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Bicycle Culture on the Skids

Issue #30 • March 2012



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URBAN VELO

Issue #30

March 2012



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On the cover: NYC bike messenger and artis Greg Ugalde is profiled on page 38. Photo by Amy Bolger, www.amybolger.com

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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.

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Left: Chiang Mai—a gateway to northern regions of Thailand, Laos and Myanmar—is known for being a primarily scooter and tuk tuk driven city. But the open mountain ranges, fresh air, and humble terrain birth its fair share of weathered bicycle stockyards. See more of photographer Alex Hansen's work on page 70.

Editor's Statement


By Brad Quartuccio



Parts can hold a lot of stories—take the battered rim in this issue's tech piece on page 72. I first built that wheel for my road bike six or seven years ago, and while in roadie terms I did not exactly pile on the miles on that bike it did see a few thousand over the years. Rural roads just outside of town, exploring dirt paths mirroring old railroad tracks, getting ruthlessly dropped by much faster friends, my first century. Two particular rides led to its eventual demise.

Two years ago I did a solo ride to Washington DC via the trail system that thousands of others experience every year. Breaking my rules of over-preparation for flats on such a trip I left home with only two tubes, and of course got a flat tire just outside of town. Neglecting to patch the punctured tube the first night or purchase a replacement at one of half dozen small shops I passed it was only appropriate that I would break the valve stem off of my only spare as night fell on the second day, with a storm rolling in. The scars along the outside of the wheel are from opting to ride into camp on the rim to avoid camping right there in the middle of the soon to be pitch-black trail.

The incident that finally did in the rim and led to the replacement was a more hair-raising experience, akin to many cyclist's worst fears. Casually riding in a well lit, relatively tight packed group we were hit from behind at full speed by a drunk driver. Two riders at the back of the pack took the impact before the car veered sharply left and incredibly missed the rest of us by mere inches. The driver sped away, the injured pair spent a night or two in the hospital for observation and otherwise came away beat up but in one piece, with a concussion and a broken collarbone between the two of them. The driver was caught a few minutes after the incident, with bicycle parts reportedly stuck in the grill of his car. I didn't go down in the melee, but somehow came away with a rear wheel that wouldn't clear the stays and reason to think about all sorts of better or worse ways the evening could have gone.

I'm not particularly sentimental about bike parts. I'll admit to having a few pieces around that have no utility but for memory at this point, but this rim is going directly to scrap. Nothing to see here. 

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

AKRON



JAKOB SANTOS SIGNATURE STRAP
BURRO
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PHOTO: JAHROME

Publisher's Statement

By Jeff Guerrero



I've lost count of how many times my friends have told me how "lucky" I am to publish a bike magazine. Luck, my friend, has very little to do with it.

In this day and age, starting your own magazine is as easy as 1, 2, 3. But keeping it going, issue after issue, year after year is a matter of hard work, not luck. Ask any seasoned magazine editor and they'll tell you that their life consists of working late nights and weekends. And it's seldom because they've slacked off right up until deadline time—it's simply the nature of the business.

"But you get all that free stuff," is another thing I hear often. To a degree that's true, and I'm certainly not complaining. But the last time I checked, my landlord won't accept company branded bottle openers and cycling caps

in lieu of cash. Even though the magazine does pay the bills and keep me well stocked in bike accessories, I could just as easily work as a bartender on the nights and weekends, and use that income to buy all the bikes I want. But I digress.

This issue marks the completion of five years worth of magazines—30 issues since our auspicious beginning in 2007. You might think I'm looking for a pat on the back for this accomplishment, but I'm perfectly satisfied even if nobody were to make mention of it. Because I simply love making magazines. I love being a part of the bicycle industry. I love telling the story of cyclists around the world.

And I am going to take that sweet new Bianchi out for a ride tomorrow morning!



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i ♥ riding in the city



NAME: Mike Drew

LOCATION: Pittsburgh, PA

OCCUPATION: Writer / Construction Worker / Teacher

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

I live in the City of Steel, Iron City, Pittsburgh, whatever you want to call it. I love riding in the city, except for all the potholes that is. For the most part the rides are smooth, albeit hilly, but the potholes just throw everything off.

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

I've only ever really ridden in Pittsburgh, unless you count Toms River, NJ, which is where I grew up. I dig Pittsburgh because drivers actually afford you some respect (most of the time), and you can zip in and around cars at lights and elsewhere. How else can you get around a city if you're not weaving in and out of traffic?

Why do you love riding in the city?

I love being able to breeze by drivers, especially when they're clueless because they're on their cell phone talking, texting, using their GPS or fiddling with the radio. On a bike I'm much more connected. It's a visceral experience. I can feel the road beneath my feet and pedals. I'm aware of everything going on around me. I know exactly where I need to be and how I have to get there.

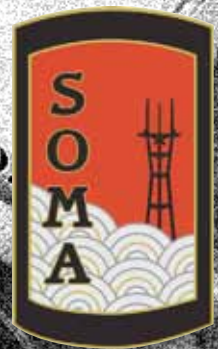
Or just say whatever you want about riding in the city... Poetry anyone?

I got hit last month by a driver making a left turn. I took up the whole lane and had my front blinky going strong, but he still didn't see me. Luckily, I walked away. My bike was a little f'd, but still relatively okay. I went up onto his hood and over his roof, smashing his front windshield and knocking off the passenger-side rear-view mirror. I called 911 and filed an incident report. I wish I had gotten an ambulance on the scene and gone to the hospital. Make sure you report bike accidents and get yourself checked out by doctors, even if you're feeling okay (a lot of the "okay" feelings are the result of your adrenaline pumping). I'm so glad I was wearing a helmet.

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NAME: Judi LoPresti
LOCATION: Cincinnati, OH
OCCUPATION: Barista

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

I live in Cincinnati. The last couple of years the city has gotten more bike friendly, with more bike lanes and "Share The Road" signs. There is still a lot of work to be done, but cycling in our city is up 200% from five years ago. I love the hills and the river and the trails. We have it all—cyclocross, mountain bike trails, a BMX pump track, urban rides, criteriums, road racing. There is so much to do on a bicycle, somedays it's hard to figure out which bike to ride.

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

San Francisco—I was a messenger there in the 90's. I loved being able to get anywhere on a bike.

Why do you love riding in the city?

Urban riding is just plain fun. It makes me feel like a kid again. I didn't have a driver's license until I was 30, so I rode a bike everywhere. The traffic, the horns honking, the lights, the city, it's just plain fun.

Check out www.drunkcyclist.com

NAME: Ryan Schuetze
LOCATION: Seattle, WA
OCCUPATION: Commercial Fisherman

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

I've been living in Seattle, WA for the past five years. It's a fairly hilly city, with an average rainfall of 52 inches. It makes choice of attire fairly important—as well as making for one hell of a cyclocross season.

Why do you love riding in the city?

I worked in Austin as a courier for a spell in the late 90's and it really changed the way I ride. I began to view traffic differently. Though it doesn't seem like it when you're in a car, rush hour can often feel very fluid when on a bike. It's fun. I'd be lying if I said I didn't get a rush riding through traffic at high speeds, but a casual ride on a crisp fall morning is also a real treat. I love carrying stuff by bike and get a kick out of doing as many of my cargo related errands on two wheels as possible.

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i ♥ riding in the city



NAME: Brendan Kevenides

LOCATION: Chicago, IL

OCCUPATION: Attorney

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

Riding in Chicago is often like a chess match with Mother Nature. The weather here changes so frequently, sometimes even hour to hour, that a particular route is almost never the same twice. It keeps it fun, interesting and challenging.

