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Remembering that the other people on the road are human beings can help us get where we're going with more patience, more grace, and less stress.

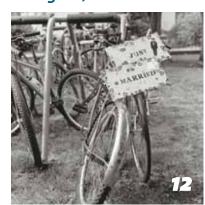


PHOTO BY DANIEL WAKEFIELD PASELY

Bike

Weddings

When these cyclists proclaimed their love before family and friends, they brought their bikes into it too.



PHOTO BY RAHIL CALCUTTAWALA

Boston Bike Renaissance

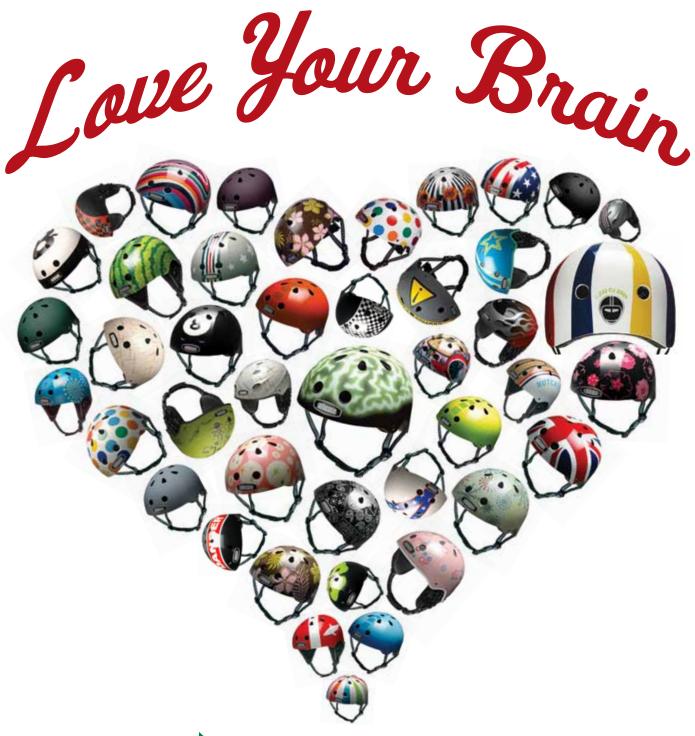
Twice voted the worst city in the USA for cycling, Boston is making a comeback.

momentum

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

ON THE COVER

MOMENTUM's newest star blogger, Roland Tanglao, and his wife Barb Wong demonstrate harmony between different types of road users. Their son Simon cheers them on from his trail-a-bike. Roland has been bicycling to work Monday to Friday rain or shine since 2007, blogging since 1999 and using computers since 1977. He'll be blogging with his unique social media flavoured perspective from his bike Monday to Friday. Watch for a bit of audio, video, photos and text at momentumplanet.com/blog/roland-tanglao. Photo by David Niddrie





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Does Cycling Make You A BETTER LOVER?

IN A 1999 ARTICLE for *Bicycling* magazine, author Joe Kita claimed "cycling has the power not only to make you more desirable to the opposite sex, but also to increase your level of sexual satisfaction, and even your lovemaking ability." Citing greater blood circulation, heightened sex drive, lower stress, extra endurance, stronger thrusting muscles, more endorphins, and greater confidence, Kita made the case that cycling is conducive to making whoopie. In addition to these stimulating observations, we've noticed that riding a bicycle has other, less carnal, and equally love-affirming qualities.

Some say love is the opposite, not of hate, but of fear. By conquering fear in our everyday lives, we invite love. Learning to balance and ride on two wheels is an exhilarating experience, partly because falling is frightening. When we first accomplish this marvel, a tiny voice inside us exclaims: "I am riding, not falling! I am flying, not falling!" Simple acts like pedaling up a big hill, across town, through nasty weather, or balancing with a week's groceries loaded on the bike are the daily conquest of tiny fears. As fear falls away there is more room for joy.

For love to have longevity, it must be a practical part of the daily rhythm of life. In his book entitled We author Robert A. Johnson describes "stirring-the-oatmeal" love as: "a relatedness which brings love down to earth. It represents a willingness to share ordinary human life, to find meaning in the simple, unromantic tasks: earning a living, living within a budget, putting out the garbage, feeding the baby in the middle of the night." Likewise, daily pedal-stroking lends us the endurance to take in stride all the small occasions of the day that make life – and love – real, and not a distant fantasy. We'd like to hear from you. Has cycling invited more love in your life?

While you ponder that question, you might enjoy looking through this issue's offerings: though we've only scratched the surface of Boston's biking renaissance, we're excited by what we've found and we are planning more in-depth stories from that eastern edge of the North American bikeosphere. John Pucher concludes his superb three-part series "Cycling for Everyone." He's such a joy to work with we'll try to unearth some fresh topics with him for 2009. Our cover story is about bringing compassion to the road. We cyclists will be increasingly populating the roads – and asking for more space – in the years to come. To help us all have a smoother passage, we would do well to consider what type of attitude we bring to the mix. The more mindfulness and care we bring to each interaction, the more will be returned.

Our Food Editor Nicole Vanderwyst will be moving on to other projects after this issue. We are grateful for the beautiful food photography, stories and recipes she has contributed this year. To continue following Nicole's food blogging, check out epicurvegan.wordpress.com

This month we welcome six new cities to our distribution. Welcome to our new readers in Boston, Washington DC, Philadelphia, Austin, Los Angeles, and Madison!

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OF SAINT PAUL, MN WHO WILL RECEIVE THE STRATOS JACKET AND NOVARA RAIN PANT. THANKS TO REI.COM









PHOTO BY DUSTIN JENSEN

San Francisco BY AURFLIA D'ANDREA

TRIUMPH ON TWO WHEELS

SAN FRANCISCO HAS LONG held the reputation as a haven where free-speech, lefty politics, and outside-the-box ideologies flourish, and those liberal ideals are what allowed one curmudgeonly resident to stymie plans to improve and expand the city's cycling infrastructure.

Back in 2005, Rob Anderson exercised his right to challenge the SF Bike Plan, which would have expanded bike lanes, added cycling signage, and introduced more bike racks citywide, among other things. After he filed a suit in SF Superior Court, an injunction was introduced mandating an environmental impact report before any of the 60 proposed improvements can be made.

With the injunction still in place, bike advocacy groups such as the San Francisco Bike Coalition (SFBC) shifted their focus to projects they could control, including monitoring and reporting, and getting the city to fix the seemingly endless potholes that pockmark city streets. ("It's like biking on the moon in this city!" says SFBC executive director Leah Shahum.)

A few years, and more than \$1 million later, there's finally light at the end of the tunnel, with the draft of the environmental report finally released by the Planning Department in late November 2008. And what about those preliminary findings? It looks

as if adding bicycle lanes aren't such a bad thing for the environment after all. The final EIR is slated for release in Spring 2009.

SPREADING THE LOVE

In 2009, San Francisco cyclists will experience their very own Winter of Love in February, when the annual Love on Wheels event hits Rickshaw Stop for a night of prize winning, beer drinking, and match making.

Like the 1970s TV "Dating Game" show, only with a bike theme, Love on Wheels features single cyclists of every persuasion – fixed gear boys, mountain biking girls – looking for love in a game-show format before their two-wheeled peers. Warning: The all-ages event can get saucy at times, with would-be daters tossing provocative bike-related relationship questions at each other ("Do you ride with a helmet or without?"), drawing gasps and laughter from the audience.

In the spirit of St. Valentine, SFBC volunteers will blanket the city mid-February to distribute 300 hand-made cards to the parking control officers and bus drivers who often go unthanked for making the city safer for cyclists. "We're sending the message that cyclists are people too," says SFBC's Leah Shahum. While interactions between buses and bikes haven't always been friendly on San Francisco's congested city streets, attitudes on both sides are slowly and steadily changing, thanks in part to events like this.

THE MESSENGER IS A new regular feature of MOMENTUM. It contains photographs and short dispatches documenting the triumphs, challenges, and the slow and steady progress of the 21st century bicycle evolution in cities and regions around North America. If you have a story or photograph to contribute, please send it to:

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messenger@momentumplanet.com

OTTAWA

BY EMILY CHUNG

WINTER CYCLISTS HAVE BEEN popping out from behind the snowbanks all over Ottawa. This year, local residents got a little extra encouragement to go riding through the snowy streets – a transit strike began on December 10, coinciding with a major snowstorm. As of press time, the strike was expected to be a long one.

Fortunately, the impact of the strike on regular cyclists is minimal -- while buses do carry bikes in summer, bike racks are removed from the buses as soon as the cold, slippery whether sets in. I once



asked OC Transpo, Ottawa's public transit company, why they remove the racks just when cyclists might really appreciate a lift. The answer? The buses don't fit in the garage with the racks on.

In other news, the same day that the transit strike began, the City of Ottawa approved its 2009 budget. A few months earlier, city council had passed a shiny new cycling plan calling for \$5 million a year in cycling investments. Under it, new cycling routes would have to be built as part of larger projects to improve or widen roads. In addition, "missing links" would be built between existing cycling routes, which tend to end abruptly and make it difficult for cyclists to get safely from Point A to Point B.

Less than half of the recommended money made it into the budget in the end, but at least there is some new money to look forward to in 2009. So why not celebrate?

Tall Tree Cycles is doing just that. It will hold a fashion show on Jan. 17, 2009, to fete the grand opening of its new location at 255 Richmond Road.

THE MESSENGER CONTINUED ON NEXT PAGE





CHICAGO

BY JOHN GREENFIELD

WOULD A SAFE-ROADS GROUP by any other name still sound as sweet? The Chicagoland Bicycle Federation (CBF) - Chicago metro area's cycling voice since 1985 and the largest bike advocacy organization in the US – hopes so.

