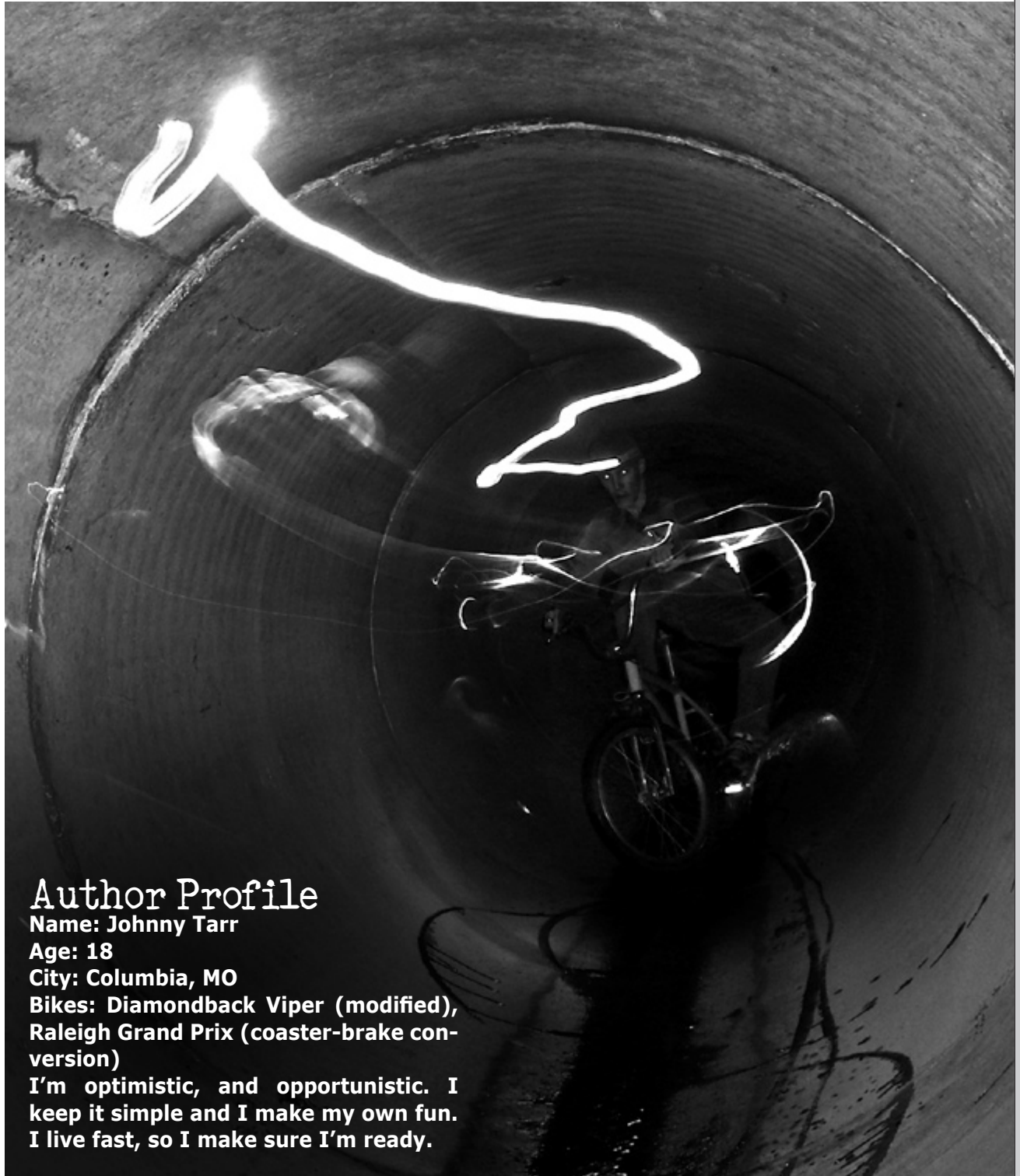
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I ride my bike in drains – the maze of concrete that snakes around under any given city, ushering rainwater from the streets to the streams. You know those little gutter-boxes at the edge of the sidewalks you ride down? I ride down there. And those oversized pipes that pour into the creek at your favorite park? I ride there, too.



## Author Profile

**Name:** Johnny Tarr

**Age:** 18

**City:** Columbia, MO

**Bikes:** Diamondback Viper (modified),  
Raleigh Grand Prix (coaster-brake conversion)

**I'm optimistic, and opportunistic. I keep it simple and I make my own fun. I live fast, so I make sure I'm ready.**

The first time I went in a drain to explore, bringing a bike wasn't much of an option; the entrance was an outflow where the drain emptied into a creek and water I waded was up to my waist and flowing, so I really wasn't interested in schlepping my bike in there. Myself and a fellow sandal-clad adventurer stooped around beneath the low concrete ceilings for at least a couple miles, peeking out manholes along the way, and only able to stand up straight at choice spots every so often. It wasn't until we followed our headlamp beams out a bone-dry exit across town I realized getting a bike down there was even a viable option.

The next time I visited our local drain, it was just me and my bicycle: a Diamond-back Viper. I got it for Christmas as a kid, but I never really got into BMX. Up to that point, it was just an awkwardly sized neighborhood beater. Now, it was exactly what I needed. A taller bike would have forced me to lean forward under the low ceiling, the way I had to do when walking down there. With a shortie though, I could ride the tunnels in comfort. So I did.

Riding in a storm drain is part exploring and part tourism. If you really wanted to explore every detail of the subterranean passages, you could walk, photograph and map every inch of them. Lots of people do, all over the world. On a bike though, a drain is a whole different experience. Even at slow speeds, you come close to outpacing your own eyes. If you aren't careful, you can easily knock your head on a low pipe or tumble over a pothole before you have a chance to see it and react in the dim light of your headlamp. You lose all sense of where you are, too, once you get deep in the system of smooth and featureless walls. So, with eyes quickly and cautiously

scanning floor and ceiling, you coast along at a speed that feels oh-so-fast, but it is barely enough to keep you balanced in the narrow passages really. Just when you feel like the drain is never going to end, or that you may never get out, you will find a landmark. Maybe it will be a gutter-box with a view of a familiar aboveground haunt, or maybe you'll come across graffiti, and it will be a striking reminder that you are not the only one coming down here, you are just part of a discreet minority.

Once, I was riding along in a typical narrow corridor with just a stripe of water going down the middle. I was a rolling island of LED light, and it was lulling and pleasant until I came around a corner and was met suddenly by bright light and loud noise. Fifty yards up, Public-Works engineers were busy at work in the pool of light spilled down by an open manhole. They didn't see me in the darkness, so I slunk back around the corner behind me to douse my light and stash my bike, and then I came back to peek out and watch. There were three engineers: an older one who was obviously the boss, a middle aged one who looked like the hired muscle in a b-list action movie, and a younger guy who was perpetually whistling the same few bars of "Purple Haze." The young one piped up several times to ask his mates if they had heard or seen something strange in the tunnel off in my direction. My heart stood still. The meathead told him not to be a wuss. I have no idea what they were up to, but it was interesting to watch. When I finally rode out, I decided to find the spot where they were working from above ground, so I could better understand what they were up to. I wouldn't have known where to start, but I was lucky enough to catch a Public Works truck headed across town. It wasn't an easy chase on an old



BMX bike, but I managed to follow him, and even though the truck got away from me, I eventually found the work site I'd been underneath half an hour before. The same three guys were bullshitting around their work truck. With a grin on my face, I realized exactly what I should do: I rode by the three of them on my clunky bike, slow and close as I could, whistling "Purple Haze." I was definitely wearing my badass pants.