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

Chicago is the best. There are so many riding options here, from busy streets to laid back boulevards to scenic paths. Not too many places offer so much riding diversity.

Why do you love riding in the city?

It sounds crazy, but I love riding in the city for the serenity it offers. Despite the weather, potholes, visually challenged drivers and lumbering buses, I always feel calm riding in the city. Pedaling the city streets means focus and movement. That makes the stress of the day just disappear.

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

Change, focus, movement, and a free all access pass to everything the city has to offer. You just don't get that in a car.



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i ♥ riding in the city



NAME: Kristina AKA Superkat
LOCATION: New York, NY
OCCUPATION: Cosmic Pupil Of The Universe

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

I am an NYC girl, born and raised. I've been hitting the streets on two wheels since I was a kid. Now as an adult I'm seeing all the turmoil created for cyclists. I like to think of myself as the bike ambassador for the Bronx. There aren't many female riders out here (due to safety mostly) so I like to think I'm showing them there's no reason not to.

Why do you love riding in the city?

It's a great way to get around the neighborhood. You save money and lose weight. What can be better? You see so much you wouldn't from a bus or train when you're on a bike. Since I blog I also take massive amounts of pictures while out on rides. I swear it is the only way to really see the beauty of NYC.

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

It can get depressing since NYC is such a "car city." But I wouldn't stop for anything, I'll continue to be a positive influence on the streets of this city, along with the great cycling community out here! Being involved with the bettering of the bike lifestyle is very fulfilling and rewarding.

Check out cruiserdolly.blogspot.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



photograph by Peter DiAntoni

Milwaukee
Bicycle Co

i ♥ riding in the city



NAME: Kirk Tsonos

LOCATION: Jacksonville, FL

OCCUPATION: Sales Rep

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

I live in Riverside of Jacksonville, FL. It's quite the experience riding in the third worst rated city for cycling. I love riding downtown, and near the water. Like most downtown scenarios, it can get pretty hairy—the biggest problem being careless drivers. Jacksonville's bicycle scene has seemed to pick up quite a bit in the past year. I'm loving the progression and hoping it pushes for more awareness for cycling in our city.

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

Orlando. Every time I visit, I have a blast riding downtown and visiting Ace Metric. So much happening in one city. Great events and great food.

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

Even though my city is rated one of the worst to ride a bike in, I and many other people are fighting against that title to do everything we can to improve and promote our bicycle scene. I have the best of hopes, and so far every thing seems to be going well. I'm stoked on the future of Jacksonville cycling.

Check out www.904fixed.com

Photo by Cameron Nunez
www.cameronnunez.com

Bianchi

BIANCHIUSA.COM



photo by Nicholas Camarillo

i ♥ riding in the city



NAME: I-Be4Evr

LOCATION: Philadelphia, PA

OCCUPATION: Store Manager /
Non-profit organizer

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

Philadelphia PA. Where every day feels like it could be your last... Seriously! We have some of the oldest streets in the country, thus some of the oldest (if not biggest and scariest) potholes. Not to mention trolley tracks that terrify and most peoples "outta my way, me first" mentality, coupled with the "Oh! I didn't see you there... I wasn't paying attention because I'm more important" vibe.

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

Berlin! Haven't traveled much, and it was the only timed I biked on another continent. The graffiti was awesome!

Why do you love riding in the city?

The excitement, the adrenaline... You have to have eyes in the back, front, top and bottom of your head to there. It's like a video game, a test of faith and a challenge of will rolled into one.

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

I whip mint condition Nike's and ride a bike

Face facts and never hide from life!





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GLITTER AND GRIME



L.A. BIKE LIFE

By Krista Carlson

Photos by Mikey Wally
www.mikeywally.com



It's hard to put into words what makes cycling in Los Angeles so special, so different. It's not just because the city is so big, or because it's mostly flat (there are still lots of hills to ride), or because we're blessed with what could be considered a perpetual summer (rain is rare and, quite frankly, unacceptable).



What really makes riding in L.A. something truly special may be that it takes a certain amount of fearlessness to contend with the overwhelming car culture, and some real dedication to span the distances between the edges of the 500-square miles that are encompassed in this mega-opolis. Cycling in L.A. demands toughness, but it also requires that you can laugh off the honking and harassment—because they come every day—and can have fun no matter who tries to run you off the road.

And in a city of 10 million people, somehow, community can be hard to come by. There are so many people crisscrossing from one end of town to the other, back and forth without stopping to see what's in the middle, it's easy to go months without ever talking to your neighbors. Bikes tie a wide swath of people together in L.A., and we're thrilled to be able to get to know each other and explore all the streets and hills and cuts and tunnels and bridges of our crazy, chaotic, beautiful city together.

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1000bikes' mission is to raise funds by creating a local art piece / public mural featuring a wall of "1000 bicycles". A wall spaced with templates of bicycles that will be available to sponsor. All proceeds will be used to purchase bikes, locks, lights, and helmets for foster recipients in the hosting cities. We are selecting 50 cities nationwide to donate 20 bikes in each. The donations will take place on Friday April 20, 2012 by delivery to the recipient's home in partnership with a local bike shop that will make sure all bikes and equipment are working properly. We are partnering with local Boys and Girls Clubs and Foster Agencies to find qualified recipients for the giveaways. Thank you for the support! -Coolass Mike Bowers

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12 Months of Bike Summer

“When Bike Summer came to Los Angeles in 2008, it never left,” Alec Schwartz told attending cyclists at a summit hosted at the beginning of the year. The All City Ridazz summit, called by Midnight Ridazz founding member Roadblock, would bring cyclists together to build momentum for a strong year for bikes in L.A.

But it was several years prior when the party truly began, when eight friends got together for a “Midnight Ridazz” ride on the second Friday in February 2005. On bikes and skateboards, their 18 mile tour of fountains kicked off a tradition that gave way to a flourishing bike culture, centered around exploring the city’s streets and open spaces after most drivers had cleared the roads and were settling onto their couches in time to catch the latest car chase, cutting off their favorite primetime show.

“People want to have the desire to get on their bikes for fun,” says Roadblock, adding, “That’s what Midnight Ridazz is—it gives people a fun reason to get on your bike. It wasn’t a protest; it wasn’t like bike to work—both of those things are difficult for different reasons.”

The Midnight Ridazz rides have continued since every second Friday of the month, without a single lapse. While there was a time that the group didn’t get much credit from other cyclists in the city, the rides have grown to more than 2000 riders at its peak, and the ride calendar on www.midnightridazz.com, where anyone can sign up and post their own ride, was filled nightly by the end of 2008, listing rides in all parts of the city. It wasn’t long before several rides would be listed on any given day.

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The all-inclusive attitude of Midnight Ridazz has proven fertile ground for fun-loving cyclists to gather for all sorts of riding and form subgroups of all kinds, but it has also set the tone for a tight-knit community that is drawn together from all corners of the city throughout the year.

“People just brand their own rides, that’s how we are in L.A.,” Roadblock notes, “Somebody just comes up with a killer concept and just leads the ride.” Some of these killer concepts have included the Friday night Ride With No Name, Taco Tuesday, and Monday Night Rehab, Robotz and Crank Mob, just to name a few.

Right now, L.A. cyclists are gearing up to host Bike Angeles, a weeklong celebration of bikes in L.A. modeled after Pedalpalooza. Kicking off with July’s second Friday ride, Bike Angeles will condense the best of riding in L.A. into one week of bike rides and events. The idea behind Bike Angeles is to show visiting cyclists the best of L.A., from its busy mid-city streets, to the miles of river path stretching from north to south, the bridges we ride over and beneath, the piers that jut into the ocean and let us party with the Pacific Ocean sea spray misting our bodies and bikes, the view from the Griffith Observatory, and the sunrise from Angel’s Point, and from crossing the bridges running in and out of downtown—and even then, one would have only seen half of L.A.