For years, the Federation has promoted cycling both for recreation and local transportation; lobbied the City of Chicago to provide lanes, paths, and racks; encouraged suburban municipalities to create bike plans, and organized cycling events like Bike the Drive which bans cars each year on Chicago's lakefront superhighway to make way for over 20,000 pedallers.

In recent years the organization has also become Chicago's de facto pedestrian and transit advocacy group, providing consultants for the City's Safe Routes to School program, winning bike access on all three local transit systems, drawing attention to pedestrian safety with its Drive With Care media campaign, and organizing the city's first Ciclovia, Sunday Parkways. Footprints, a new program in the south suburbs modeled after Australia's TravelSmart initiative, is giving folks the tools to switch car trips to healthier modes.

This last November, at the CBF's annual membership meeting, the board announced they had changed the name to Active Transportation Alliance to better reflect the group's expanded mission. With the transformation, the organization follows the lead of New York's Transportation Alternatives, which has historically been the nation's leading multi-modal advocacy group.

Spokewoman Margo O'Hara says the change will make the group stronger by broadening its base. For example, two cyclists were recently killed by cars within months of each other at the same intersection in Chicago's Logan Square neighbourhood. The alliance is working with locals to brainstorm ways to improve safety at that intersection for pedestrians and transit users as well as for cyclists. "By talking to residents who may not be cyclists, we're opening the door to new partners and bigger successes," she says.

The name change may also help the organization apply for more health-related grants from foundations and community organizations funding that might not be available to a bikes-only group, O'Hara says.

Longtime bike activist Payton Chung applauds the change. "Bike-friendly communities are also pedestrian and transit friendly, with nearby destinations, lots of route choices, and calm streets," he says. "So the new name advances the Bike Federation's longtime goals while bringing new constituencies to the party."





PETER GIBSON, AKA ROADSWORTH'S GIANT GRAFFITI CREATES SURREAL SOCIAL COMMENTARY, HERE: POWER AND OUR NORTH AMERICAN FOOTPRINT. PHOTOS BY ROADSWORTH.

MONTREAL BY ADAM POPPER

WHITE KNIGHTS

For a city that is said to have six months of winter, there is a growing number of brave cyclists who ride year-round. The City of Montreal has recently designated 63 kilometres of the city's 400 kilometre bikeway network to remain open and clear of snow during winter. This is noteworthy in the city that spends more on snow removal than any other city in the world, and has longer and harsher winters than most of the other northerly bike-loving cities of the world.

ALLEY CATS... BUT FOR ALL

As winter sets in, Montreal is staying on two wheels. A group of cycling organizers are encouraging bicycle scavenger-hunt races and a social event à la Alley Cat, but ironically named Street Dog to bring it out into the open. Sam Faustman says, "We want to create an event to celebrate bikes and biking in its every form, and have a scavenger hunt where different levels of riders could participate. Another goal is to help people strengthen their will against the coming winter."

VELORUTION

Car Free Day in September saw the continuation of a more than 40-year old tradition called a "Die-In," where cyclists lie down in the middle of what would be a car-filled intersection to remember those who have been hurt or killed, and to peacefully protest the omnipresence of automobiles on our streets. This year, more than 200 cyclists lay down for a moment of contemplation and camera-clicking.

ROADWORTHY A

Roadsworth – nom de plume of street artist Peter Gibson – has become known in Montreal and around the world for stencilling his vigilante designs directly onto the asphalt. A long-time cyclist, Roadsworth first printed bikes onto the streets under the cover of night. A comment on how public space is used quickly developed into an array of playful and meaningful images aimed at cyclists and pedestrians.

He subverts the convention that art should appear on a blank canvas or even on the vertical plane. Instead, he integrates his art into what is already on the streets. Crosswalks are expanded to look like huge footprints; lane dividers receive a zipper motif or are surrounded by vines; hinges, drain plugs, unconnected electrical sockets, screws and switches give a sense of the streets' undoing. "Basically, I'm launching an attack on the street," said Roadsworth, "and everyone is welcome."

The story of how this ephemeral expression of creativity transformed both the city and the artist has been beautifully captured in a just-released documentary called "Roadsworth: Crossing the Line," by Alan Kohl. The feature-length film shows the artist's brushes with the law as he is eventually caught and charged with 85 counts of public mischief.

His battle with the law makes him a wider international star. Before his court date. Roadsworth's fame takes him to Europe where he is commissioned to paint on the streets of France and the UK. The film beautifully animates his whimsical art to give it a new dimension. A flock of yellow birds painted for the Tour de France leave the pavement and fly away.

The city of Montreal has since dropped the charges, and also commissioned him to do major public pieces.

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www.roadsworth.com/main

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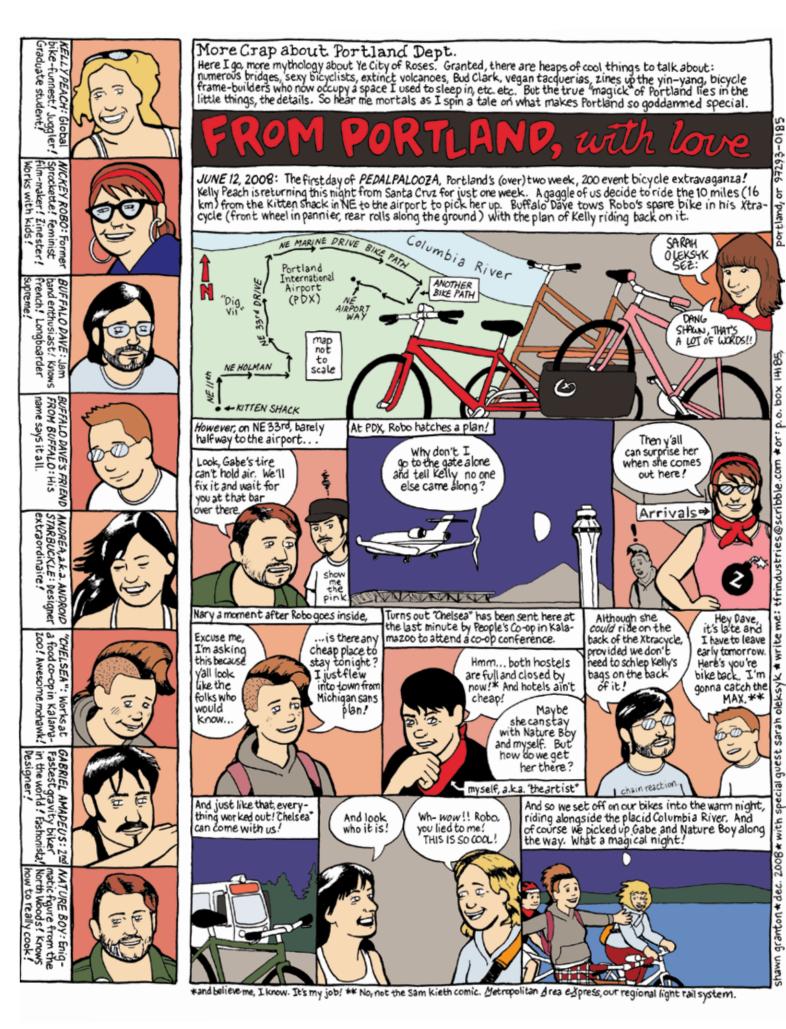
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A MATCH MADE IN BIKE HEAVEN BY ROWAN LIPKOVITS



WHEN JANE FIRST MET Rusl, he intriguingly asked her if they'd met before at a Critical Mass ride. Later, bikes propped them up during their knee-weakening first kiss. Since their bicycles were silent partners over the course of their courtship, it only made sense to incorporate bikes into their wedding.

Throwing tradition to the curb, the essential elements of a wedding were isolated: community involvement and a celebratory procession. And how better to combine those than with a summertime group bike ride down to the ceremony and back for a potluck reception? Family members came in from other towns – and other continents! – and couldn't be expected to pack a ride with them, but the local crew pulled through and managed to equip all 160 patrons with elegant rides sufficient to get them where they were going in style. DIY pedicabs were arranged for elders who hadn't been on a bicycle for many a decade, and the mother of the bride was spotted corking an intersection for the first time, "empowered by taking care of other members of the group."

On their special day, the married couple had one swell flourish to set them apart: The Love Bike, a cooperatively-steered (insert your own marriage metaphor here) pedal-powered vehicle consisting of two tandem CCM frames, a bench, many long hours of welding and, well, a whole lotta love. It barely came together in time (Jane laughs, "There I was in my wedding dress, stapling the seats!") but despite everything they rolled across the lush green field when the moment came and enjoyed a celebration so wonderful and strange it could only have happened on two wheels.

In a final merry wave to convention as they pass it by in the bike lane, rather than worry about who would take whose surname they lived happily ever after as Mr. and Mrs. Bicycle!

ABOVE: JANE AND RUSL IN THER SIDE-BYSIDE HOMEBUILT BIKE. PHOTO BY DAVID

LEFT: MICHELLE AND AARON DYKSTRA — CHICAGO CYCLISTS WHO RACE ON TEAM PEGASUS AND WERE NEWLYWEDS AT THE SADIE HAWKINS ALLEY CAT IN CHICAGO IN 2007. PHOTO BY LISA LABOVITCH



IN 2004, GWENDAL CONVINCED Tania to quit her job and join him on his adventure by bike from Patagonia to the Canadian Arctic. Watch their journey in their award winning feature documentary Long Road North. www.longroadnorth.com After spending 24hrs a day together for 365 straight days they returned to Vancouver and realized that cycling was part of their everyday life, not just on the road but also at home. This summer, Gwendal and Tania (now Momentum's Associate Publisher) were wed by the sea at Hastings Mill Park in Vancouver. They didn't plan to have a cycling wedding party but when they left the house to get to the park, there seemed to be no better way to get there than by bike!