There is a right way to ride drains, and lots of wrong ways. Never go in the rain. Drains are designed with one purpose in mind, and that is to move incredible amounts of water off of the streets as fast as possible. In a rainstorm, every drop of water that hits the

street eventually gets funneled into one relatively tiny tunnel. If you are riding in there when a storm starts, a loud rush will be the last thing you ever hear.

So, worry about the rain and not much else. Don't worry about the legality of riding down there; drains are built with your taxes, just like roads and sidewalks, and they are likely to be the safest of the three. Don't worry about being seen, because no one will care. I often find myself rolling out of a drain and met by a curious onlooker with a smart remark, but nothing more severe. Don't worry about what you'll find inside either; in most drains, the only thing down there will be you and your bike. Wear

a hat; you will bump your head. Don't wear a helmet; you are already too tall.

When I ride a drain, it never fails to excite me. It's an environment like no other I could ride. I perpetually hear a woman's voice just around the next bend, and even though I know that the chatter is only the effect of the dripping water and strange acoustics, it never ceases to be eerie. When I ride near an entrance, I always find an explosion of beautiful graffiti. When I ride deep into the system, I still stand a chance of finding graffiti, but there it will be sparse and obscure and say things that make me want to pedal faster. Sometimes I see oily little dog prints on the floor, yet I've never actually seen an animal larger than a roach down there. Being in a drain, you might as well have never been outside one, because nothing on the outside is anything like what you'll find.



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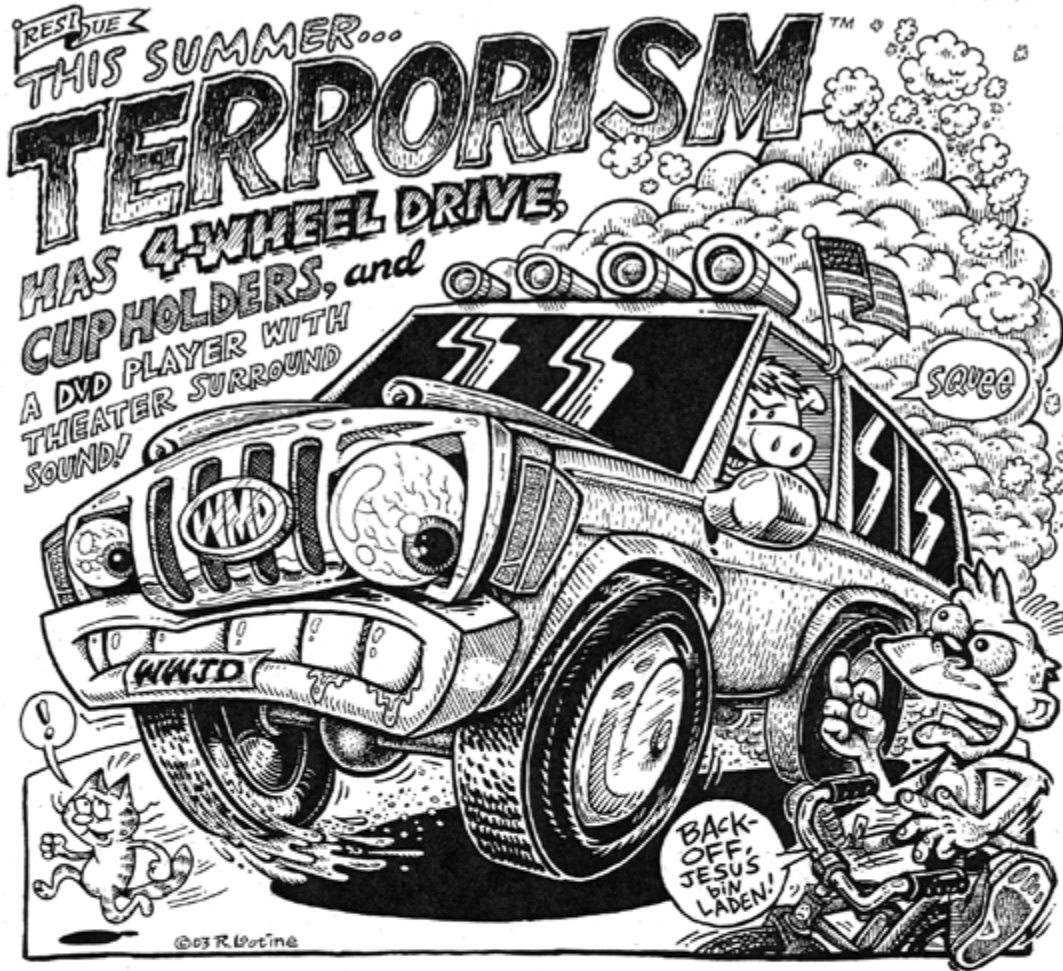


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Rafael's bike before the annual Puerto Rican Day Parade, Brooklyn, NY.

Photo by Erin Nicole Brown

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This shot was taken in Syntagma Square, Athens, Greece, prior to the once-a-year Critical Mass ride. While the participants were gathering, an old woman was begging for change near the meeting point and a young biker helped her out.

Photo by Panagiotis Moschandreou

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# Gallery

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Tim Z, the hip-hop messenger, lives to collect scars. The mere flesh wounds on his elbow are child's play compared to the massive scar running atop his head from ear to ear. Word on the street is the doctors peeled part of his face off during surgery. But they must have done a good job, because the ladies don't seem to mind at all.

Photo by  
Jeff Guerrero



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Paul Bellows commutes by cruiser on days that have even hardened Canadians reaching for the car heater switch. Edmonton, AB, -20°C.

Photo by Dan Barham

[www.danbarham.com](http://www.danbarham.com)

# Gallery

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Food is fuel. Ask any cyclist and they'll tell you the same. Therefore, the opportunity to recharge the old batteries at a place like Peppi's sandwich shop definitely merits throwin' the goat.

Photo by The Polish Hammer

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# Road Racing Doesn't Suck!

By Ted King-Smith

Photos by Jeff Guerrero

## Part 1: Your Local Crit Race

A time comes when we wonder just what this bike of ours was meant to do. Skinny tired rigs may get one to and from work, school or the grocery store with panache, but that aggressive road or track rig was built to race... So lets race it! Though intimidating at first, your local racing scene is a way of networking with a broad range of cyclists from many different walks of life as well as participating in a storied cycling tradition.

Your local crit race is the place to regularly meet, compete and blow your lungs out while you dial in your racing skills. The  *criterium*  race is a typically American style race featuring a short course (less than 5km) which can be readily held in anything from city parks, town squares, country roads, speedways, airfields, or parking lots.



The more imaginative the better! The crit race is also ideal for spectators who can watch the entire field in action with PA systems playing "Raw Power" or "Who's Next" for that extra touch of class. Race duration is typically determined by time (thirty minutes to an hour) or by lap cards with a total of laps decided by times. First across the line on the final *Bell Lap* wins it. Intermediate sprints or *primes* can be announced at random or at a designated interval, every X laps. Primes are small incentives to encourage sprints in the form of points (important in scoring a race series), small amounts of cash or bike swag. Races typically award places first through fifth with sometimes an additional award for the Most Aggressive Rider, *MAR*, who leads the pack for the most laps.