Are You Having Fun Yet?

If Midnight Ridazz had a single anthem, it would have to be “Eff You Enn,” by Funderstorm. In keeping with the all-inclusive spirit of Midnight Ridazz, every one who shows up at a Funderstorm show is part of the self-described bicycle-party band that claims roughly 2000 members. Funderstorm has played a few clubs and galleries, but their most infamous shows have been in parks renamed after the bike rides—like Crank Mob Park, where Venice meets Culver, and over abandoned train tracks running through graffiti-bombed tunnels below interstate highways that are never empty.

Check out www.midnightridazz.com for info about rides in L.A. each day





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Out Come the Wolves

It was also Midnight Ridazz ride that spawned the most notorious fast-paced ride across the country. Wolfpack Hustle began as one of the legs of the Tron Ride in the summer of 2005. At first, WPH would get together sporadically, when riders got the itch to tear through the streets in a pack. Eventually it became a weekly ride, and Tang's on Sunset and Fountain became a landmark in the eyes of L.A. cyclists and visitors who would come to ride with the wolves.

When L.A. was faced with the ultimate nightmare last July—a weekend-long freeway closure dubbed Carmadgeddon—Jetblue offered flights from Burbank on the north side of L.A. to Long Beach, 40 miles south, for just \$4, and traffic expert Tom Vanderbilt tweeted that he bet a good cyclist could get there faster. Wolfpack took up the challenge. The Wolfpack vs. Jetblue challenge garnered widespread media coverage, and inspired one person on rollerblades and another who relied on public transportation to clock their own times on the trip. While the 405 remained ghostly still, the wolves rode to Long Beach via the L.A. river path, reaching the set ending point more than an hour before the Jetblue passenger.

And while nearly every L.A. cyclist (and a thousand others across the country) aspires to ride with the

wolves, there are ample other opportunities to prove your mettle in unrelenting traffic and deteriorated roads. "Street racers are hungry out here," says Sean Martin of the race collective Takeover L.A. "Just about every week there is some sort of race. Over the course of the next eight weeks there are 10 different styles of races. No other city in the world has that."

From weekly races in different parts of town to annual events like the DTLA Summer Series alleycats and the Fortune 700 Rosebowl track race, to merciless hill climb challenges like Feel My Legs I'm a Racer and Lord of Griffith, hosted by Martin, and countless others, there are ample opportunities to keep the legs spinning and the tires hot. Perhaps the biggest in attendance is the Wolfpack Marathon Crash Race, drawing between 500-1000 racers each year. "It's the only time you get to race 26 miles on a closed-to-cars course in L.A. at 4 am!" Martin says of the crash race.

But the cherry on top of the year ahead may well be when the Westside Invite comes to L.A. The Los Angeles Bike Messenger Association will host the annual event, which has resided in the Northwest for a number of years, over Veteran's day weekend in November.

Perk your ears to www.wolfpackhustle.com and www.tola.com to hear the howls for street races in L.A.

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Sharp Shooters Of The Southwest

Another group of diehards is L.A.'s bike polo club. With the sun shining practically 364 days of the year, there's no reason not to play. And the polo facilities here, which include a full-size roller hockey rink in the valley, are "clandestine," in the words of L.A. player and Southwest regional North American Hardcourt representative Joker. In addition to the rink, regular games are held throughout the week at an abandoned tennis court 18 miles away.

"Like Los Angeles itself, we are very spread out," says Joker. Also like the city, its polo players come from a broad range of backgrounds. "From a player perspective we are pretty similar to the demographics of many other clubs, but what sets us apart from most other clubs is our year-round pleasant weather, our variety of courts, and the fact that one of our courts has lights that don't turn off."

Joker recalls losing every game he played the during his first day of polo in L.A., back in September, 2007, but things have changed since then. "L.A.'s A-line is the clear leader of teams in the Southwest Region of North America," he boasts, having recently returned from the fourth annual Desert Polo Invite, where his team, Con Safos, took second place against the Guardians, in from Cascadia, after three years of holding the championship spot. "There are several strong teams based here, but L.A. is on top locally. And yes, I am expecting a little blowback for that. Bring it Nor-Cal and AZ!" As for the rest of the poloverse? "North America is a bigger pond," he says.

While finding ample space to throw a full-scale tournament has been challenging in L.A., that hasn't stopped the club from hosting visitors from North America and abroad throughout the year. With five polo players under one roof at the No Manor polo house, and courts just down the road, it's never hard to get a game going.

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Bike Kitchen

The city's first bike co-op and the hub of the bike district in Hollywood, a small block next to L.A. City College that also includes the Orange 20 bike shop, a cafe, wine bar, and Scoops, the best ice cream parlor in town.

706 Heliotrope Dr, Los Angeles CA 90029

www.bicyclekitchen.com

Bikerowave

This west side co-op is the most spacious in the city and host to some fantastic biker parties and swap meets! Located across the street from L.A. Brakeless, and voted "Best Place to Join a Commune" in 2011 by the L.A. Weekly.

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www.bikeoven.com

Valley Bikery / Ciceria de Valle

In 2009 the city had three co-ops running regularly, but none served cyclists in the San Fernando Valley. A dedicated group began operating the Bikery as mobile clinics along bike paths in parks and eventually came to reside in a cozy little spot just big enough to turn a few wrenches in the central part of the valley. The Bikery publishes all of their literature and signage in English and Spanish.

14416 Victory Blvd, Van Nuys CA 91401

www.valleybikery.com

Bikesanas del Valle

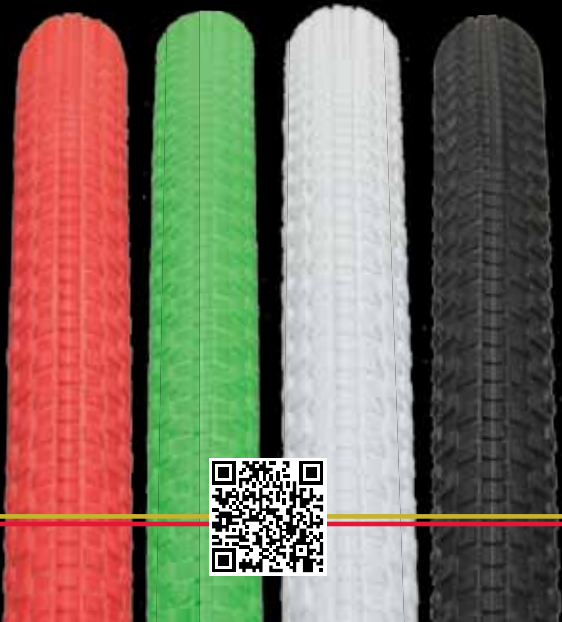
Not long after the Bikery was born, Bikesanas sprang into being as well. Situated on the northeast edge of the valley, 8.5 miles east of the Bikery and 19 miles north of the Oven.

12545 Terra Bella St, Pacoima CA 91331

bikesanasdelvalle.wordpress.com



///KARVS



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CicLAvia

Possibly the biggest bike event in California, CicLAvia began as another pipe dream put on the table by a couple of visionary cyclists who had been inspired by the day-long open streets festival Ciclovía in Bogota, Colombia. Even fellow bike activists, including current CicLAvia organizer Joe Linton, initially scoffed at the proposal.