CLAIRE STOCK AND STEVE Connor held their bikey wedding in Edmonton in July, 2007. Their shared love of cycling was expressed with a bicycle spoke bouquet, bicycle chain engraved wedding bands, bike races for guests to receive a second bouquet (made from inner tubes & reflectors), garter (reflective ankle strap with lace) and other prizes, wedding vows with cycling references, flower arrangements in jars atop chain rings, decorative banners with stories about the couple and their bikes, cycling trivia questions to determine table serving order, and a request for guests to contribute money instead of gifts to help purchase two Brompton folding bikes.







BY SHANE JORDAN

TO THE AVERAGE BIKE rider, Boston must seem like a meat grinder: ancient narrow medieval street design that defines the saying "you can't get there from here," drivers known for being cranky, and weather that can make even the toughest riders quake. Throw in the fact that Boston has been voted "worst city in America to bike" (more than once!) and you might think that Boston is no place to be if you ride a bike. You would, however, be wrong.

Boston, like the hero of a sports movie, is making a comeback. The city has been working hard to throw off the mantle of "worst city in America to ride your bike." It is a city in the midst of a bicycle revolution. What started as a bet between Mayor Menino and his chief of staff* has lead to a renaissance in the city for all things bicycle.

CONTINUE READING ABOUT BOSTON ON THE NEXT PAGE...

On the Web

www.BostonBiker.org

Many neighbourhood bike groups and individual cyclists use the website BostonBiker.org as an information and communication portal. The site is a hub for Boston area bike-related blogs and has links to most of these local bike groups: DotBike (Dorchester), JPBikes (Jamaica Plain), RozzieBikes (Roslindale), BUBikes (Boston University), Suffolk Bikes (Suffolk), ABBikes (Allston/Birghton)

www.chiccyclist.blogspot.com

The Chic Cyclist blog is propelled with an enthusiasm for bikes, featuring photographs of cyclists whipping by stylishly, or occasionally a more composed portrait. Chic Cyclist blogger Charlotte also explores an interest in the practical and aesthetic elements of bicycles (with a special penchant for mixte frames) and their accessories from jeweled bike bells, handlebar bags and porteur racks.

* MICHAEL KINEAVY, THE MAYOR'S CHIEF OF STAFF IS A SPANDEX WEARING CYCLIST AND THE MAYOR USED TO MAKE FUN OF HIM. IN THE SUMMER OF 2007, MICHAEL ARRANGED FOR THE MAYOR TO GET A BIKE. THE MAYOR STARTED TO RIDE IT IN THE MORNING BEFORE WORK AND FELL IN LOVE WITH CYCLING. THAT IS WHEN HE STARTED TO REALIZE THAT BOSTON NEEDED A LOT OF WORK.









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BOSTON CONTINUED FROM PREVIOUS PAGE...

Menino began riding his bicycle early in the morning for exercise, and instantly fell in love. His love eventually translated into the hiring of former US Olympian Nicole Freedman as the "bike czar." Freedman got to work right away. Like everything these days, there was a lot of work to do, and not a lot of money to do it. She started by installing hundreds of bike racks throughout the city, focusing on the underserved neighbourhoods that until recently had little or no bicycle infrastructure. She teamed up with the many local bike groups, and together they used free tools like Google Maps to map the streets most in need of bike lanes. This local knowledge has been invaluable in addressing problems that many in city government didn't even know existed.

Bike maps and bike racks alone are not enough. Freedman and the Mayor's office have started to plan for a city-wide bicycle network. A combination of on-street bike lanes, off-street paths, and traffic calmed bicycle boulevards will

combine to allow you to get all over Boston quickly by bike. They have already started laying the city's first official bike lanes down Commonwealth Avenue.

Freedman and the Mayor didn't stop at infrastructure. Boston, after all, has had a bit of a bad reputation among cyclists. Teaming up with local transportation advocates, a series of events were created to get the general public back out onto bicycles. Bay State Bike Week, and a series of events called Bike Fridays got thousands of people out onto bicycles riding to work, riding to school, and returning to the bicycle as a fun and active way to get around.

The Mayor's office is a relatively new player in bicycle matters in Boston. The Massachusetts Bicycle Coalition (MassBike) has existed for 31 years, fighting to make biking better for everyone in Massachusetts.

Headquartered in the financial district in Boston, MassBike does a lot with only a couple of staff members. Relying on a state-wide army of volunteers, MassBike CONTINUED ON NEXT PAGE...





IN THE WORKSHOP: TEENS AND ADULTS COME TOGETHER AT BIKES NOT BOMBS VOLUNTEER NIGHT, PROCESSING 6,000 USED BIKES A YEAR TO BE SHIPPED OVERSEAS, TO BE EARNED BY TEENS IN BOSTON, OR TO BE REBUILT AND SOLD THROUGH THE BNB BIKE SHOP TO RIDE BOSTON'S ROADS AGAIN. PHOTOS BY CALCUTTAWALA & LANZEL

BOSTON'S BIKES NOT BOMBS AN EARLY LEADER OF THE NON-PROFIT BIKE SHOP WORLD

BY ADAM PIENIAZEK

AN UNASSUMING BRICK-RED BUILDING, tucked away in the back of a dirt lot in Jamaica Plain, sits outside Boston's city core. The humble structure houses the Bikes Not Bombs shop, which collects, refurbishes, and distributes used bicycles. Bikes Not Bombs stands on its own as one of the best full-service shops in the city, offering great mechanics, good deals, and a very amiable atmosphere.

But this is more than just a bike shop; it's part of a much larger non-profit organization whose core mission statement promotes bikes and bike-technologies as "concrete alternatives to the militarism, over-consumption and inequality that breed war and environmental destruction" locally and internationally.

Walking through the dirt lot, you'll notice a big jumble of old bikes locked up to a steel fence, waiting to be fixed up and shipped out. Inside, racks of revitalized bikes line the cosy quarters while helmets, locks, and other parts fill the remaining space. The diverse, friendly, and never

pretentious staff welcomes everyone; young and old, rookies and veterans. You'll find plenty of used bikes at Bikes Not Bombs but you won't find a sales push – I practically had to pry my single-speed Shogun conversion from them!

Inspired by Food Not Bombs, the volunteer movement that serves free vegetarian food to anyone and everyone, and motivated by a desire to counter the often violent US presence in Central America, Bikes Not Bombs ships revamped used bicycles from their nearby central hub to Nicaragua. This program began in 1984, and as the group received positive feedback, the Bikes Not Bombs concept expanded to El Salvador and the Caribbean. Its international success encouraged Bikes Not Bombs to do similar work closer to home in Boston. Today, they sell quality bikes at their Boston location and also give credits to volunteers as part of their Earn-A-Bike program.

The combination of donations and earnings allows volunteers and employees to ship 3,500 used bicycles annually to people in Ghana, Guatemala, and South Africa, along with the bike-filled containers that are re-used as storefronts upon arriving at their destination.

Bike mechanics also travel to these locations to teach locals valuable skills to further their own cycling independence. Via classes and volunteer opportunities, Bikes Not Bombs teaches these same skills to local youths and adults.

We all love riding our bikes, but Bikes Not Bombs goes beyond transportation and teams up with other non-profits and international government agencies to create bike appliances. Using old bikes and parts, they create human-powered cycle machines that power wells, generators, soap blenders and other devices via good old fashioned pedalling power.

Bikes Not Bombs is home to a community that extraordinarily cares about their bicycles and even more about society and the world at large. They are an epic example of how removing the profit incentive can actually improve a store. In a city littered with bike shops, Bikes not Bombs truly stands out as a role model for other shops, bicyclists, citizens and really, for the whole city.

Adam Pieniazek is a biking Bostonian blogger. When he's not pedalling, he's reviewing the social impact of products at OTIBR.com and freelance writing for The 42nd Estate LLC.

BOSTON CONTINUED FROM PREVIOUS PAGE...

has been instrumental in getting things like Bike Week and Bike Fridays to happen. They have also been pushing hard – and helped to implement – Boston's first bike lanes. Working together with other groups, and the Mayor's office, MassBike was able to teach over 1,000 children in and around the Boston area about bicycle safety this year, as well as hundreds of adults how to commute by bike to work. They have also been pushing steadily to change laws making it easier for bikers to use public transportation in the city, and recently teamed up with the MBTA (the people who run public transportation in Boston) to build two fully enclosed bike cages at the Alewife T-stop, at the end of the Minuteman bike path. These new cages are fully enclosed, electronically locked, and camera monitored. 500 bikes can now be parked at this train station.

But how are the riding conditions, really? Have they improved? Turns out that the things people hate about driving in Boston make it a great city to ride a bicycle in. The tiny narrow streets are plenty wide enough for bikes, the small size of the city makes it easy to get around, and the relatively flat terrain makes it easy for most riders. Now that the Big Dig has buried the highway beneath the city, most of downtown is open and ready to be explored by bicycle. With the addition of new bike lanes, and plans for many more, conditions are only getting better in Boston for bikers.

Though according to the 2000 US census, only one per cent of Boston's population cycles for transportation, people in the surrounding areas have had better numbers with cyclists at three per cent in neighbouring Somerville and four per cent in Cambridge.

This upsurge in all things bicycle has been complemented by an upswing of recent bicycle industry. Independent bicycle craftspeople like Geekhouse, Alternative Needs Transportation (Mike Flanigan), and Independent Fabrication are making some of the nicest bikes you will see anywhere. They are not alone. Metropolitan Pedal Power (Formally the New Amsterdam Project) are delivering goods with heavy-duty electric assist cargo bikes that can carry up to 800 pounds. There are several bicycle messenger companies, and even a growing fleet of pedicab bikes that take tourists and locals alike all over town.