Crit races are typically fast and short with large packs and high speeds - comfort riding in with thirty to forty riders on courses with sharp corners is essential. Weekly crit racing provides crucial training in these skill sets. Cyclists comfortable riding in close formation with others enjoy the largest aerodynamic benefit and hence save the most energy, up to 60%. Riders towards the back of the field suffer from an accordion effect of braking and accelerating to match the pack's tempo, whereas riders towards the front experience more constant speeds throughout the turns. Riders who fall off the back of the pack formation *peloton* can expect a shit ton of work to catch up. Likewise, riders making a break off the front need either make an effort that is concerted, extreme, decisive and surprising or risk dragging the pack around and wasting energy. A break utilizing the aerodynamic efficiency of multiple riders will stick longer than one involving a lone rider, though one rider can win if taken for granted. Longer courses with blind turns serve breaks better as a break out of





## Crit racing is all practice. Here's what you need:

**License ([www.usacycling.org](http://www.usacycling.org))** - \$60 gets you a sticker, some deals on car rentals, cheap accident insurance and a year's worth of racing. You will begin in category CAT 5, 4 for women, and can upgrade based on a set number of race starts. After that its all points going up the line from 3, 2, to 1 which is essentially pro material. \$10 day licenses add up quick for all but the most casual racer.

**Bike** - Though you don't see many bikes advertised as crit bikes these days, a road bike with a short wheelbase and steep angles will serve you best in corners and sprints. Avoid triples and overly upright bikes. Drop bars only, no flat bars or aero equipment for safety reasons (imagine the running of the bulls). Carbon rigs are all the rage but a weekly crit race will be doing that bike no favors.


**Gear** - There are some dress code rules regarding races so please leave your speedo and tri singlet at home, your Cutters gear may be ok, but a nice kit is faster and more comfortable. Helmets go without saying - the days where officials let you split your head open during races are long gone. Clipless shoes and pedals are a necessity. You needn't go broke buying the latest gimmicky bullshit, you can get a great deal at local bike swaps on lightly used parts.

**'Tude** - Its most important to bring a positive, friendly, confident but not cocky attitude to the loop. Remember its just a weeknight amateur race, its about earning your beer calories and breaking a sweat. Have fun, don't crash!



sight is often out of mind, otherwise breaks should be utilized to attain primes or MAR standings. Though heroic, a break is a sure-fire way to waste yourself.

Otherwise, the race is decided in a bunch sprint on the last lap. Sprints are as exhilarating as they are dangerous (anyone catch that huge pile-up in this year's Tour of Romandie?) Most locals ride a conservative race saving energy for that final smack-down, crapshoot nuclear holocaust on the last lap. I can't win the damn things so I have no good advice for you other than don't crash because you will get rolled over thirty times or so. That said, if you're too far

back in the pack coming into the sprint you won't get any position unless the whole field wipes out in front of you (I had this happen once... and it was my best place!) If you're leading the sprint out too early from the front you won't get it and most likely play lead out train for some particularly cagey apes. If you've ever been passed by a semi going forty you know what it feels like to have the sprint blow by you and suck you into twentieth. That said sprinting is equal parts strategy and incredible fitness, something else I know nothing about... figure it out yourself and maybe I won't see you at the bar Thursday night. 



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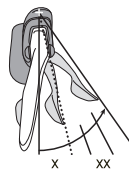
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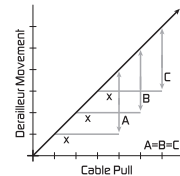
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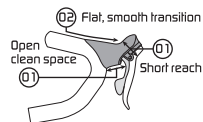
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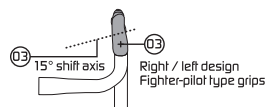
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# Starting A Local Advocacy Organization

By David Hoffman



**In this multi-part series on bicycle advocacy, Urban Velo gives you the tools to make a change in your community.**

Photo by Brad Quartuccio

### **What You Need to Know**

Bicycle advocacy takes many forms. There are "traditional" advocacy organizations like the Chicagoland Bicycle Federation ([www.biketraffic.org](http://www.biketraffic.org)) and the San Francisco Bicycle Coalition ([www.sfbike.org](http://www.sfbike.org)), who largely work to integrate bicycling culture and infrastructure (bike racks, bike lanes, etc.) into their respective cities, as well as "non-traditional" groups like Critical Mass, protest rides and such which are generally not organized, but aim to raise general awareness. For this series we'll be focusing on the traditional organized advocacy organizations. This is not meant to marginalize other forms of advocacy – all have a place and purpose.

More than anything, people and groups who start successful advocacy groups have three significant characteristics: a desire to make a change, good organizational skills, and patience. Don't worry if you think that you don't personally possess all three traits in spades – you'll need more than just one of you to be truly successful – and that's why they're called "advocacy organizations," not "advocacy islands."

### **Desire to Make a Change**

Here's the first test: do you ever find yourself irritated at the lack of bicycling facilities (racks, bike lanes, good parking, signs, etc.) around you? Do you spend any time thinking, "Gee, it would be really cool if..."? Do you ever experience feelings of jealousy or envy when you bike in other cities? If you answered "yes" to any of these questions, you're in good company with tens of thousands of other bicyclists out there. If you couldn't truthfully answer "yes," please send us your exact location – we'll be moving there shortly.

### **Good Organizational Skills**

Your fledgling organization will need to stay organized in order to remain effective. There are a couple of things that you'll need to stay on top of: regularly communicating to your constituency (this includes people who sign up for a newsletter and visit your website) as well as local officials and decision makers, and you'll need to make sure your organization makes an appearance at as many meetings that you can where public input is possible. Your communications should be designed to inform and educate.

### **Patience**

This is perhaps the hardest and most important characteristic to develop for your organization, and often goes hand-in-hand with developing good political skills. As bicyclists, we all want change NOW! But you'll quickly discover that immediate change (though wonderful when it does happen) is usually the exception rather than the rule. In most cases, you'll be working with local bureaucrats and politicians. A good deal of your time will be spent educating these people and building political will for your cause.

### **The Dirty Inner-Workings**

Oh yeah... there are a couple of other things that you'll need to make your organization "*bona fide*" in the eyes of your local city: bylaws, a board of directors, a ton of seemingly unimportant paperwork, and non-profit status. Don't let any of these things stop you; none of them are insurmountable, and in the big picture will all be easier than you think. We'll cover the nitty-gritty of the steps and resources needed to get all this done in the next installment. For now, just focus on...

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### **Developing A Campaign for Change**

The easiest and quickest way to get your organization off the ground is to develop a good campaign for change. This campaign should be small at first – designed to achieve a quick and visible win for your organization. As your organization grows, so can the numbers and complexity of campaigns. This first campaign will serve as the starting point for your organization. It will become the rallying point around which you'll be able to build support and credibility. This is where things will start to get specific. Think about all of those things that irritate you, or wish your city would install or fix. Got a list of them? Write them down and use the following questions to help you determine which would be a good starting campaign: Does your campaign benefit many as opposed to just a few? Example: Putting up "Share the Road" signs along a busy corridor will benefit many, whereas having a shower put in at your place of work will most likely benefit just a few.

Does your campaign represent an immediate need for change? Example: Sewer grates built in to the road gutter along a stretch of road frequently used by bicyclists have wide, parallel openings making it easy

for cyclists to get their wheels caught in. Perhaps there are a large number of potholes along a route that are continually causing pinch-flats or create hazardous conditions?


Is your campaign "winnable" within a relatively short time frame? Example: Putting bike parking in front of a local library is more likely to be winnable in a short time frame as opposed to building a bike and pedestrian trail along a 50-mile stretch.