“This worked in New York, but L.A.’s different and it won’t work here,” Linton recalls the words of skeptics. While the idea had been pushed for a few years, it wasn’t until Mayor Villarigosa witnessed a similar event in Mexico City that anyone at the city level began listening. “Even up to the week before 10.10.10, before the first one, there was a lot of skepticism. The police and other city staff were saying that it wouldn’t work. And then after the first one they pretty much apologized to us.”

By the L.A. Times accounts, nearly 100,000 people turned out for the first event, which has become a semi-annual event in the spring and fall, and grown to encompass 10 miles of streets across East L.A., Downtown and into Mid-City. Attendance has grown each time since.

“The first one was just so magic,” Linton recalls. “I don’t think it’s about bikes. I think it’s about the city and about people seeing each other at the same level, looking each other in the eyes, smiling.” And in a place where cars are pretty much second homes, that eye-to-eye exchange can be rare. What’s more, seeing the streets as more than motor speedways can be a strange new perspective. “I think there’s a lot of preconceptions that when you get a bunch of bikes out it’s a race,” Linton notes, “It’s difficult to get that person who’s at home and a little worried to actually try a new bike lane. A lot of the stuff that we push for makes things safer and makes it easier to bike for people who are willing to bike, but I think CicLAvia reaches a different kind of person who’s really worried about interacting with cars. I don’t think other events or bike paths or anything reach that same audience.”

Ten miles of L.A. streets will be cleared of cars for another day on April 15. www.CicLAvia.org



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Greg Ugalde

By Kurt Boone

Photography by Amy Bolger, www.amybolger.com

Many are familiar with his Monster Track flyers, but not the veteran New York City bicycle messenger behind the art. Greg Ugalde has uplifted and inspired the urban cycling community through his illustrative, mythical and surreal art for years. Chatting with Greg he called his art style contemporary folklore, except in his drawings he depicts urban cycling through the prism of the bicycle messenger rather than more traditional folk themes.

One of the strengths of the messenger community is inspiring everyday folks and youth to ride their bicycles to work, for fun or in some cases to race. A while back I interviewed Greg about his art for the book “New York Alleycats” where some of Greg’s illustrations are published. I asked Greg how he became a bicycle messenger and when he began to draw.

After being released from prison in 2000 he took a job as a foot messenger to get together enough money to purchase a bicycle, a used Huff that he bought from a newspaper listing. “Becoming a bicycle messenger changed my life.”

Before eventually dropping out, Greg learned the basics of drawing in high school with formal instruction in pencil and ink. In 2003 he was commissioned for his first urban cycling illustration for the Monster Track 4 flyer, having done the art for each one since. His art has become synonymous with the race, and for some the larger New York courier scene.

Starting with that first Monster Track flyer illustration his art began to be known in the New York City urban cycling community and beyond. His style of incorporating skyscrapers, bicycle components, snakes and dragons into his art to illustrate the life of the courier has attracted a large following beyond the cycling world. Greg Ugalde’s recognition increased with his appearance on the short-lived Travel Channel television show “Triple Rush” with his life philosophy proving popular with the show’s fans.

Speaking with Greg at his home in Brooklyn we discussed the inspiration for his art creations, the hard life of the bicycle courier and his foray into movies and television.



Illustration by Greg Ugalde, www.gregugalde.com

ON INSPIRATION FOR HIS ART

“All artwork is based on the job, it’s all about glorifying the experience of the messenger.”

“You figure with a job like that, so many humiliations, that it’s naturally inspired pride, you want to glorify it to combat the negativity of the job. It’s hard to explain. This job is like ‘anti-job for anti-hero.’ It is not easy making a delivery boy something glorified.”

“You can never separate my art from the event that goes with it. It’s like it gets pulled along with it, the art inseparable, the art and event is the same. My art never stands alone. I don’t do paintings or artwork for painting’s sake. It’s for the event.”

ON TRACK BIKES

“I couldn’t even imagine how to ride a track bike. You can picture it in your head how you think it’s going to be—you have to ride it to know how it feels. I rode with front brakes for a couple of weeks, and then took it off and then learned how to ride for real. Because when you have the front brake on you don’t know how to ride fixed, you will used the brake if it there, you will go for it, so until it’s gone, you can’t ever really learn.”

ON CARS

“You have to go about your business despite them. You don’t belong there, the streets are not built for you. So you have to sneak around. Go through red lights. I am doing things that I am not supposed to be doing. What right do I have to be angry at some car making a legitimate left turn? You know—the nerve! Or if a car goes through a little space between the red and green light, there is a space when both the lights are red. If a car goes through there I get angry at him. But what do I get angry at him for? For being like me. That is why I am angry, because he is acting like me. I do the same thing. I am going through there.”

ON ACCIDENTS

“The worst—I was knocked unconscious by a food delivery guy coming the wrong way from a behind a truck. I was going full speed. I don’t remember that accident at all. I was hospitalized.”

“This job takes a lot of luck. You can look out and be careful all you want—you can still get crushed and killed at anytime and any minute. No matter how skilled, no matter how many years you have been on the road. You are never safe because you can’t take into account the distracted driver or someone not paying attention”





ON THE PRESSURE OF THE JOB

“What does it profit me to do one more run at the end of the day? That takes a whole hour, when I am only getting \$4 or \$5 for that run? I am supposed to be home. These are things that get you angry about the job. Sometimes the pressure of the job never ends. Constantly demanding of you, the physical labor is unimaginable, the amount of miles that we ride, it’s a lot. And then carry heavy things. [The dispatchers] think we are teenagers and that we will do this forever. ‘I need another run done, you have to do it.’ My argument is ‘Fuck you.’ And then he can’t dispatch.”

ON THE BICYCLE COURIER THIRD EYE

“Look up ahead and see the wall of pedestrians—you can close your eyes and go through them. At least you feel you can because you see the whole, you feel it. Unless someone does something unpredictable, which can happen at any minute, but usually doesn’t. The same way when we ride next to cars, a door can open at any second, you can’t predict it, sometimes you just feel it.”



Check out www.kurtboonebooks.com





Shanghai handles an immense volume of two-wheeled traffic. Rush hour resembles Critical Mass in the busier districts as innumerable commuters pedal their way home. The bicycle of choice for most Chinese is still the Flying Pigeon, an iconic heap of clunky steel that harkens back to Maoist times. A swift fixie was my ride during my semester in Shanghai, a colorful vessel that for months I rode amidst the sea of rickshaws, scooters and steel Pigeons.

—Gustav Hoiland

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RiBMo PT = Ride Bicycle More!

RiBMo is our great all-around urban tire that incorporates the our PT Shield technology. The PT Shield fabric layer provides sidewall to sidewall tube and tire protection that produces a tire that is 3x more puncture resistant than an Aramid belted tire of comparable weight. Super light-weight, RiBMo is the perfect urban tire. 17 sizes in folding and steel beads.

Panaracer

www.panaracer.com

Shanghai

Photography by Gustav Hoiland





Shanghai

Photography by Gustav Hoiland





POST APOCALYPSE TWIN CITIES

BY ANDY SINGER



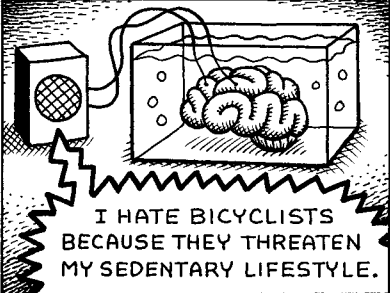
WITH ALL PRIVATE PROPERTY PAVED OVER AND 85% UNEMPLOYMENT, LEGISLATORS TRIED TO RUN THE STATE ON TOBACCO TAXES AND GAMING REVENUES...