With the participation of the Mayor's office, local non-profits, and an army of bikers hungry for more, Boston has gone from worst city in America for cycling to be voted as a rising star last year by *Bicycling Magazine*. If things keep moving in this direction, people will one day mention Boston in the same breath as Portland and Seattle when it comes to American cycling cities.

BIKE MAP

Rubel Bike Maps produces a map of the greater Boston area with detailed road information, recommended roads for cycling, bicycle paths, bike shops, hills, parks, and John Allen's detailed article "How to Ride in Boston Traffic." Shows the entire Minuteman Bikeway including access points. Other features include guides to bicycling books, organizations, theft prevention, pothole hotlines, and regional access maps.

bikemaps.com

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THE MINUTEMAN BIKEWAY

Built by the Commonwealth of Massachusetts on an inactive railroad, the Minuteman Bikeway is a treasured regional resource, used by local residents and visitors. Connecting to the Alewife "T" Station in Cambridge, the bikeway provides an easy way for bicyclists and pedestrians to travel to subway and bus lines. The bikeway is collectively managed and maintained by the four communities it passes through: Bedford, Lexington, Arlington, and Cambridge. The bikeway has become a new type of "Main Street" where neighbours and strangers alike come together while riding, walking, or skating on the path. The Minuteman Bikeway passes through the historic area where the American Revolution began in April 1775.

BOSTON BIKE EVENTS

BAY STATE BIKE WEEK – A week-long series of events put together by local transportation advocate, including bike breakfasts, free tune-ups, and culminating with Bike to Work Day. Thousands of people rode to work pledging and riding over 150,000 miles.

BIKE FRIDAY – On two Fridays in the summer, groups of police-escorted riders depart at 7 am and converge from all over the city to Government Center in downtown Boston. Once they arrived downtown, they were met with free breakfast, music, tune-ups, and a whole host of fun events. www.cityofboston.gov/bikes/bikefridays.asp

WALK/RIDE DAYS – A region-wide celebration of green transportation on the last Friday of every month. **www.gogreenstreets.org**

CRITICAL MASS – The decentralized and hard to categorize monthly bike ride, can be seen leaving from Boston Copley Square the last Friday of every month at around 6 pm. **www.bostoncriticalmass.org**

BOLDSPRINTS – During the long harsh Boston winter you can find many racing bikes indoors participating in what has come to be known as Boldsprints. Two bicycles, some rollers, an ingenious computer set up, and a punishing wind resistance unit, allow two racers to go head on indoor sprints. **www bostonsprints.bostonbiker.org**

TOUR DE GRAVES – Every year in late October a ride to some of Boston's famous and lesser-known graveyards in honor of Halloween. Trip is about 15 miles and takes about three hours.



PHOTOS COURTESY SCUL ORG

BOSTON'S CHOPPER ARMADABY MEGULON-5

One manifestation of mutant bike culture in Boston is SCUL, the Subversive Choppers Urban Legion, which has been defending local citizens and amusing themselves since 1995. SCUL has many mechanical achievements among their fleet, including a tallbike with an even taller disco ball and a mobile radio station which broadcasts to boomboxes carried by bikes throughout the ride. It is their social accomplishments which are most admirable, however. I was put off at first when I was told that SCUL has a rigid system of military-style rankings and insignia among their members. Then I learned that all ranks are reset each year, and that one way to advance is to get a rolling high-five from a bystander. SCUL is possibly the nerdiest mutant bike club around today, and I say this as a great compliment, for it is the nerds, with their disregard of social approval and common sense, who can experience the true pleasures of freak bike life and hopefully even share them with random jerks on the street.

www.scul.org



JEAN SMITH

Norwood, MA

I RETIRED IN THE spring of 2008, after spending eight years commuting year-round to my job in Sharon, MA, about 8.5 miles from my house. I am now riding into Boston to volunteer at Bikes not Bombs. I just finished my first five-week session helping with Earn-A-Bike.

Finding a job that let me bike commute was one of the high points of my life. I was a veterinary technician for 25 years – the first 17 years were too far from home to commute by bike. Prior to my job change, we had spent about 10 days in the Netherlands. I was really impressed by the Dutch bikes, bike paths, and the casual way clots of retirees cycled along chatting, just like the clusters of kids going to school and adults going to work. It seemed so right socially, physically, economically and environmentally. Becoming a bike commuter was one of my goals when I returned. Six months later I had achieved it. The last six months of that year I rode 1,200 miles, the next year 2,200, and maxed out at 3,000 to 3,400 for the next four years.

I had a beautiful commute that included riding through a wildlife preserve where I regularly saw wild turkeys, deer, raccoon, red and grey squirrels, chipmunks, fox, and coyote. Just as I would be getting sick of listening to the endless "ziiipp" of my studded tires, the maple syrup cans would appear on the sugar bush letting me know I had broken the back of winter. Then came the songbirds' return, and best of all, the night the salamander migration closed the road, but the Audubon folks always let me ride through because they knew I would walk my bike where they actually crossed.

I ride in Jamaica Plain and Roslindale, which are technically part of Boston, but not downtown Boston. I am surprised at how much more bikeaware drivers are in those neighbourhoods than they are in the suburbs I commuted through for the past eight years. I've only had one near righthook since September, where it was a weekly event riding to work. In Roslindale and Jamaica Plain there are bike racks at the libraries and other public buildings. Some of the bars and cafes also have bike racks. That's certainly not true in the suburbs.

Most of the transportation cycling seems to be in the older suburbs like JP and Roslindale, Brookline, Allston, Brighton, Watertown, Somerville, Cambridge. If you go to the more affluent areas, like the Newtons, Belmont, etc. there is a lot of cycling, but it tends to be recreational, with a strong emphasis on road cycling.

My dislikes about riding in Boston include: 1.



Rotaries – there is just too much traffic volume to use them for major route mergers, which Boston still does; 2. broken pavement; and 3. lack of street signs, especially at large intersections of major streets.

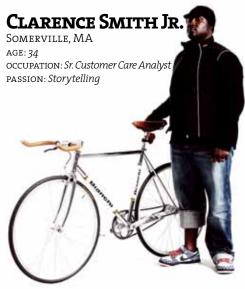
I like to fantasize about my perfect bike: Rohloff 14 or Sram i-9 or Alfine 8 rear IG hub with disc brakes fore and aft, SON or Alfine hub dynamo on the front, Supernova E-3's on the front, Dinotte taillight, integral small front and full rear racks, full fenders, with two sets of 26 inch wheels, one for street slicks, one for lightly treaded two inch wide tires for railtrail, unpaved road riding, and Soma Sparrow 490 handlebar. All on a steel frame small enough to fit 5 foot o inch me, with my gigantic 26.9 inch standover and short reach. Until we get to the last requirement, I am heartened by how many newer production bikes are approaching that ideal. That is, a bike that will stop in the rain, won't have the cassette and derailleur

freeze-up in the slush, can run studded or wide tires for winter, with easy and dependable lighting.

My other passions are the PMC (Pan-Mass Challenge, a fundraising ride for cancer research and treatment at the Dana-Farber Institute in Boston) and Bikes Not Bombs. I've only raised about \$12K for PMC, but my husband is a cancer survivor and I think he is worth a lot more than that.

The bike in the picture is the first bike I built myself, starting from a naked frame. I love it. It is a total hodge-podge: my drivetrain has Sugino cranks and chain-rings, SRAM cassette, Shimano derailleurs, and Weinmann chain. It works! The first test ride I felt on top of the world. That was when I realized I wanted to help kids feel that same thing and started volunteering at BNB. This year I plan on volunteering two days and riding one. I hope to keep that up until I can't get on my bike.

MORE BOSTON AREA PROFILES ON NEXT PAGE



I COMMUTE ON MY fixed-gear daily, and get down with at least two rides a week with many cats from the local fixed-gear forum in Boston. I started riding fixed-gear in late August of 2008. I knew riding would be my primary transportation hustle after selling my SUV this past June. It had been nearly 15 years since I had done riding of any sort; I used to race criteriums back in the late '80s and early '90s. I love to ride and making the jump to commute by bike

was not a difficult decision. More recently I had been doing a lot of riding on my BMX – but I appreciate that more for freestyle, rather than commuting.

Likes/dislikes about riding a bike in Boston?

I really dig riding in the city, especially downtown. It's hectic, fast paced, and you have to be on-point in order to get around safely. Riding at night is also fantastic. Boston is not 24/7 like NYC, so, you get to experience the city as it sleeps, at your own pace. Whether you're riding alone, or with a group, dipping through town at night is fun. Outside of the city there are also solid places to see and experience, like Castle Island Park on Pleasure Bay, or The Minuteman Bikeway.

My biggest issue is with the suspect roads in some areas. Many of the roads in Boston are damaged, have a lot of potholes, and make for easy punctures or pinched tubes.

To me, being a self-propelled person means...

Getting through the peaks and valleys by any means necessary. Moving oneself forward through steady progress and growth will foster an awareness that can mean the difference between living and dying. You dig what I'm laying down? Marinate.

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doyouknowclarence.com

CHARLOTTE

Boston, MA

AGE: 31

OCCUPATION: Bioinformatics (computational support for biomedical research)
PASSION: Creation/discovery (in every manifestation) infusing entropy with love and thus changing the world

Why do you think people are focusing so much on the design, aesthetics and style elements of cycling these days?