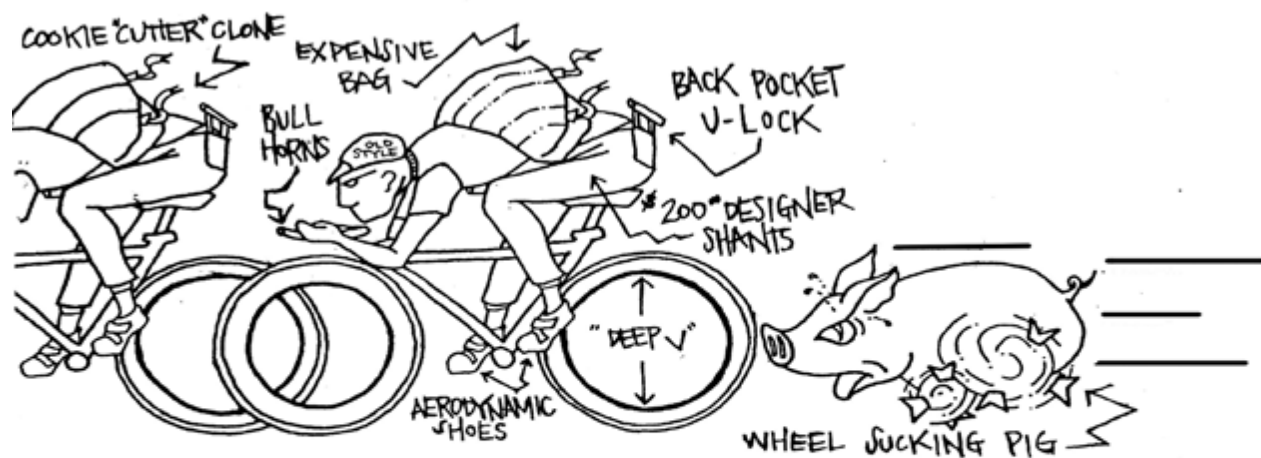
Is your campaign one that lends itself well to the media and/or has a human-interest component to it? Example: Little Johnny used to cross an unrestricted freeway on or off-ramp, but now with a new stop light in place his trip is a lot safer.

### **Resources and Campaign Templates**

The Thunderhead Alliance ([www.thunderheadalliance.org](http://www.thunderheadalliance.org)) is the national coalition of local and state bicycle and pedestrian advocacy groups whose job it is to strengthen existing and create new advocacy organizations. Thunderhead has been around for 10 years, and is composed of approximately 130 member organizations in 49 of 50 states, as well as some Canadian provinces. The beauty of Thunderhead is that it has the collected knowledge and experience of all of its member organizations. You'll find lots of good, free, downloadable templates and worksheets in the Resources Library and Member Services (<http://thunderheadalliance.org/site/index.php/members>) area of their website.

### **In the Next Issue**

The next installment of this series will deal with setting up a formal structure to your organization as well as some tools for better understanding your local transportation agencies. 



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# Bikes, Bands & Burritos!

By Jim V.



Illustration by Scott Henderson - [www.hendersonillustration.com](http://www.hendersonillustration.com)

It's about 9pm on Sunday night. I had just finished unloading the contents of my truck: 3 bikes, 1 bass amp, 1 bass guitar, bike tools, a pile of dirty Tupperware and 3/4 of a pound of shredded cheese. This is the aftermath of the 3rd annual Baltimore Bikes Bands Burritos! show. Held at the Charm City Art Space ([www.ccspace.org](http://www.ccspace.org)), a DIY art/music venue in Baltimore MD, the event is based on a simple idea: You wake up late and go to a DIY space. Bring something to go inside a burrito. Eat said burritos. Go to a cycling workshop or watch a


bike movie. Go on a 10-mile, no-drop ride through the city. When you get back, some bands play.

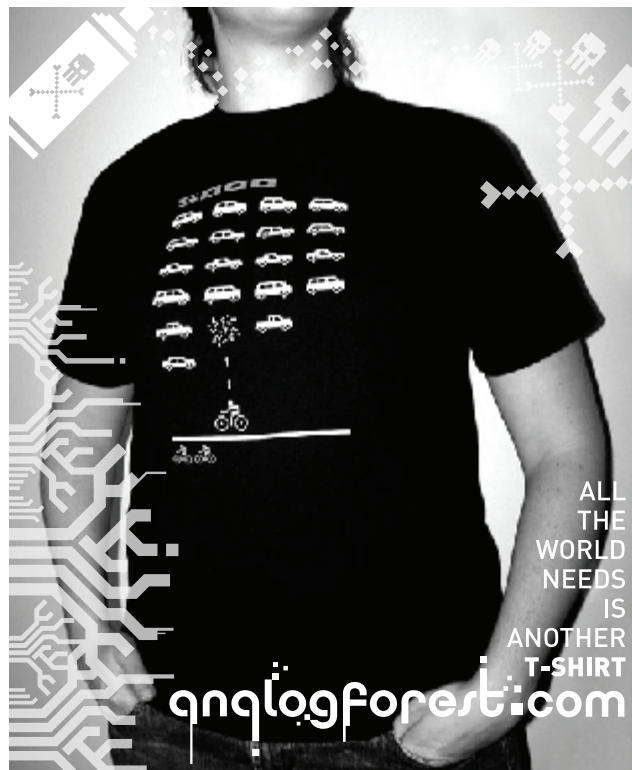
This year, Bikes Bands Burritos! was co-planned with the Velocipede Bike Project ([www.velocipedebikeproject.org](http://www.velocipedebikeproject.org)), a Baltimore bike collective, and we had very high hopes. The date this year coincided with a few other events, so the turnout was lower than expected. It was a small group, but we had a good time nonetheless. The 10 mile ride through the city left from the Charm City Art Space at about 2:30 with about 12



riders—about 5 more picked up cue sheets soon after we left. Repping everything from fancy aluminum carbon mixes to ghetto-tech single speed conversions, we made our way into Druid Hill Park (heard of Sisco?). After scoping out a festival that was going on, we rolled out of the park and right into the gentrification zone. We passed a huge awesome warehouse with broken windows and a lot of potential. No sooner did someone say, “We should do shows in there!” than you could see the attached “artists” condos and the palatial Roman bath style swimming pool. As with all good gentrified zones, it hugs up on a cool artsy neighborhood called Hampden, of John Waters *Pecker* fame. We rolled through on our way to the backside of Johns Hopkins University and its hidden gem: a winding grey ribbon of road with no traffic and lush trees on both sides. One mile later, and it was the hustle of Charles St, one of B-more’s major arteries, and an arrival back at good old Charm City Art Space.

Every band was represented (minus one, due to illness) during the ride, so the show started when we all got back. Speedo Kill was an all-male Bikini Kill tribute band—`nuff said. Dunaway is a one man acoustic show playing punk fucking rock, don’t let the word “acoustic” fool you, it’s none of this folk-punk business that the kids are eating up these days. Strange Days used the ride as a warm-up for their old-school 1988 style hardcore jumps, kicks, and rock-out moves. The day was closed out by the Degenerettes, an all-girl garage-glam band with hot jams like “I was a teeny bopper for the CIA.”

Next year’s show is already stewing in the back of our brain, so think about coming out to Charm City for Bikes Bands Burritos 4. We’re going to fight Ivan Drago. He’ll pay for what he did to Apollo. 



# Critical Mass



## Critical Massholes By Joe Reed

I don't have a car. I have always preferred cycling as an inner city mode of transportation. I was a Boston bike messenger for a while and I have been riding urban traffic for 20 years. I'm now in LA and I continue to live this way.