A PACK OF MARLBOROS? THAT'LL BE \$28,000.

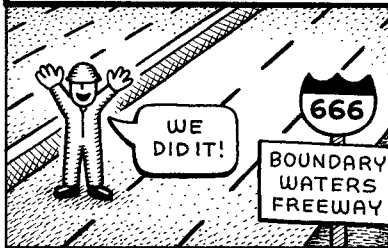
BUT PEOPLE STOPPED SMOKING AND RAN OUT OF MONEY FOR SLOTS AND LOTTERY TICKETS.

DESPITE THE POVERTY, MASS STARVATION DISEASE AND DEATH, JOE DOUCHERAY'S PICKLED BRAIN CONTINUED TO BROADCAST **GARAGE LOGIC**.



I HATE BICYCLISTS BECAUSE THEY THREATEN MY SEDENTARY LIFESTYLE.

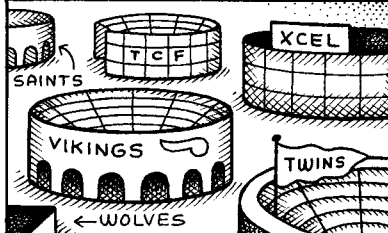
MN.D.O.T. AND LOCAL PUBLIC WORKS DEPARTMENTS HAD PAVED OVER THE LAST OPEN SPACE IN MINNESOTA. THEN GAS PRICES HIT \$18 PER GALLON AND NO ONE COULD AFFORD TO DRIVE.



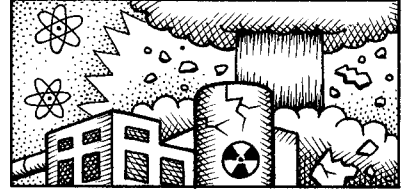
WE DID IT!

666
BOUNDARY WATERS FREEWAY

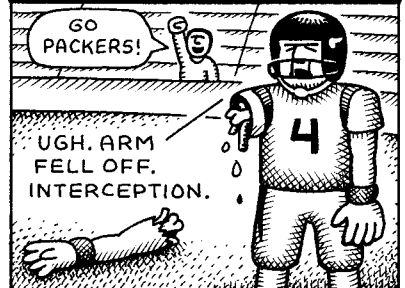
BEFORE GOING BANKRUPT, THE STATE SPENT ITS LAST BILLION ON A NEW VIKINGS STADIUM, ENSURING THAT EVERY TEAM IN THE STATE ABOVE JUNIOR HIGHSCHOOL HAD ITS OWN STADIUM.



THEN SOME TERRORISTS, TORNADOES AND WILDFIRES CUT OFF POWER AND WATER TO THE PRAIRIE ISLAND AND MONTICELLO NUCLEAR POWER PLANTS. THEY MELTED DOWN AND SHOWERED THE TWIN CITIES WITH RADIOACTIVE FALLOUT.



THE VIKINGS AND MEDTRONIC REANIMATED BRETT FAVRE'S CORPSE, BUT THE TEAM SUCKED AND NO ONE SHOWED UP TO WATCH THE GAMES.



GO PACKERS!

UGH. ARM FELL OFF. INTERCEPTION.

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ECONOMISTS SAY IT'S JUST A SLIGHT MARKET CORRECTION



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DESIGNED BY RIDERS
vp-usa.com



Bianchi Volpe

The Volpe is undoubtedly the most versatile bike in Bianchi's lineup. It has lots of tire clearance, plus rack and fender mounts, giving it the potential to be a commuter, a touring bike or even a cyclocross racing bike. It comes standard with all terrain tires and a triple crankset, so you can literally take it just about anywhere. And that's what makes the Volpe so much fun.

When the Volpe arrived back in October, my first inclination was to cruise across town to our local city park and hit the dirt and gravel. This became a recurring theme all winter long. While it's not terribly fast on the road with the WTB 700 x 32 All Terrainasaurus tires, it's not unbearably slow either. And all that extra rubber is certain to stave off a few pinch flats and punctures, too.

At the heart of the \$1200 Volpe is the frame, naturally, and in addition to being pleasing to the eye (as countless people have told me) the TIG-welded, butted chromoly tubeset is built to last. The bike isn't the lightest in my stable, but the frame is relatively low on the list of culpable suspects.

The geometry is comfortable, but it's definitely a departure from what I'm used to. The main difference is

that I don't seem to have as much standover clearance as I do with other 49 cm frames. The top tube is short enough that I'm running the stock 90 mm stem, yet I still find it easy to lift the front wheel off the ground. The bike feels like it rides somewhat high, yet it's stable off-road and downhill.

Although not the lightest components available, the house-brand parts are functional and aesthetically pleasing. The handlebar on the 49 cm model seems notably narrow. It actually seemed quite nice for riding in traffic, but otherwise I might prefer a little more width.

My only real nit to pick with the Volpe is with the brakes, which I've never quite managed to dial in. As much as I love the interrupter brake levers, I have a sneaking suspicion they're at least partially to blame for the weak braking.

In conclusion, the Volpe is a great all-around bike. If you can only have one, this might be a wise choice because of its versatility. The price reflects the quality of the frame and the drivetrain, and the finishing kit is nothing to scoff at, even if you might upgrade some of the components down the line.

Check out www.bianchiusa.com



Pace Sportswear Wool Winter Cap

Those of us in the northeast USA have been more or less blessed (cursed?) with a mild winter for the 2011-2012 season. While there has been some cold weather and snow, it's not been nearly as persistent as in the past, making winter riding and commuting that much easier for people. For the past two seasons, when it has gotten cold I've pulled on the pictured lined merino wool cycling cap by Pace Sportswear. It is 100% wool, giving it all of the reasons that people are coming back to wool performance garments—it doesn't hold odors and it remains warm even when wet. It is marked as machine washable, but I'd say it's a better idea to wash it in a bucket of warm water and light detergent, letting it air dry as I do my other wool garments. The one size fits most cap has a light bit of stretch to it, and is constructed to be reversible, though I've never used it other than black side out. Unlike some similar caps I've used, the ear flaps on these extend plenty far down to completely cover your ear lobes without constant readjustment. Available for \$57 from Pace Sportswear.

Check out www.pacesportswear.com

NiteRider Mako 2 Watt

NiteRider has been ramping up their commuter offerings in recent times. The Mako 2 Watt is targeted at the everyday cyclist who needs more than just "to be seen." It's a no nonsense headlamp that it puts out some serious light. It runs on AA batteries, and you can expect a 25 hour run time on high and 50 hours on low. Like its namesake, the Mako has gills, only these are red side lights make you considerably more visible at intersections.

NiteRider claims the Mako 2 Watt pumps out 130 lumens thanks to a Cree LED, which I can neither verify or deny without a lightmeter. I can say that it's plenty bright enough to avoid potholes on a pitch black roadway. The beam pattern is fairly condensed, allowing it to stretch far enough ahead for confident high-speed descending at night. Part of me wishes the beam could be a tiny bit more diffused in order to gain a slightly wider immediate field of vision, but I'm not complaining.

The Mako is helmet mountable, but I only used the bar mount. The quick release mounting system is one of the simplest and most effective I've used, but it does jiggle ever so slightly. My other minor complaint is that the mount is a tiny bit wide. Because of this, I'm not able to use the Mako on my bike with interrupter levers. This won't be a deal-breaker for most people, but if you've got narrow or cluttered bars, you'll want to make sure it'll fit before you buy it.