I think people are more interested in design and style in general these days, and bringing that to bear on cycling is just a demonstration that cycling is becoming more mainstream. My own experience was the epiphany that cycling is something I could do in my own way, without ascribing to a particular tribe or clique. I guess I'm a bit contrarian. To that end I now consider all the style elements of cycling so that I can pick and choose what most enhances my own life.

How long have you been using a bike for transportation and why?

On and off since I was six but in a serious way since returning to Boston in 2006 after living in Paris, where the full potential of the bicycle became more apparent to me.

Favourite piece of clothing/gadget for riding and why?

Well, it's winter in Boston so it's got to be my Ear Bags. They're seriously game-changing for winter cycling: chiccyclist.blogspot.com/2008/03/ product-review-earbags.html

Loves/dislikes about riding a bike in Boston?

LOVE: gliding through the beautiful city, feeling free, the many tiny side streets, the increasing bike culture. **DON'T LOVE**: cabbies who target me

for aggression, the dark of winter, frost heaves, and potholes.

Being a self-propelled person means:

Independent. Such a simple word comprising so much, at all levels from personal to global. I suppose it also includes a direction, a vision. Independent visionary – what a great thing!

www.chiccyclist.blogspot.com

BOSTON PROFILE PHOTOS BY JUSTIN KEENA justinkeena.com

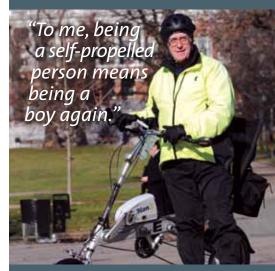
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Ray Jordan

Harbor Point, Dorchester, MA age: 75

I'VE BEEN BIKING FOR 15 years. I didn't need a car anymore and after about 1,000,000 miles of driving in my life I was really sick of it. Plus biking is fun. I use my bike for shopping, travel, and commuting via bike and rail. I ride 10 to 30 miles, four to five times a week, year round.

What do you love about biking in Boston and what could be done to make it a better city for cyclists? I like the people I meet and the challenge. The city is finally working to do those things that bike advocates have been recommending for years and with the mayor on board I believe they will get done. It is now time (always has been) for cyclists to do something for themselves. First, obey all traffic rules like stopping at red lights and stop signs, essentially ride a bike like you drive a car. Two, learn how to ride a bike. The vast majority have not had any bike riding training since the training wheels were removed from their first bike. Cyclists need to learn through formal training how to ride in city traffic. The vast majority haven't a clue.



Why do you volunteer at cycling advocacy organizations?

It didn't take long for me to learn 23 years ago (when I started riding) how little I knew about bicycling, both safe riding and maintaining my bike. I met the director of Bike Boston (now MassBike) during Bike Week and discussed my problems and I was invited to join Bike Boston.

Later I met Carl Kurtz, founder of Bikes Not Bombs, and learned that they had a free mechanics and on-road training program for those willing to teach young men and women in their Earn-A-Bike program. I took the courses and taught for Earn-A-Bike. A bonus now is all of the great young people I get to ride with and enjoy. They keep me current — like what is a "twitter" or a "tweet."



In Search of Atlas and **HERCULES**, **DX**

FOR WEEKS, THE BICYCLES tormented me. From the moment Aloysius picked me up at the Mumbai airport and his car weaved around a one-speed, made-in-India bike toting a sack of rice; then another hauling six red propane cannisters; then another carrying an older lady with a grey bun and a gold sari – I was reminded that I didn't have a bike.

I'd flown into Mumbai to begin a six-month sabbatical of living, writing and riding in Goa, India and decided to leave my bike at home. Once in Goa I'd settle into my father's cousin's house, I reasoned, catch up on my grandparent's Burmese-Portuguese-Indian ancestry, then buy an Indian bicycle of my own.

Aloysius – who I'd been corresponding with for years and was familiar with my weakness for travel by bike – was completely supportive. He recommended I buy a bicycle in Panjim, Goa's state capital, but he was willing to step into a back alley bike shop in Mumbai's Dadar market to get the process started.

We wove around street stalls of limes, onions and oranges and ducked under gold Diwali lanterns. Tucked between a storefront offering "Xerox Copies" on their Canon printer, and another selling stainless steel tiffin containers, the small-but-tidy Singh Cycle Company looked promising.

Since I was a foreigner and this was clearly not a shop for tourists, 74-year-old Aloysius took the lead with what little knowledge of bikes he had. "The young lady wishes to ride a cycle all around Goa," he started, "And she requires one with a basket."

"I want it to be simple, and of good quality," I added, "And I want to use it for travel and transportation." The young Sikh nodded and led us through the dark shop, out the back door and into the alley. A shipment of Barbiepink bicycles rested against the wall, their thick steel frames still wrapped in cardboard and packing tape.

"Could I see one of the bikes without the cardboard?" I asked, leaning into the pile to examine the frame welds (terrible), brakes (low-end cable caliper), and wheels (steel rims). He couldn't do that, he said, but he could tell me that the bike came with a kickstand, chainguard, rack, skirt guard, bell, lock and basket. All for about 3,250 rupees (\$72).

I peered past the pink bikes to a dusty pile behind. They were also covered up, but I recognized them immediately: the Hercules- and Atlas-brand archetypal Indian bikes I'd been lusting after: elegant lugged frames, steel linkage brake systems, heavy-duty tires, and a headtube badge to die for. "What about those?" I pointed.

The young man shook his head. "Those are *work* bikes – for sellers, and shops and hotels. And they're not for ladies." This made me bristle, but it was true: the bikes were very large and they had a tall crossbar. Stubbornness would not make that bike any more comfortable on village backroads.

"Do they come in *ladies*' frames?" I asked hopefully. He shook his head again. "Ladies don't work." And he was right, in a sense: over the next few weeks – in Mumbai and then in Goa – I had to admit that I rarely saw a woman on a bicycle, let alone a woman on a "work" bike.

Once in Panjim, Aloysius and I dropped in at D.P. Shirodkar Company (whose business card shows a photograph of a full-suspension bike, a sewing machine, and a floor fan). They had more low-quality women's bikes, and – when I tried a different approach and asked for the most *expensive* bike they had – they showed me a low-quality women's bike, with gears.

By this time I was more than a month bikeless and the *ghee*-rich Indian food was starting to thicken my middle. Bikes sailed around me on every street and at every intersection and I was dry-docked. Then one day, I read the leather



ULRIKE AND HER NEW BIKE.

mudflap of a parked Atlas on my way to a cybercafe. "Raikar Sales," it read, "Dealers and Wholesalers in Bicycles, Tricycles and Spare Parts". If they sell parts, I reasoned, they must be a *real* bike shop.

Aloysius patiently took me there and followed me around the shop as I examined then dismissed one pink bike after another. Then, across the room (cue angelic choirs), I saw it: the Atlas Supreme DX, red and black ladies' frame, one-speed, linkage brakes, bell, rear rack, kickstand, chainguard, wheel lock, 2,950 rupees but – warned Mr. Raiker's son – no basket.

"No basket?!" I frowned, attempting to barter while a voice inside me screamed, yes, yes, YES, GET IT, I WANT IT NOW! "I'll think about it," I shrugged, taking his card and memorizing the business hours.

The next day, I carefully steered my new Atlas Supreme DX through Panjim's downtown streets, down to the jetty, onto the Mandovi River ferry, and next to a fleet of work bikes loaded with large red ice cream coolers.

"New cycle?" asked one of the young ice cream sellers. I nodded. I must have looked very proud with my shiny new bicycle. I almost expected him to ask, "No basket?!" but he just grinned and gave me a head wiggle as the ferry rumbled away from shore.

Mitey Miss is living, riding and blogging in Goa, India until May 2009. Catch up on her adventures at www.girlgonegoa.wordpress.com or click the "Girl Gone Goa" link at www.ulrike.ca.



YOU'RE RIDING YOUR BIKE in peak rush hour traffic when a truck up ahead spills a load of PVC pipes onto the street. Traffic stops, the truck stops and the driver gets out to reclaim his spilled cargo. Do you? a) Stop and wait with the rest of traffic wishing this guy would hurry up and get his freakin' pipes out of your way? b) Zip on by weaving through traffic because you can? Or c) stop, get off your bike, and help the driver reload the pipes so everyone can get going a little faster and so the driver can feel a little less lame? Mike Sallaberry found himself in this situation and chose to stop and help the driver out. Recounting the scene, he says, "me and two other cyclists helped reload them. No motorists helped, even though they were the ones inconvenienced by the mess. The cyclists could have kept going no problem."

Sallaberry models the Golden Rule – "Do unto others as you would have them do unto you" – a tenet of almost every major religion and philosophy. This "rule" more often than not seems to be forgotten on our roads: our fast-paced culture, where "me" matters most, rewards competition over compassion. We drive or ride through life worried about our own deadlines, dates, and dinners. When we're faced with a difficult situation on the road, how often do we put ourselves in the other person's place? Or how often do we become angry and self-righteous?

caught up to him and said, 'You cut me off'," says Ewell. The driver retorted with, "Fuck you." Ewell said the same back, and the situation escalated. At the next stop light Ewell spat at the man's car and ended up hitting the driver in the face. He says the angry driver then "hit the gas and ran into me from behind." When asked why he retaliated Ewell says, "If you let people get away with that crap, they'll think that's the way it should be, and that's not the way it should be. A bike is a vehicle. I was entitled to be where I was." Though he does admit it "got a little carried away."

Ewell's situation is not that uncommon. Though many people might stop shy of spitting, most are free with expletives. And oftentimes, cyclists (and other road users) think it's their duty to "teach a lesson" to someone. This mode of thinking assigns responsibility for our emotions and actions to the other; as in, "they made me angry," or, "he caused me to spit." We judge someone when we think, "what an idiot" and we condemn that person when we think, "I'll show him!"