I love pack rides, I love bicycle events and I love bicycles.

I fucking despise Critical Mass.

The concept of a leaderless movement sounds nice, but it doesn't work when you have that many people in on it. There's a reason why anarchy = chaos. I realize that it's not ALL of you, but it takes just 10 assholes out of 100 to make the whole thing look bad. Unfortunately, you allow those 10 assholes to represent the entire group.

When you have a community like that, you have to keep it cool. You have to stop people

from making trouble for everyone else. If you ride in a big sloppy pack, blocking up all the lanes and aggravating drivers then you are inviting drivers to act out aggressively. Antagonism isn't going to help you assert our right to the road, it's just going to make drivers want to run us over the next time they see us alone. How can you bitch about people who drive like assholes if you ride like one? Seriously.

Make a web site, get some leadership, set some rules and find ways to enforce them. Do SOMETHING before you end up making pack rides illegal in major cities. Believe me, it's not far fetched at all that your city could get sick of the bullshit and start crackin heads like they're doing in New York.

I sincerely hope you CMers get your shit together. Right now you couldn't pay me to be seen in that scene.

# Point / Counterpoint

Illustration by Mike Pfaltzgraff - [www.analogforest.com](http://www.analogforest.com)




## Critical Community By Brad Quartuccio

Critical Mass is all about community. The connections made through this monthly ride in cities across the world has led to partnerships that have forged systemic change for the better of all cyclists. Many people neck deep in urban cycling advocacy can trace their first meeting with like-minded folks to a given Critical Mass, myself included. Since the inception of Critical Mass as we know it back in 1992 cycling access has improved across the country and around the world due in part to the collective work of the CM community, not in spite of it.

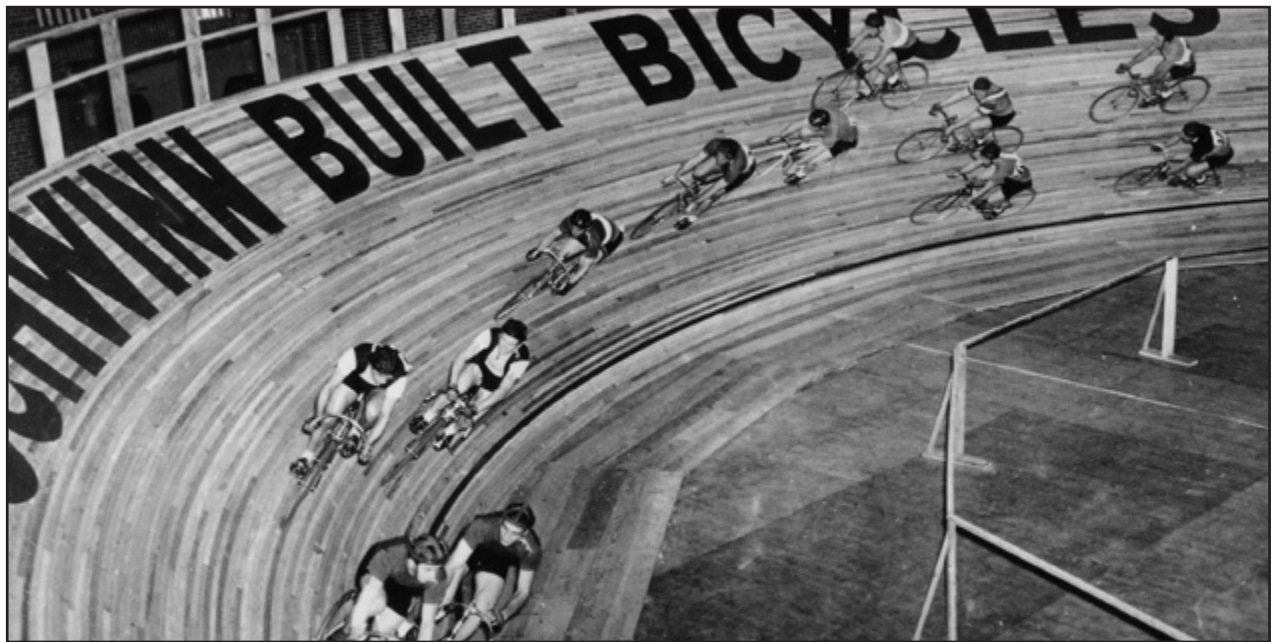
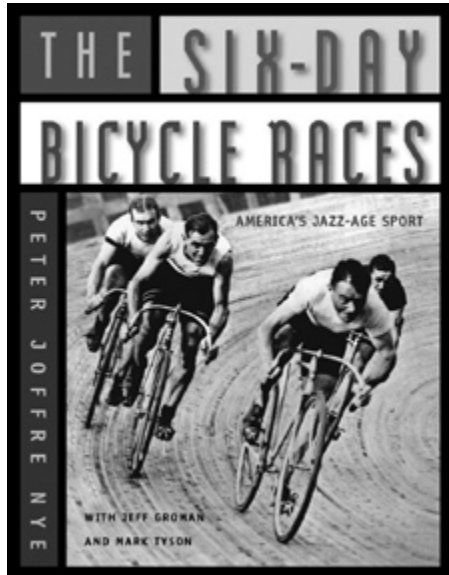
With news outlets in American cities sporting helicopters to report on the recurring, utterly predictable automobile traffic of the morning and evening commute it is an uphill battle to convince me that the momentary inconvenience that drivers may experience

from a passing Mass has any real, lasting negative impact. Nevermind the actions of individual riders—there are assholes everywhere, and no reason to believe that cyclesport is absent of them. Lumping all Critical Mass participants together with a few troublemakers is as logical as railing against all drivers because someone cut you off once.

Critical Mass is what you make of it, and the flavor of each city's ride ebbs and flows with the will of the participants that show up. The friendships made through this unique happening have the ability to change the cycling landscape in ways only limited by our own energy and ideas. We have not reached critical mass yet, but Critical Mass has been a giant step forward with some bumps along the way. 

# The Six-Day Bicycle Races: America's Jazz Age Sport

Author: Peter Joffre Nye





The most revealing parts of this book are not the tales of old, as compelling as they are. It's all about the photos, the subtleties of posture and dress that show such little separation from today's city culture and the cyclists of the past. We are all participants in a sport with a vibrant history, one worth exploring for a sense of humility in the modern day cycling world.

In this photo-intensive, hardbound volume, author Nye gives a glimpse of the heyday of American cycling racing—when the velodrome was the place to see the highest paid athletes in the country in company with thousands of others. Photo essays cover the cycling greats of the era, along with the mechanics and promoters that made it all happen from behind the scenes. Candid looks inside the rider's life during a six-day event show a world not far removed from today's—doping and all. The racing itself was brutal, the events huge, the stakes high. And then American tastes changed and the heart of competitive cycling moved to Europe, where it has remained since. —Brad Quartuccio

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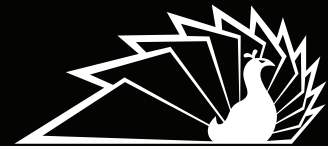


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SEVENTH ANNUAL

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# Bikes on Film

Words & Photos by Jeff Guerrero

The Bicycle Film Festival is among the greatest bike culture events the world has ever known. And now the traveling festival brings cycling culture to 16 cities worldwide. For the seventh year the festival kicked off in New York City, drawing over 11,000 people to the Film Anthology Archive building in Manhattan's Lower East Side.



In addition to cyclists of all kinds, the festival drew people from around the globe, including England, Amsterdam, Japan, Columbia, China, Canada and even Russia.