The Mako 2 Watt weighs 165 g, retails for about \$50 and includes 2 AA batteries.

Check out www.niterider.com



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Paul Tall & Handsome Seatpost

Now, before anyone else says it, I'll point out the irony in the fact that I am using a product called tall and handsome... I typically run very, very short seatposts, but with a certain frame, I found myself in need of a post with a generous amount of setback. At 26 mm, Paul became the man to talk to.

The Paul Tall & Handsome seatpost is certainly an apt name. It's 360 mm of 2024 aluminum, machined with love in Chico, CA. The head is screwed and bonded to the shaft, and features a two-bolt, micro-adjust mechanism that allows for approximately 15° of adjustment.

Paul chose 2024 aluminum over 6000 or 7000 series alloys which are much more common in the bicycle world. In his own words, "2024 is about twice as strong as 6061, so you can run a thinner wall and make a lighter post. 7075 is stronger too but a little bit brittle. 7075 tubing is also not a stock item in the size we needed so it was ruled out because the cost of a special tubing size was prohibitive."

As you might expect, the post works perfectly and looks great while doing so. Paul's finishing and attention to detail are unmatched. The micro-adjust mechanism works so smoothly that you might worry the clamp will let the saddle rails slip. That certainly hasn't been the case. Shorter folks may find that they need to shorten the shaft in order to run the Tall & Handsome in their frame, which is fine as long as the same minimum insertion depth is maintained.

The Tall & Handsome comes in 27.2 mm diameter only and retails for \$102 in black or silver anodized finish. A high polished silver post will set you back another \$5.

Check out www.paulcomp.com

Crank Brothers Mallet 2 Pedals

The Crank Brothers Mallet pedal is designed for downhill mountain biking, but like many products, it can be utilized for a number of applications. The beauty of the Mallet pedal is that although it's a clipless design, it has a large platform that works especially well with the latest generation of urban clipless pedal shoes, such as those offered by Chrome and DZR. What's more, in a pinch, these pedals can still be ridden with ordinary street shoes.

The old Mallet M pedals (which I own and still use) featured a magnesium body with a steel axle, spring and retention mechanism. The new design incorporates a two-piece pedal body, half aluminum and half polycarbonate. The weight is about the same (428 g) but the upshot is the use of 8 mm traction pins. Not to mention the new design is considerably more attractive in my eyes.

As I've mentioned in previous reviews of Crank Brothers pedals, I've had nothing but good luck with them ever since they were introduced. In fact, I've still got the original Candy pedals in use. Granted, I have several pair so the use gets distributed, but in my opinion Crank Brothers deserves exceptionally high marks for durability. Should something go wrong, I'm to understand that their customer service is second to none.

The Mallet 2 pedals come with a 5-year warranty and retail for \$90.

Check out www.crankbrothers.com



EIGHTHINCH

Scrambler

Photo by JustinSmithPhotography.com



EIGHTHINCH.COM | Scrambler Frameset - \$149 | Scrambler Complete - \$425



Full Windsor QuickFix

The Full Windsor QuickFix fender is a cleverly designed product. Cut from simple 1.2 mm polypropylene sheeting, the QuickFix is scored and ready to be folded into shape. It features three simple snaps which hold the fender in place, yet allow it to be quickly and easily removed.

And that's the point of this product—it's a temporary fender. For many people, fenders just don't seem cool, but their value is unmistakable. With the QuickFix, you can literally keep it in your bag for a rainy day. When the opportunity to use it arises, you'll be glad you had it with you. Though it won't block water nearly as well as full-coverage, bolt-on rigid fenders, it is an effective tool for keeping your back and bum a little less wet when riding in the rain. And it's considerably less cumbersome than rigid fenders.

At first it takes a tiny bit of "faffing" to get the fender to sit just right, and in some ways it never seems to stay exactly where you would want it to, but that seems to be part and parcel when it comes to removable fenders. In any case, once you've used it a few times you'll be able to slap it on your bike in seconds.

Perhaps my only real nit to pick with Full Windsor fenders is that they don't work with cantilever brakes. My initial thought was that I would put a set on one of my cyclocross bikes, since that's what I reach for when the weather turns foul. Alas, I was foiled. You may also be out of luck if your frame is a wishbone or mono stay design.

The QuickFix is available in six color choices and retails for about \$21.

Check out www.full-windsor.com

Green Guru Gear Shifter Saddle Bag

When it comes to riding all day or riding hard for just a few hours, I do everything I can to not have a backpack. Seatpacks have long been a mainstay of my stable—the very first one I purchased back in 1994 still sees regular use. When the Green Guru Shifter saddle bag showed up for review, I immediately stocked it for use on my next road or cross ride.

Green Guru is a USA company, producing durable goods out of reused and recycled materials whenever possible. Many of their products utilize reclaimed bicycle tubes from shops, including the main construction of this saddle bag, along with a reused piece of wetsuit for the neoprene strap securing it under the seat. It's a fairly generous size, easily allowing me to fit two road tubes, a small multitool and patch kit inside the single zippered compartment. The bag doesn't bulge beyond my seat meaning that I don't rub my thighs on it as I do some wider profile bags, and the neoprene and hook and loop closure keeps the bag secure. The small light loop on the back is a useful touch as the bag will otherwise likely prevent you from using a seatpost mount blinkie.

While I've not used the bag in an all out storm situation to test how absolutely waterproof it is, in my use in light rain and muddy trails I've not noticed the contents getting wet in the least. My only real complaint is that the metal zipper can vibrate and jingle when I'm riding—easily fixed with a diagonal cutter and a knotted piece of paracord and reportedly swapped to just that for production models.

The Shifter saddle bag is available for \$25. See the Green Guru website for their entire line of bags and accessories made from similar repurposed materials rescued from the landfill.

Check out www.greengurugear.com





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FLY FOR FUN

Some part of people are good at picking up the inspiration from the surrounding of the life.

To have your own style is full of fun, excitement and the sense of humor.

Thinking skull light was using for illumination of the bike.

Afterward, we found as long as the place which can tie up, it can be the application scope.

Remember to use your imagination and think about how the light can be use in your life.



TAIPEI CYCLE

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The **All-City** Macho Man cyclocross bike features a flat crown lugged fork, fender mounts and a derailleur hanger. Available as a frameset or complete, with a Zona tubeset version in the works. www.allcitycycles.com

Fyxation recently introduced the Mesa MP pedal, with a slim light-weight nylon body and replaceable metal pins for people prone to breaking them or looking for more grip. www.fyxation.com



Soma recently began distributing single speed chains from the Japanese chain manufacturer D.I.D., who is mainly known for their motorcycle chains. They retail for \$48. store.somafab.com



Dumonde Tech chain lube is a cocktail of proprietary polymer, iso-paraffinic fluid, fatty ester and ketone that essentially “plates” your chain with a plastic coating. A 2 oz bottle of original formula retails for about \$9. www.dumondetech.com



Profile Racing is better known for their heavier duty offerings, but they also offer ultralight road or cyclocross hubs. Weighing in at a mere 88 g for the front hub and 300 g for the rear, expect to pay about \$450 for the set. www.profilerracing.com

Modrobes is a Canadian clothing company dedicated to utilizing environmentally friendly materials. Their Base T Longsleeve is made from a fabric derived from eucalyptus trees and retails for \$52. www.modrobes.com



Stephen **Bilenky** is a hell of a bicycle framebuilder, and he’s also one third of Notekillers, a Philadelphia-based (mostly) instrumental trio. Go to their website and listen to some MP3’s for yourself. www.notekillers.com