There's another perspective here – the other person's.

At least as much as cyclists complain about motorists and pedestrians, pedestrians and motorists complain about cyclists.

We've all seen it – in the letters to the editor, blogs, and online discussion groups. Cyclists don't exactly have the image of angels. One frustrated motorist in Connecting San Francisco vents on Craigslist about a frustrating encounter: to everyday according to the complain about cyclists.

"I'm stopped at a four-way stop at Hampshire and 22nd, four cars at each corner. It's my turn. I start to accelerate, then have to slam on the brakes because a bicyclist jets through the intersection without stopping or even slowing down. To make it even better, he slaps his ass and air kisses me when I toot my horn at him!" She goes onto recall another incident where she was stopped at a red light with her right turn blinker on waiting to turn. "The traffic had cleared, but just as I begin to turn, a bicyclist passes me moving very fast on the right, running the red light. I almost hit him, but he doesn't seem to care. I'm shaking. What if I did hit him? How would that affect his life? How about mine? How about my kids who are also in the car?"

Every story has at least two sides. While there is likely truth in each, these stories also reflect our subjective feelings and emotions and how we respond to them. How often do we take a moment to pause and be aware of our emotions? And how often do we accept responsibility for our own feelings – be they irritation, anger, or rage?

Buddhists call this internal reflection on one's thoughts and motivations, mindfulness. Psychotherapist Tara Bennett-Goleman believes that practicing mindfulness can help free us from destructive emotional patterns. She

identifies ten basic patterns responsible for most of what troubles us. Vulnerability and entitlement are two that cause trouble on the road. Cyclists often feel vulnerable in traffic. Many also ride with a sense of entitlement, feeling that cycling is a superior mode of transport deserving special consideration over vehicles.

Being aware of these feelings is the first step to mindfulness. If you find you are prone to feelings of entitlement, Bennett-Goleman advises, "Start to be aware of the negative impact of your actions on the people around you." Blowing through a stop sign with three other vehicles waiting their turn doesn't go unnoticed.

If you've read this far, by now you might be protesting. You might think: "But bikes are disadvantaged on the road. Cars are bigger and more dangerous. They can kill us. We can't kill them. That makes cyclists the victims, right? And then there are the streets – they're designed for cars, not bikes, so we need our own rules. Bikes are the best. We don't pollute. We're the greatest!"

Making our own rules on the road can lead to dangerous situations – for others and for ourselves. With the huge public relation hurdles we already have, it's also not likely this tactic will win us friends or garner more support for cycling. A self-obsessed attitude is unbecoming and lessens our credibility.

The way we ride our bikes is our strongest voice – for our own safety and for advancing cycling. The way we navigate traffic, the look we give or don't give someone, or the hand gesture that we make speaks for us. Riding a bike is like doing a dance; words are rarely spoken but much is said.

much as cyclists

complain about

motorists and

pedestrians,

and motorists

pedestrians

Remembering that the other people on the road are human beings can help us do this dance more gracefully. Instead of condemning drivers, have you ever felt compassion for them? After all, they are also victims of the car culture. They've bought into the promise of freedom that delivers expensive gas prices, wasted time away from friends and family stuck in traffic, and life-alienating transport.

Seeing the humanity in others is an essential part of cultivating compassion. Jay Ferm, a Madison WI cyclist, says that when he's faced with a driver behaving badly he "imagines that perhaps they are rushing a kid to the doctor, or are late for a job interview." He admits that at times he gets angry and, when he catches himself, remembers that he was once "an unconscious road user."

Connecting with others on the road as fellow humans can also give rise to everyday acts of kindness. Cyclist Andy Thornley says, "I love the everyday chances I get to give the other person her turn, pausing at the crosswalk to let folks cross, signalling my turns and waving ahead cars, bikes, and others, dinging my bell to let dog walkers know I'm approaching." These little moments are our invitations to choose either the self-centred "mefirst" approach or the compassionate giving approach. Thornley aims for the latter saying, "Giving is empowering, good for your heart, and good for your community. As a cyclist you have the opportunity many times a day to be visibly and influentially magnanimous, generous, considerate, even civilized, just by giving the other person his turn!"

According to the Dalai Lama, "If you want others to be happy, practice compassion. If you want to be happy, practice compassion." This sounds easier than it is, but the bicycle can be our vehicle to compassion. Bicycles offer a greater level of humanity than cars. The slower pace offers a greater connection to the environment, the community, and other people. And most bicyclists will admit, they're happier when they bike. We can take advantage of the nature of cycling to help us cultivate compassion. Just imagine what the road would look like if we let our hearts drive our bikes. And as far as bringing new people to cycling, it's a lot easier to attract bees with honey than with vinegar.



BY DEB GRECO PHOTO BY AMY WALKER

WHAT MOTORISTS HAVE ALWAYS suspected is true: When I get on my bike, a switch goes off and consideration for anyone else ceases to exist. Each morning, amped on fresh air and adrenaline, I fly downhill on San Francisco's Market Street and head for the Financial District. My goal is simple: to make it to work without stopping — or at least not long enough for my feet to touch the ground.

This is how I recently found myself in the middle of an intersection before the light had turned green, when a MUNI bus came barrelling through despite a good solid red overhead. I only avoided a crash by turning in the direction the bus was travelling in; it came so close, I felt the kiss of steel along the length of my right side. The bus driver slammed on his brakes, stuck his head out his side window, looked me right in the terrified eye, and yelled, "Asshole!"

"Screw you!" I shouted back.

"No, screw YOU!" he screamed, slamming his window shut and his foot on the gas. The morning commuters on board lurched violently, the ones who managed to keep their footing glared at me malevolently, clearly cursing me and my people. The other motorists at the intersection gave me the universal sign of disappointment: the baleful head shake. The rest of the bike traffic kept rolling, one fellow bike geek tossing me a sympathetic, "MUNI drivers suck!" over his messenger bag. I laughed it off with relief and kept riding; just your average morning commute down Market Street.

Now I knew that running red lights was risky; I just didn't really care. Ever since I'd hopped on my first bike, I'd been blowing through traffic signs and signals like a tornado through Texas. It all started with the need for speed, of course – what bad habit doesn't?

Judgment played its part, too. Since I was traveling solely by my own pedal power and the motorists were passively harnessing the power of an internal combustion engine, I reasoned that I deserved the right of way.

And then I met Martha. She is from the Midwest and is a much nicer person than I am. She's also an avid bike geek, so it wasn't long before we were riding together around the city. To my horror, Martha honoured all red lights; and even worse, she stopped – actually stopped – at every single stop sign. Good grief! Standing beside her with my feet on the ground felt like six kinds of wrong. We'd slowly crank back into motion only to stop again at the very next stop sign, one block away. "We'll never get there," I thought. "How can you get anywhere stopping at every single block? That's for bus drivers, not freewheeling bicyclists." There was plenty of time to think about these things as we rode to our destination across town.

As it turns out, good manners and cycling are not mutually exclusive, which came as a bit of a surprise to me. After a decade of riding with attitude, I finally began to perceive how bad-tempered cycling habits create all kinds of ill will on my city's streets. It started to feel better to stop, put my feet on the ground, and let someone else take their turn. As the other cyclists flew past me, I could see the consequences of our actions for the first time.

I saw how cyclists flying through red lights and cutting folks off left frustrated drivers all over town unhappy about sharing the road with bikes. I saw messengers and fixie hipsters slaloming through cutthroat traffic, and I saw the fury they left in their wake. I used to observe this with a kind of rebel glee, caring only about my own speed and maintaining my own momentum. But slowing down had awakened my consideration for how other people feel.

These shifts in perspective happened gradually over weeks of riding with Martha. But there was

one experience that crystallized everything and made me aware of how much my riding style had changed. I was starting down Valencia Street, heading south on a summer day, with a long flat bike lane stretching ahead of me invitingly. I had a green light and was pedalling fast through an intersection when I saw a MUNI bus just ahead of me getting ready to pull back into the flow of traffic.

I slowed to see if he was going to check his rearview mirror first, which he did. Spotting me, he gave me the go ahead with a wave of his hand out his side window. Instead I stopped just clear of the intersection at his rear wheel, giving him the go ahead with a wave and a smile. With the flash of a return smile in his rearview mirror, he pulled out in front of me.

That MUNI bus driver and I leapfrogged all the way down Valencia Street that busy Saturday, passing each other a dozen times in as many blocks. We co-navigated through a Frogger game of bus stops, cars stopping and starting erratically in search of elusive parking, and jaywalking pedestrians. Usually sharing the road with a MUNI bus feels competitive or threatening. But on Valencia Street that day, I could feel, quite clearly, that a good rapport existed between that bus driver and me out of our mutual respect for each other: as he was kind enough to offer me the right of way, I had returned the favour. In exchange for that gift, he looked out for me all the way down the line.

That ride left a beautiful taste in my mouth and it still feels good to remember it. Thanks to that experience with the MUNI bus driver and the example of my Midwestern friend, I have blossomed into a well-tempered cyclist, sharing the road with joy and, frequently, with my feet on the ground.

Deb Greco is a book geek who thinks writing is the most fun you can have with your clothes on. Riding her bike around the city comes a close second. She loves catching waves, beach days, and the smell of sunscreen.

DR. WADE NELSON

INTERVIEW AND PHOTO BY AMY WALKER

WHEN WE SPOTTED WADE Nelson and his pink bike sporting golden spoke nipples and a big pink mud flap in Montreal we had to know more about him. Turns out that Wade is a doctor of communications specializing in BMX culture and he makes his home in Toronto. "Dr. Nelson" has taught at McGill and York universities, and has published articles that examine the mediation of the culture

of BMX Freestyle cycling. Uh-huh!