For those uninitiated, the festival primarily consists of short cycling-related films, and the audience is encouraged to be themselves. During the much-lauded bike messenger segment, the crowd is known to go wild, hooting at the screen and clinking bottles of suds with their neighbors. And for the more astute presentations, the film buffs are given the opportunity to interact with the attending filmmakers after the presentation.

One of the biggest crowd pleasers was **Joy Ride**, an art exhibit curated by festival founder Brendt Barbur. With a great crowd of people, inspired art-

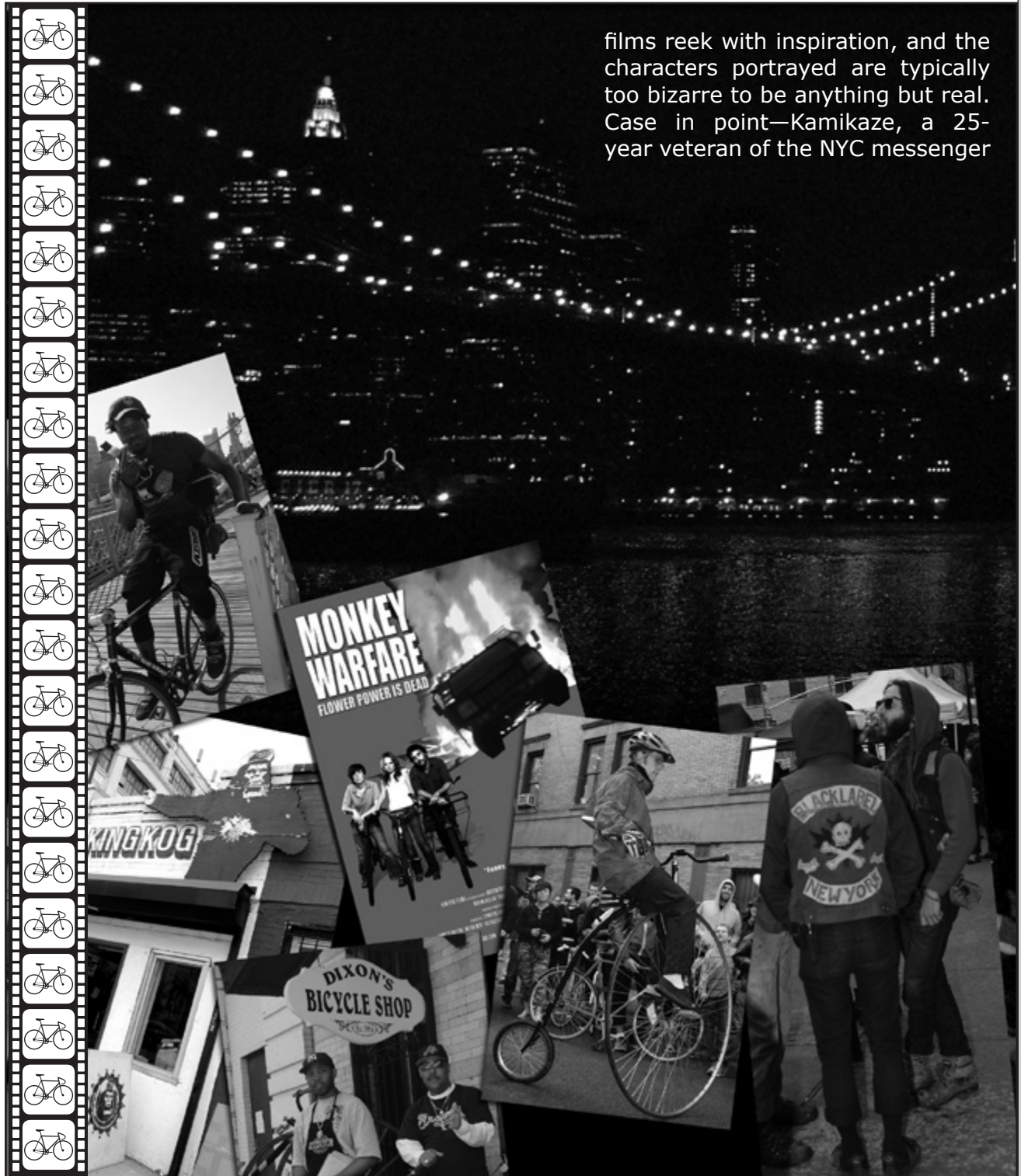
work and wall of free PBR, the opening was arguably the party of the year.

Among the festival highlights were **Monkey Warfare**, an independent film with a plot that revolves around smoking pot, riding bikes, collecting garbage and... Well, I don't want to spoil it for you. Another must-see film is **Ayamy\***, directed by Eric Mathies and Tricia Todd. The film documents the distribution of bicycles in rural Ghana, and the subsequent positive outcome. The film's brilliance lies in the subtle humor conveyed amidst the unpleasant reality of the villagers' situation, making it entertaining as well as inspirational.

If time or money only allows you to attend one program, however, the one to see is definitely the **Messenger Shorts**. The fast-paced, short



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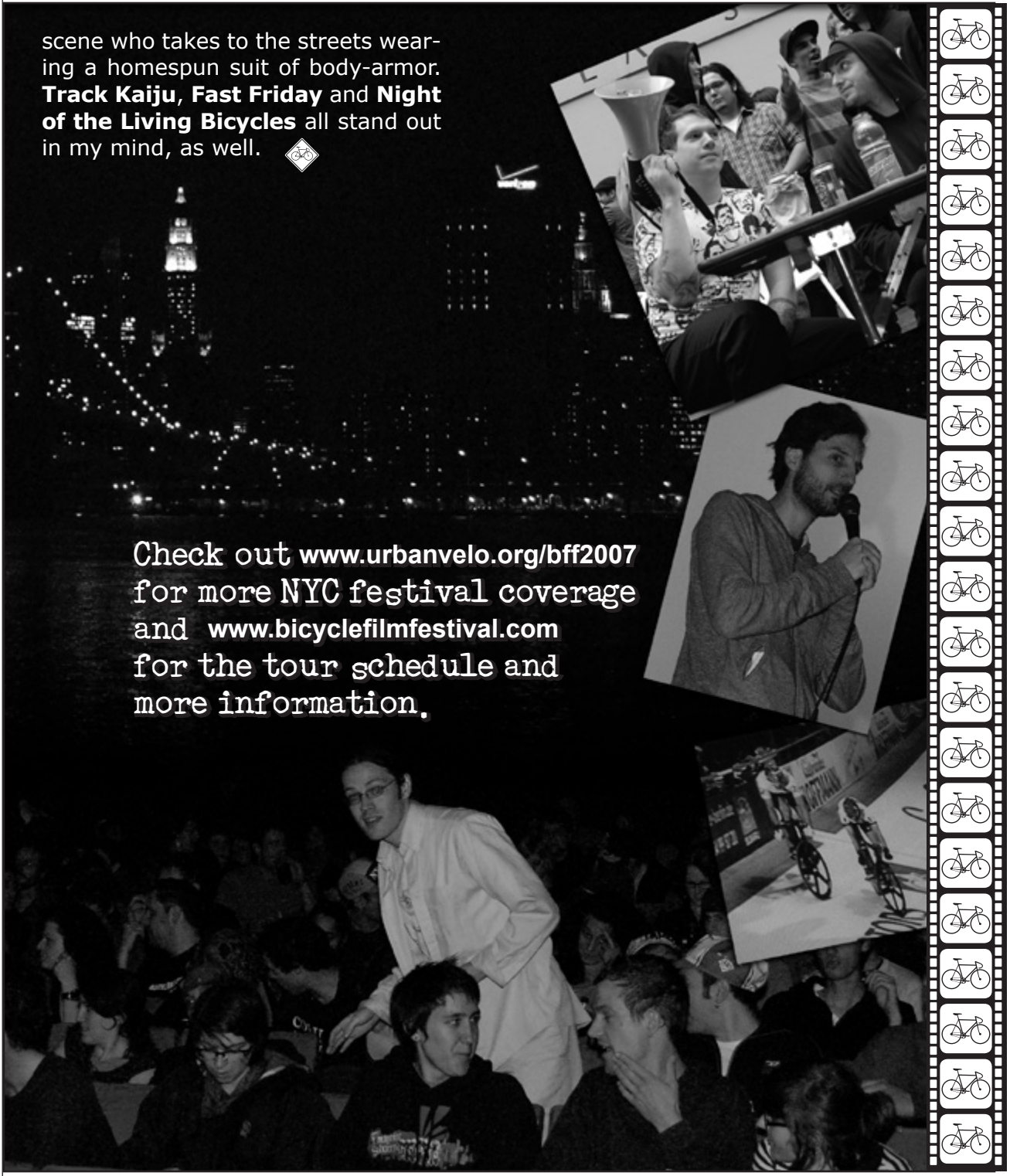