Thomson now offers a stem “dress up kit” which includes a red, blue or gold anodized top cap and face plate, six black bolts and six silver bolts for \$40. www.bikethomson.com





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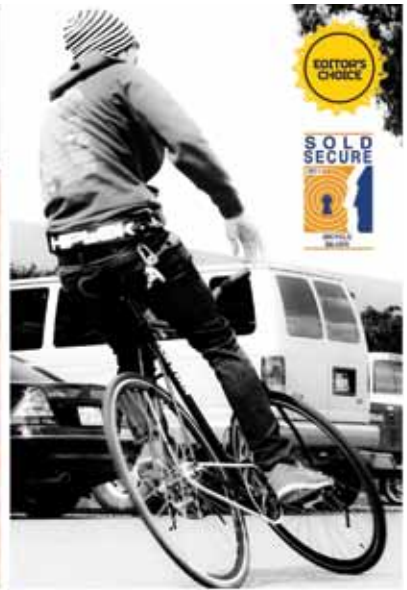
PELIZZOLI

A LIVING LEGEND

Words and Images by
Colin O'Brien



Few framebuilders offer such an intoxicating blend of history and modernity as Giovanni Pelizzoli. Famed the world since the 1970's for his Ciöcc road bikes, the Italian is now delighting a new breed of cyclists with his own Pelizzoli frames—all of which are hand-built in his workshop.



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LOOK HONEY THE CARPET MATCHES THE DRAPES

The NEW #01153 Banjo Brothers Metro Backpack in Scarlett Fever Red. Shown with matching seat bag. 1100 cubic inches. \$69.99 (Seat bag sold separately)



**TOUGH. PRACTICAL.
AFFORDABLE.
BIKE BAGS.** MPLS
MINN

banjobrothers.com ★ facebook.com/banjobrothers



Ciöcc... Chi-uuch... that is, Giovanni Pelizzoli is one of the most respected framebuilders in Italy today. Born in Curno, a small town not far from Milan in Italy's industri-ous Lombardy region, Pelizzoli has built up a reputation as a craftsman and as an innovator that is envied the world over.

The son of a mechanic, he began racing and wrenching road bikes as a teenager and never looked back. And by the 1970's, his Ciöcc frames—named for the moniker bestowed on him, his father and his grandfather before him—were being used to challenge for Olympic medals while being lusted after by cyclists every-where.

Today, these bikes are as admired and collectable as they come in cycling's vintage circles, and while he no longer has any affiliation to that brand, his current offerings under the Pelizzoli name are no less allur-ing. He also enjoys a long relation-ship with Coppi bicycles, the brand named after Italy's greatest cyclist and one favored by many pro teams over the years.

Pelizzoli has a palmarès lon-ger than an extra-large top tube. Amateur titles, national triumphs, Olympic medals on the road and the track, one day classic wins, stages in the grand tours. Paolo Savoldelli even won the 2005 Giro d'Italia on a Coppi frame. Other notable rid-ers who rode Pelizzoli's bike at some stage in their career include Gianni Bugno, Michele Bartoli, Gilberto Simoni and Ivan Gotti, but there are too many note-worthy and success-ful riders to name here.

The Italian turns 70 this month, but you wouldn't know it. He's a blur when I enter his factory on a cold February morning—all chatter on his phone as he darts around throw-ing his eye over the work of his team.

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when you're in the lead."



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SOLAR FLARE

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- Large Display
- Buttonless Configuration
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PathFinder II

- Computer with Integrated Head Light
- 1/2 Watt LED Head Light
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PathFinder II

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The diminutive and affable artisan is a bundle of energy, and he needs to be. Because you'd need plenty of it to even dream of building up a successful framebuilding company in today's over-marketed and over-outsourced bike world, let alone your second one.

The Ciöcc brand was sold many years ago and has lost much of the name's cachet with serious cyclists. Unsurprisingly there's little love around Curno for the current owner, whom Pelizzoli refers to as "a rich man, rich but ignorant."

But over the last few years, Pelizzoli has returned to the fore and now ships his handmade creations to eager customers around the world. During my visit, everyone busies themselves around the large front room, but there's a smaller back room, too, seemingly reserved for the man himself. It's full of clamps, vices, gas tanks for the blow torch, boxes with NOS Campagnolo dropouts from cycling's past and a myriad of different types of lugs and tubes. For most of Pelizzoli's international customers—the ones dreaming of a customized frame handbuilt by a passionate man with a lifetime of experience—this is where the magic happens.

When I ask him how he keeps up, he offers some

simple advice. "I never drank or smoked," he says, "even when I was in the Alpini [the Italian army's elite mountain soldiers] when they all drank grappa. I only drank Coca-Cola!

"After that, my secret is that I make love to my wife every day, I eat every day, and I go to the bathroom. They're my commandments.

"Four years ago I was diagnosed with cancer. I wasn't afraid of dying, because I have lived in my way and I want to die in my own way. That's enough. The doctors told me that it was important I had never drank or smoked—and that I wasn't afraid. Now I live my life day-by-day. All life should be enjoyed on a daily basis."

It goes without saying that he cycles regularly. And it's pretty clear that his work invigorates him too. There's hardly enough time to take in the detail, never mind steal a photo, of all the different things he wants to show me. It's a stream of "look at this ... and this, and this is special" as I dart around the shop, struggling to keep up with a man more than twice my age.

"I have a project in mind," he reveals coyly, "that if I realize before I die, you'll see it turn over the world of cycling.

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“I made my first aluminium frame for Giani Bugno and he won the Italian title on it. That turned cycling here upside down. And now I want to do it again. If all goes well, then I will die with everything changed again. You’ll see—I want to be remembered when I die. They’ll say, ‘Do you remember Ciöcc? He was crazy—but happy!’”

Happy is an understatement. There’s a contented satisfaction in the voices and the faces of everyone at Pelizzoli, all sure of the fact that they’re doing things the right way. And even if this is against the grain of modern business, sometimes the old ways really are best. Impressively, Giovanni tells me that he personally made 120 frames last year—not bad for a 69-year-old. But obviously, this kind of output is minuscule in comparison to the made in Asia opposition.

“They’re all swindlers—from the first to the last,” he tells me right away when I mention competition, manufacturers that have outsourced to Asia rather than keeping faith with the old ways. “They’re bandits and double bandits.”

Like every other small manufacturer, Pelizzoli is the antithesis of the multinationals. Every frame, from the retro-styled track frames aimed at urban cyclists across Europe and the US to the high-end carbon fiber racers, is made by hand, with attention and perhaps what you can call a little bit of love. There’s attention to detail, from

the first measurement to the final coat of paint, that’s just impossible on a large scale.

The soul of the thing is lost when you mass-produce. Outsourcing to low-paid workers in Asia breaks the bond between builder and rider, a link that was once a tangible and important part of every serious cyclist’s life. It’s a link that many of today’s riders are searching for again, and in the funny way the world has of coming full circle, the old ways of the craftsman are being saved by the new ways of the internet.

Now, cyclists can search out framebuilders around the world from the comfort of their home. And thanks to that, Pelizzoli and many like him are able to enjoy a renaissance, shipping frames to happy customers in unlikely locations. The man himself enjoys a busy trade everywhere from Asia to America, with that growing band of enthusiasts who are eager for some old-fashioned quality.

That old-fashioned quality doesn’t mean old-fashioned performance, however. Using new materials—like the modern steel and aluminium that the Curno shop gets from Columbus, the well-known Italian tube manufacturer—and their experience, a good frame-builder can make a bike that will out-perform and out-last its mass-produced rivals. And they look a damn shade cooler, too.