Is this bike your commuter?

This monster is my commuter. It is, however, capable of stuntage. It only has the front disk brake, but the cable goes through the stem for barspins.

Where do you ride her? (or him? It?)

My tribrid (BMX / MTB / Road) bike, is, as you might imagine, intersexed. It is my transportation, so it takes me wherever I need to go. So, all over the Greater Toronto Area (GTA). As far north as York University, south to Etobicoke, east to Scarborough. When we met, it was facilitating my exploration of the island of Montreal.

What are the virtues of golden nipples?

Gold anodized spoke nipples are truth. They were acquired in a hostile takeover from one of my BMX bikes. They match the vintage gold anodized valve caps.

Tell us about your pink bike.

The pinkness is relatively new. It was initially a handsome brown 2005 Norco Two50. It was painted flat black for stealth within four days. The theory was that the thieves would not be able to see it. After almost three years and many modifications I found a can of spraypaint at a hardware store labeled "Watermelon". As this seemed to match my favourite Fender guitar colour (Fiesta Red), a radical paradigm shift was in order. This pinkness also matches the MacNeil BMX colour (Jersey Red), so grips and seat match. The new theory is that the thieves won't pinch it because it is too noticeable.

Once it was pink, it obviously needed an accent colour. So, orange cranks,

seatpost, and brake cable. And then I found silver sparkle crash pads with orange racing stripes. So it's faster now.

MacNeil provided the cranks, sprocket guard, seat, seatpost, and grips.

Aluminum Redline cruiser bars. Graphite KHE pedals. The fender/mudlflap combo is on there because I modified the fender to be shorter, and then it didn't work. So for \$1, I got the vintage transparent pink mudflap from V-Low in Montreal.

PRESS TIME UPDATE: I cracked this heavy-duty, top of the line jumping bike commuting. (That's how hardcore I am!) I had it welded by a hack for \$5, and repainted that part of the frame with the Watermelon paint. Should get me through the winter. The mud flap fender has been handed down to my friend Robin. I also put pegs on the back of the pink bike for doubling my lady friends who don't have bikes. Doubling is so fun.

How did you become a professor of BMX communications?

I was committed to writing a Ph.D. in Communication Studies at McGill. I was having a conversation with my supervisor and it came out that I had about 700 (now 1000) BMX magazines back to 1979. He decided that I had important work to do on that pile. The best thing was that my favourite procrastination pastime was now considered fruitful homework.



And where will your work take you now?

I'm teaching two communication classes this winter: one for 125 senior citizens at Glendon College, one as part of a University of Toronto program for people who wouldn't normally have access to a university education. So psyched on both. I'll be commuting on my bike to both jobs all winter.

Where do you look for truth?

Deep in people's eyes. Plus the 72 gold spoke nipples.





BY JOHN PUCHER PHOTOS BY BEN COOPER

THE FIRST TWO ARTICLES in this series focused on cycling infrastructure such as bike lanes and paths, bikeable streets, bike-friendly intersection modifications, and bike parking. While "hard" policy measures such as improved cycling infrastructure are crucial to cyclists, complementary "soft" policy measures are at least as important.

Most important in this category are cyclist and motorist training programs, enforcement of cyclists' legal rights on the road, and measures that restrict car use. These are just as important as physical infrastructure to explain the safety of cycling in northern Europe and the high levels of cycling among all segments of the population.

COMPREHENSIVE TRAINING FOR CYCLISTS AND MOTORISTS

Children in the Netherlands, Denmark and Germany all receive extensive training in safe and effective cycling techniques as part of their regular school curriculum. Most will complete such a course by the fourth grade. They are not simply taught traffic regulations, but also how to cycle defensively, anticipate dangerous situations, and react appropriately. The course includes both

classroom instruction and "on the road" lessons; first on a training track, then on regular cycling facilities throughout the city. Police officers test the children and award certificates, pennants, and stickers if they pass the test. Since many children bike to school, training in safe cycling is considered essential to ensure their safety; it also introduces kids to a lifetime of safe cycling skills. This sort of comprehensive safety education is almost completely lacking in the USA and Canada.

Perhaps the most important approach to cyclist safety is training motorists to be aware of cyclists on the roadway and avoid endangering them.

Motorist training in the Netherlands, Denmark, and Germany is far more extensive, thorough, and costlier than in North America:

- ➤ Drivers are required to take a minimum number of hours of driving instruction with private firms at a cost of at least €1,500 (US \$2,500).
- ► Licenses are not awarded until the age of 18, two years older than in most American states.
- Both the written and driving portions of the licensing tests are so rigorous that many applicants fail one or more times before passing.
- Additional hours of driving lessons are required after each failure.
- ► For the first few years, licenses are provisional and can be revoked for dangerous driving.

A central aspect of driver training in northern Europe is the need to pay special attention to avoiding collisions with cyclists, since they are more vulnerable to serious injury in any crash. For example, it is assumed that child and elderly cyclists might make unsafe moves in traffic. Car drivers are trained to anticipate any such unsafe moves by carefully noting the presence of such cyclists anywhere along their route so that they can react quickly to avoid hitting them. The ability to anticipate potentially dangerous moves by cyclists is tested in the driving portion of the licensing exam and can easily result in failure.

TRAFFIC REGULATIONS AND ENFORCEMENT

Traffic regulations in the Netherlands, Denmark, and Germany strongly favour cyclists. Even in cases where a crash results from illegal or unsafe moves by the cyclist, the motorist is usually found to be at least partly at fault. The motorist is legally responsible for any crash with a child or elderly cyclist, even if they are cycling in the wrong direction, ignoring traffic signals, or otherwise behaving contrary to traffic regulations. In sharp contrast to North America, the priority legal status of non-motorists in northern Europe puts motorists on the defensive and forces them to drive with special attention to avoid endangering cyclists.

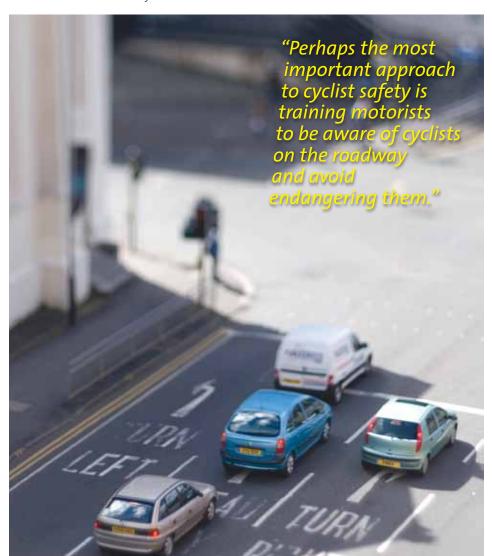
Dutch, Danish, and German police are far stricter than American police in ticketing anyone who violates traffic regulations. Cyclists caught riding in the wrong direction, running red lights, making illegal turns, or riding at night without functioning lights can expect at least a warning notice and possibly a ticket and fine.

Penalties can be high even for minor violations. Not stopping for pedestrians at crosswalks is considered a serious offense and motorists can get ticketed for non-compliance, even if pedestrians are only waiting at the curb and not actually in the crosswalk. In most American cities, motorists increasingly run red lights for the first few seconds, which endangers both pedestrians and cyclists crossing the intersection. In response to this, many intersections in Dutch, Danish, and German cities have cameras that automatically photograph cars running red lights and stop signs. Similarly, radar speed detectors along roadways automatically photograph motorists exceeding the speed limit and establish a fine depending on the recorded speed. Guilty motorists receive tickets by mail together with photos of themselves "in the act," even if the police do not catch them on the spot. The greater likelihood of being caught for violations obviously increases the motivation for motorists to obey the law.

Finally, the punishment for traffic violations by motorists is far more severe in northern Europe than in the United States. Motorists can expect hefty fines and points on their driving record for driving or parking in bike lanes, cutting off cyclists, or otherwise endangering or inconveniencing them. That is a striking contrast to the USA, where the police and courts routinely ignore cyclists' rights violations on the road. Even blatantly dangerous driving and deliberate intimidation of cyclists by motorists are seldom punished. Many police are not even aware of the legal rights of cyclists, and neither the police nor the courts consider it worth their effort to enforce them.

Whereas motorists in the Netherlands, Denmark, and Germany are presumed to be at fault in crashes with cyclists and are punished accordingly, the police and courts in the United States reflect the opposite view. It is not too extreme to describe the American situation as motorists getting away with murder, or at least negligent homicide. Clearly, such leniency with even the most deadly of driving behaviour only encourages more of it and puts bicyclists at much higher risks in the United States than in northern Europe.

CONTINUED ON NEXT PAGE



POLICIES ENCOURAGING CYCLING IN NORTHERN EUROPE

SPEED LIMITS IN CITIES

- Traffic calming of most residential neighbourhoods limits cars to speeds of 30km/hr or less
- "Home zones" in many neighbourhoods give cyclists equal rights to road use and limit cars to walking speed (about 7km/hr)
- Car-free zones, one-way streets, and artificial dead-ends make car travel through the city centre slow and inconvenient
- Turn restrictions for cars but not for cyclists
- Almost no limited access highways (motorways) in city centres
- Strictly enforced speed limits and traffic rules in cities (with police cameras at red lights and stop signs)
- Automatic radar surveillance of traffic with cameras to photograph speeding motorists
- Advance stop lines and traffic signal priority for cyclists

ROAD AND PARKING CAPACITY LIMITATIONS

- Limited number of parking places in city centres
- Parking management schemes limit easy car access to urban neighbourhoods, often with resident-only parking or strict time limits
- Replacing car parking facilities with bike parking
- ► Combined bus-bike lanes that permit bike use but prohibit car use
- Deliberately narrowed roads in city centres force cars to drive slowly
- Special bicycle streets that sharply limit car speeds and give cyclists priority in roadway use over the entire width of the road

TAXATION OF AUTOMOBILE OWNERSHIP AND USE

- ► High taxes and fees on car purchase, ownership, and use
- ► Especially high excise and sales taxes on gasoline
- ► High hourly parking rates in city center, even in medium size cities
- ► High fees and strict training requirements for obtaining a driver's license (over €1,500 in Germany)

RESTRICTING CAR USE AND MAKING IT MORE EXPENSIVE

Many Dutch, Danish, and German cities impose a range of restrictions on car use, including limits on speeds, turns, direction of travel, and in some places prohibit car use altogether. Similarly, road capacity and parking facilities are far less generous than in American cities. Roadway and parking surfaces have been deliberately reduced in many northern European cities over the past few decades in order to discourage car use in the city centre.