films reek with inspiration, and the characters portrayed are typically too bizarre to be anything but real. Case in point—Kamikaze, a 25-year veteran of the NYC messenger



scene who takes to the streets wearing a homespun suit of body-armor. **Track Kaiju, Fast Friday** and **Night of the Living Bicycles** all stand out in my mind, as well. 

Check out [www.urbanvelo.org/bff2007](http://www.urbanvelo.org/bff2007) for more NYC festival coverage and [www.bicyclefilmfestival.com](http://www.bicyclefilmfestival.com) for the tour schedule and more information.



# The Armchair Advocate

Words & Photo by Jeff Guerrero



I've heard it said that change begins at home. And while we're often reminded that people around the world need our help, it seems to me that all too often we overlook our own neighbors. For most people it's just easier to make an online donation to their favorite charity than to actually go out and volunteer. But making a difference doesn't always entail a lot of money, a long-term commitment or even any real hassle.

Not long ago I was pumping up one of the neighborhood kids' tires when his sister


comes over with two flats. Before pumping up her 16" tires, I mention that the bike is way too small for her. She shrugs it off since there's not much she can do, though she would of course like bigger bike. I tell her that she can earn a bike that fits at our local bicycle cooperative, and learn how to work on it at the same time.

"I already know how to work on bikes," she corrects me. So I hand her the pump. It turns out she does know how to work on bikes, and I'm impressed. She goes on to tell me how she used to jump her bike

like the local BMX kids, but sadly hers was stolen right off the porch.

Touched by her story, I let her keep the pump and decide to find her a bike. At first I considered giving her my old GT Pro Performer, but like all eight of my bikes, it has too much sentimental value to part with. So I went and talked to my friend Gerry who owns a local community-oriented bike shop, figuring he might have some kind of deal for me. In love with the idea, he gave me a small mountain bike for free. It was a Huffy that had been dropped off for repair and never picked up. Sure, it's a cheap bike but the thing was practically brand new, and just the right size.

Of course it occurred to me afterwards that Khadijah's parents might be a bit apprehensive about a stranger coming and donating a bike out of the goodness of their heart. So I went over and talked to her father, George. Not only was he totally appreciative, he was concerned about fixing his children's tires in the future. He asked about buying a tube for his son's bike, and it was just too perfect to be able to hand him a copy of *Urban Velo* #1 and point out the article on how to patch a tube, instead. The next day I returned with the mountain bike, a lock and a patch kit. Khadijah was so excited she hardly finished saying thanks before charging up the street on her new ride. For me the real thanks came thirty seconds later when she sped back down to ask her father, "Daddy, can I go to the park?"

What more can you ask for? Well, when I offered to show George how to patch his son's tube, he declined the offer. He had read the entire zine and felt confident that he could fix his kids' tires from here on out. What's more, he plans to get a bike for himself so he can make cycling a family activity. 



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## **BICYCLE MESSENGER EMERGENCY FUND**

The **Bicycle Messenger Emergency Fund** is a non profit organization that provides emergency compensation to bicycle messengers who are hurt on the job. Currently the BMEF allocates a \$300 (USD, Euro, Can, Lbs, etc.) emergency cheque to help messengers anywhere in the world during the first week of injury. This provides a boost, to both the financial and the mental/emotional state of the injured messenger. The goal is to help the injured cope and recover.

**[bicyclemessenger.org](http://bicyclemessenger.org)**

# Doing SXSW By Bicycle

By Kelly McCord



Illustration by Celène - [www.celeneart.com](http://www.celeneart.com)

**H**aving spent your portion of the rent money and utilities on a badge, tight pants and a cute pair of shoes, you really want to make the most of your SXSW experience. Riding a bike will greatly cut the costs of gas and parking, thus increasing the balance of funds set aside for your thorough intoxication. There are a few things we

need to go over before you go racing out in your fancy ball gown to all the SXSW events on your little sister's old Huffy.

**BRAKES** Make sure they work. They should be evenly aligned. If they rub, check to see if the wheel is centered in the dropouts. The cables should also be clean and tight.

**LUBE IT UP** This means the chain, shifters, cables and derailleur. My favorite lube is Astroglide, but on my bikes I use Pedro's Extra Dry Chain Lube. After you lube up, always use a dry cloth to wipe off any extra, as it tends to collect dirt.

**TIRES** Do they look dry and cracked? Is there ANY tread left? Are there metal wires sticking out? If it's been sitting around for a while it might need some new tubes. Take it to the bike shop. They'll replace the tubes for less than \$10—free if you're real cute.

**LIGHTS** Get a blinky light—the brighter the better. Reflectors just won't do the trick. Hell, outfit yourself in Christmas lights, You'll be the belle of the bicycle ball.

**ATTIRE** Want to turn your pedicure into a bloody mess? Go ahead wear open toed shoes. Sure that vintage skirt is hot, but shredded up shins? Not so much. Protect those gams with a painted on pair of but-ton-fly's.

**IN TRAFFIC** the rules are much the same as for daily commuting only more convoluted with intoxication and stupidity during SXSW.

1. Just because you see the cars doesn't mean they see you. Think one pedal stroke ahead of the driver next to you. And assume they are more drunk/stupid than you are.

2. If a driver comes close to hitting you but doesn't quite, let it go. Hurry to the bar and tell all your friends how you almost just got killed and they'll buy you a beer.

3. If at the end of the night you find yourself too drunk to bike, CALL A CAB and ask for a van so you can load up your bike, or leave it locked and come back for it the next day (although downtown it is likely to get stolen).