There’s triangular tubing and stainless steel, custom paint jobs, the choice of different dropouts and fork crowns, all of which means that no two Pelizzoli frames are exactly alike. And owners can rest safe in the knowledge that none of their buddies’ bikes will have been welded by a 70-year-old Italian in gold-rimmed Ray Bans. Which is something.

The workshop is a very social place, and it seems that anyone is welcome to pay a visit. But all good things must come to an end, and after a couple of hours of good conversation and a thorough look at how things are done at Pelizzoli, the main man excuses himself.

“I must collect my grandchildren from school, it’s very close to my heart. I had a client once who was always calling me and asking ‘Is my frame ready yet? Is it ready yet?’ and one day he made me 10 minutes late, meaning the kids were left outside. The day I finished his bike, I told him: ‘It’s ready but I’ll never work for you again because I don’t like you, every day you delay me with my grandkids!’”

Not wanting to suffer the same fate, I don’t get in his way. Everyone else in the shop works away quietly after he leaves, though even with the cacophony of hammers and metal grinders and the paint booth fans it misses the frantic energy and color of Giovanni. I’m left wondering if I’ve ever met someone so truly larger than life—and trying to think of an excuse to come back.



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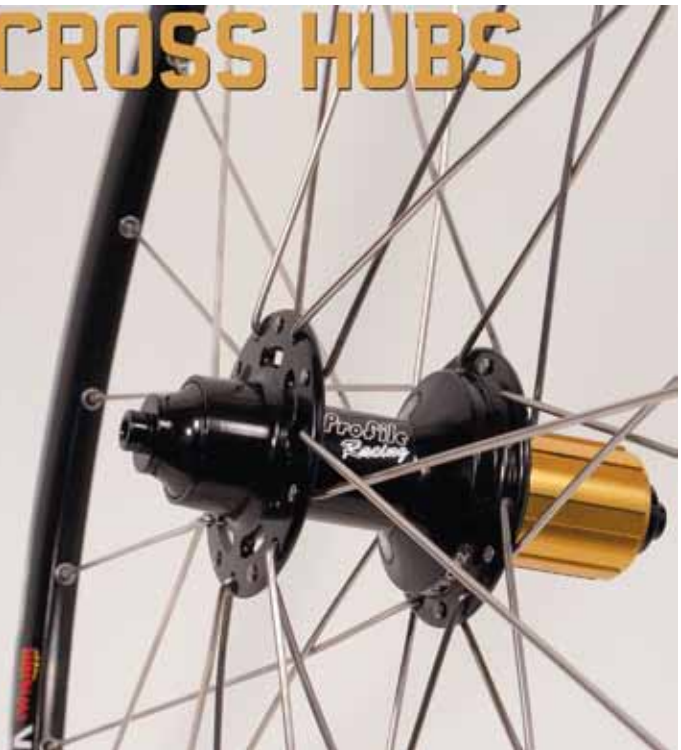
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Bike Graveyards

Words & Photos by Alex Hansen - wegetweird.tumblr.com

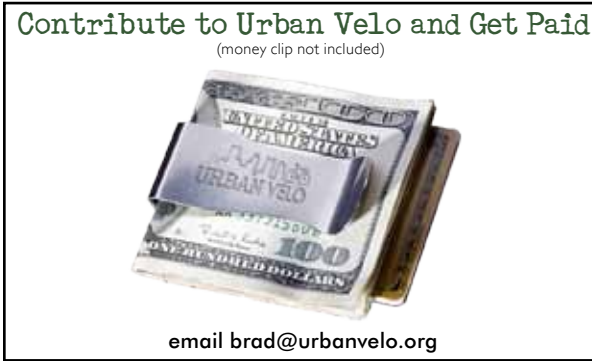


Eventually, they fail us. All become less beautiful in the eye of the beholder. What was once a prestigious powder coated stallion turns to a chipped dented, city worn steed. But its not the destination, its the journey that we remember. these fossils of bikes that once ruled the road are a reminder of the inexorable decline of all that is made of matter. There are streets to be favored and streets to be avoided, but regardless, a bike follows its rider blindly into combat, no questions asked. This is a tribute to the fallen. Ride till the wheels fall off literally.

Left: A lonely bike fossil sits atop a construction site in the Newton Creek area of Brooklyn, NY.

Below: Embedded naturally from Brooklyn's rapid pace, a pedal becomes a part of the street.





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Rim Replacement

By Brad Quartuccio



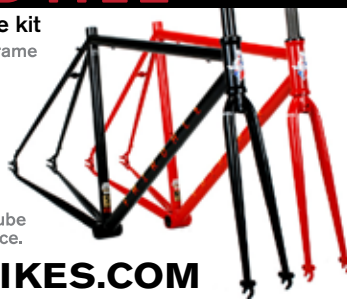
Rim replacement is a fairly common repair, and well within reach of the competent mechanic that has yet to perform a ground-up wheel build. If you can true a wheel, you can replace a rim. Brakes pads can slowly wear through the sidewall over the miles, a sharp edged pothole can badly ding the edge, or an old fashioned wreck can leave you with a rim bent beyond truing. Assuming the wheel isn't full-on taco'd with bent spokes and the nipples aren't corroded beyond turning, in most cases the spokes and nipples themselves are perfectly fine to reuse. With an identical or very similar rim you can move the spokes over one-by-one preserving the lacing pattern and spoke head angle, and taking much of the mystery out of a wheel build.

The ideal situation is to find an identical rim to the one you are replacing, but sometimes that is near impossible given model year changes, in which case you must choose a rim with the same spoke hole number and an effective rim diameter (ERD) the same or very close to the original. ERD refers to the diameter of the inner wall of the rim where the spoke nipples engage and is one of the key measurements in wheelbuilding that determines spoke length. In order

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to reuse the spokes properly the ERD must be within a millimeter or two of the original rim. Some rims have the ERD listed on the label, most are going to require some research or careful measurement to determine.

In just about any case it is worth applying some lube to the nipples before you start working. It should be obvious, but you should also remove the rim strip, and plan on installing a new one on the replacement rim. Being sure to orient the rim in the proper direction and aligning the valve stem holes of the rim apply a couple of loops of electrical tape to hold the two rims together. Starting with the valve hole, work around the entire original build gradually loosening each nipple until there is no tension on the spokes. After all of the tension is relieved, move one spoke at a time from the old to the new rim, lightly threading on the spoke nipple. Once all of the spokes are moved over to the new rim, cut the old rim loose and gradually tension the spokes, first by turning each nipple so that no spoke threads are exposed and then by turning each spoke in $1/4$ and then $1/8$ th turn increments. As the wheel is being brought up to final tension pay attention to the overall true of the wheel, being sure that it is in lateral true as well as remaining round, centered on the hub axle.

Tensioning and final truing of the wheel is the hardest part of the process, and the one that require the most “touch” to do perfectly. Using a properly built wheel as a guide for tension is a good start and how many of us learned to initially build wheels. When in doubt checking in with a more knowledgeable friend or shop is worth the effort. If all goes well anyone who can replace a rim using this method can build a wheel from scratch with the correct parts and some more preparation and homework. 

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Outro



It is appropriate to wrap up our thirtieth issue and fifth complete year of production with images from the Stupor Bowl. The event is of particular importance to the magazine, as Stupor Bowl X in 2007 was not only the coldest weather either Jeff or I have ever pedaled through, but a catalyst in the making of what became Urban Velo. Friends in Minneapolis have served as inspiration and a test of direction perhaps more than they have realized on my three trips to the event. Photos from the Stupor Bowl in 2007, 2010 and 2012.

—Brad Quartuccio

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