# PITTSBURGH ALLEYCATS

## UPCOMING EVENTS

**June 30, Saturday**  
*Alleycat Soup, Charity Food Drive*  
Race at 6PM REI Southside  
\* Bring \$10 and a bag

**July 1, Sunday**  
*Pittsburgh-Roubaix*  
Race at 12PM \$5  
\$100 top prize!  
\* Roady style w/cobbles

**July 4, Wednesday**  
*The Creamcycle*  
Race at 2PM  
Frick Fine Arts fountain

**July 5, Thursday**  
*Climb Fixed or Die*  
Race at 7PM  
\* Fixed-only hill climbs



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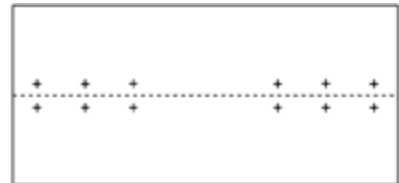
# Technical Gubbins

## DIY Double Toe Straps

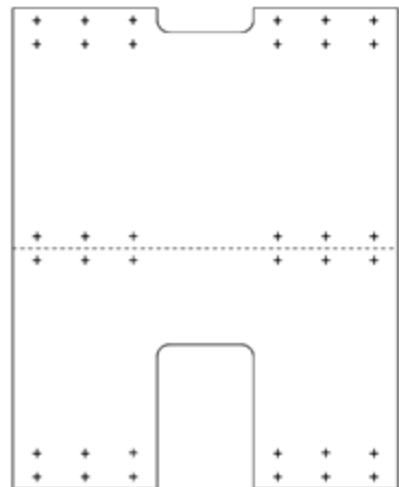
Words & Photos by David Munson



Inner piece.



Outer piece.



Marks indicate holes for rivets.  
Dashed lines indicate centerlines.

Double toe straps are the ultimate for those who prefer street shoes combined with traditional toe clip setups. Commercially made double straps can be hard to find, and expensive. These DIY doublers hold two sets of single straps or one set of double straps together where you want them. They also even out the pressure on the top of the foot, making the entire setup both more comfortable and secure.

As it stands, making these requires three things—raw materials, rivets and the proper tools. For raw materials you may use leather, Lorica, Hypalon-coated nylon or the like. Otherwise, you'll need two copies of the plans, scissors or a utility knife, a hole punch and hammer,

**The above plans are half size. Double them on a photocopier or download full size versions from [www.davidmunson.com](http://www.davidmunson.com)**

# Technical Gubbins



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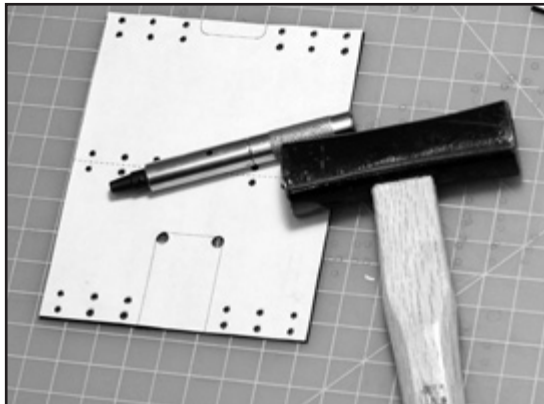
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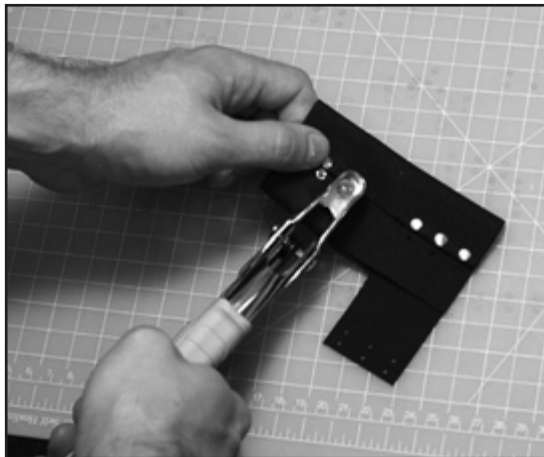


temporary adhesive, punch rivets and the appropriate setting tool, and a refreshing beverage. This should all be readily available between the local hardware and craft stores. These could be sewn together, but few have access to a heavy-duty sewing machine so construction has been based on rivets.


Cut out the patterns from the paper, and with the temporary adhesive mount them on your chosen material. Align the patterns well to conserve materials and simplify your cuts. Once you have them attached, proceed with cutting out the individual pieces and punching holes in the material using the "+" marks as guides.



Once the raw materials are cut in the appropriate pieces and holes punched, its time to start on the rivets. Fold the very edge of the material over so that the paired holes line up with one another and insert the "male" portion of the rivet through the holes so that there are six in a row. Now take the smaller rectangle of material and place it on the larger piece in the center, such that the twelve holes in the middle line up. This reinforces the center of the doubler, along with all of the rivet holes.



Fold over the half of the material with the rivets in it and insert them through both pieces of material. Attach the "female" halves of the rivets to the ends protruding the whole way through the material. Using a punch or riveting pliers, crimp down the rivets the entire way around, completing the toe strap doubler. Get through the second one and you're done. Comfortable double toe straps.

Check out step-by-step pictures at [www.davidmunson.com](http://www.davidmunson.com). If you find these plans useful, consider donating a few bucks through the site to keep the project going. 

# Technical Gubbins



# THE OUTCAST

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Name change? Lane-change! Can I get ahead of that bus before he turns right and slices me in two? Only it wouldn't be a slice, it would be a spine-crushing hell of slow-motion agony. A realisation of yells falling on deaf ears and all my strength and love and grappling coming to nothing as man and machine in municipal disharmony would dismiss my spirit. Dead. Gone. Beat. It's a game I play. Not sure why. But then yes I do. I do know a few things. It is all that life is about. Death is what life is about. You need to know the buses are out there and the gaps between them. Those fleeting moments of calculated risk have dead after the equals sign and all sorts of divisions and multipliers before them. You want the 'equals life plus smiles' outcomes, with some relief and excitement in there too. The simple sums are there but simple can equate to dull just as the more ambitious can just end in tears and chaos. Do the math. Then the aftermath. The street is alive and awash with possibilities. A wasted life might well be a very long one - not one cut short by some ambitious calculations of love, life and a gap in the traffic.

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# Technical Gubbins

## HOW TO WRAP YOUR BAR TAPE

By Brad Quartuccio & Chris Paladino



*Properly wrapped bars are not only more aesthetically pleasing, but more functional than a poor wrap job. Doing it right gives a more even surface for grip that doesn't come unraveled or have gaps open up over time.*

*Wrapping a bar isn't hard if you follow a few basic tips. Always start at the bottom and work up, so that sliding your hand down the bar goes with the seams. Keep it taut and consistently spaced throughout the wrap to prevent it from unraveling. And go opposite directions on each side of the bar to keep the seams and end wrap running in the same pattern. In this technique, it's all about the angled cuts in Steps 1 and 6 to prevent either end of the tape from having a bulge. While shown on a commuter setup of bar-end shifters and inline 'cross levers, this method works on all controls and does not rely on a bar plug to keep the tape together.*

*Cork or synthetic, glue backed or not the technique is the same.*



Cut the beginning of the tape as shown. The angled edge goes to the inside of the wrap.



Start wrapping from the bottom of the bar. Overlap by about 1/4 the width of the tape.

# Technical Gubbins

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# Technical Gubbins



Keep the tape taut to prevent unraveling or bunching on the outside of the curve.



Place a small section of tape around the brake hood clamp and wrap around as shown.



Hold any cables in place with electrical tape as you continue up the bar. Consistency is key.




Trim the leading edge of the tape with a long enough taper for one wrap around the bar.



Done correctly, the tape should yield a clean square edge, with no tape sticking up.



One or two wraps of electrical tape should finish it off. 



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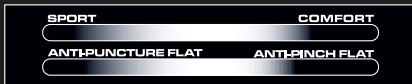
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- CAUSES AIR AND WATER POLLUTION, NOISE, WARS AND GLOBAL WARMING
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