Moreover, sales taxes on petrol and new car purchases, import tariffs, registration fees, license fees, driver training fees, and parking fees are much higher in Europe than in the United States. This results in overall costs of car use and ownership that are two to three times higher in Europe. The higher costs discourage car use to some extent and thus promote alternative ways of getting around, including cycling—surely one of the cheapest of transport modes.

CONCLUSIONS & LESSONS FOR NORTH AMERICA

As noted earlier in this series of articles, the most important approaches to making cycling safe, convenient, and attractive for everyone in Dutch, Danish, and German cities is a) the provision of separate cycling facilities along heavily travelled roads and at intersections, and b) extensive traffic calming of residential neighbourhoods. Separate facilities are only part of the solution, however. Dutch, Danish, and German cities also reinforce the safety, convenience, and attractiveness of cycling rights of way with extensive bike parking, integration with public transport, and comprehensive education and training of both cyclists and motorists.

Car use is simultaneously made more expensive, less convenient, and less necessary through a host of taxes and restrictions on car ownership, use,



and parking. Land use policies also favour compact, mixed-use urban developments that generate shorter, more bikeable, trips.

The key to success for northern European cycling policies is the coordinated implementation of this multi-faceted, self-reinforcing set of policies. American and Canadian cities have been making impressive advances in the provision of more extensive and improved cycling infrastructure, yet have made little if any progress on the crucial complementary measures needed to restrict car use and make it more expensive. Nor do they require motorists to respect the legal rights of cyclists and pro-actively avoid crashes with them. Cycling in North American cities will never reach its full potential until politically difficult "stick" policies are implemented to complement the necessary but insufficient "carrot" policies.

John Pucher is a professor in the Bloustein School of Planning and Public Policy at Rutgers University (New Brunswick, New Jersey).

The lenient treatment of American motorists is documented in Killed by Automobile, an analysis of 1,020 pedestrian and bicyclist fatalities in New York City from 1994 to 1997. Using police records, the authors found that "drivers were largely or strictly culpable in 74 per cent of cases where sufficient information existed for culpability coding, and were largely, strictly, or partly culpable in 90 per cent of the known cases. Hit and run, turning into pedestrians at crosswalks, and speeding were the top three driver faults in killing pedestrians and cyclists." The police cited motorists for traffic violations in only one-fourth of pedestrian and bicyclist fatalities, although motorists were involved in 98 per cent of these fatalities and were unquestionably at fault in at least half. In only one percent of fatalities did the police issue summonses to motorists specifically for violating pedestrian and bicyclist rights of way (such as failing to yield in crosswalks or driving in bike lanes).

www.rightofway.org/research/kba_text.pdf

For more details and background reading, readers may consult the following two articles: "Making Cycling Irresistible," Transport Reviews, July 2008, Vol. 28, No. 4, pp. 495-528, accessible at: policy.rutgers.edu/faculty/pucher/Irresistible.pdf

And "At the Frontiers of Cycling," World Transport Policy and Practice, December 2007, Vol. 13, No. 3, pp. 8-57, accessible at:

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www.eco-logica.co.uk/pdf/wtpp13.3.pdf



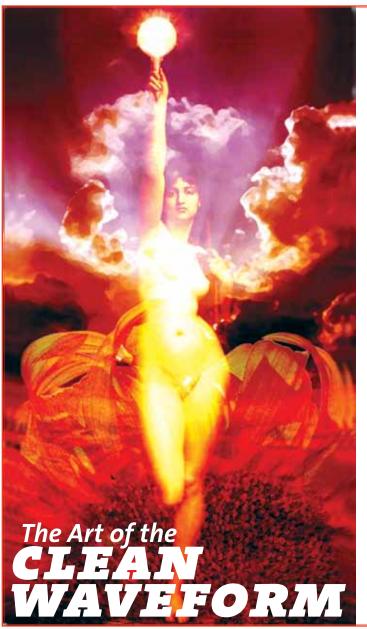
Spok Front & Tail Light



A sleek and versatile design allows these little lights to be easily mounted to all shapes and sizes of handlebars, headtubes, seatposts, seat rails, wheel hubs, and helmets.



We believe in the positive power of the bicycle. That's why we donate 25% of profits to grassroots advocacy.



BY PALOMA VITA

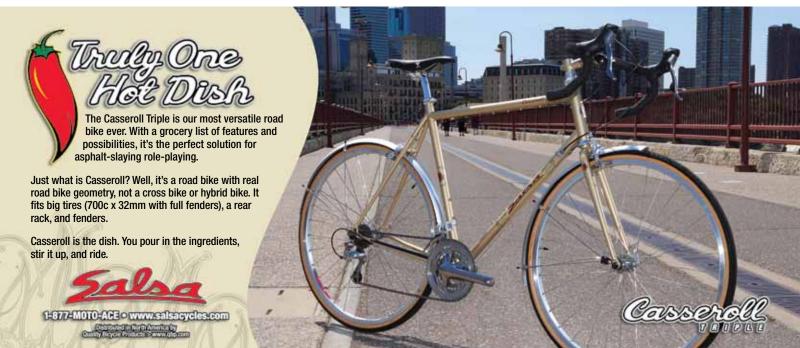
NEXT TIME THE WEATHER is nice enough to fully enjoy a good bike ride, do yourself a favour and ponder the following: not only is riding a bicycle a wonderful pollution-free way to get around, it can also be made into a nifty spiritual metaphor. Let me explain: clearly visualize yourself booting down the road all while leaving not a single trace of nastiness behind you... what you get is a perfect analogy for being a clean waveform.

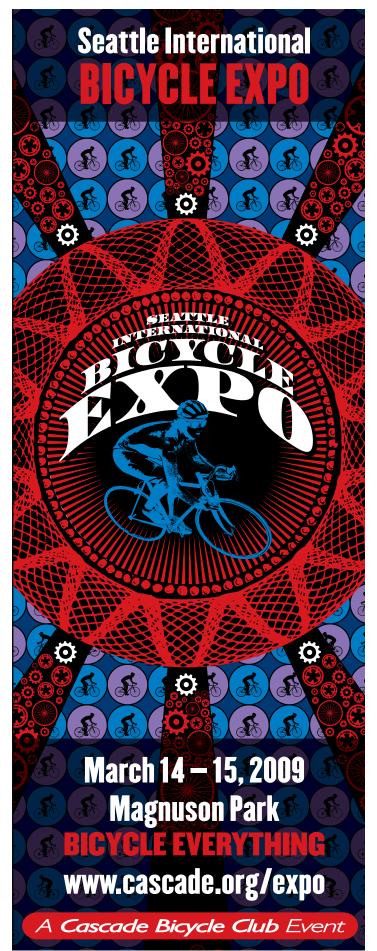
The concept of being a clean waveform is something I picked up in a book I read a couple of years ago, *Surfers of the Zuvuya* by José Argüelles of Dreamspell Mayan Calendar fame. As a matter of fact, that was the best part of the book – which is written in a semi-fictional style that did not quite appeal to me. Here is how it goes:

As we move through life and travel around our little corner of the spacetime continuum, we often create what Argüelles calls "psychic lint;" an energetic residue composed of negative imprints such as our self-doubts, stale judgements – toward ourselves and others – and/or neurotic attachments to painful or traumatic past events, to name a few. All these less-than-happy emotions and thoughts end up creating a swirl of linty debris that brings us out of sync with our present moment in our incarnation by creating drag in spacetime. This often leads to unhappiness, feelings of futility, and/or states of "dis-ease(s)." Imagine having innumerable strands of hefty lint hanging from you and your bike as you ride around; dodging cars, dogs, and pedestrians. Right!

But do not despair! Argüelles also offers a simple and effective analogy to help us become cleaner waveforms. Take a quartz crystal, he advises; often, it is its flaws that make it so beautiful. The layers, fissures, and textures revealed therein are what make it interesting; otherwise it would look like a modest piece of glass. When we place such crystals in sunlight, it is also those very flaws that refract rainbows at us and fill us with an irrepressible joy. Well, argues Argüelles, the same can be said for us. Once we expose our "flaws" to the "sunlight" of our acceptance, they too refract the light of our soul and become a source of rainbows. This also implies that our so-called flaws are what gives us substance and texture. This analogy does go a long way in showing us how to eliminate the psychic lint we drag around as we travel on our timeline. Just accept yourself.

Paloma Vita has been Momentum's volunteer copy-editor for almost two years. She is an avid cyclist; speaks three and a half languages; has a three-crossword a day habit, and is a self-professed "word-nerd." She is also prone to strange bouts of deep ponderings.



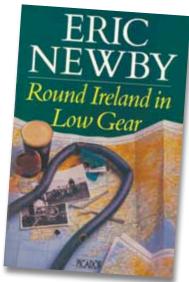




ROUND IRELAND IN LOW GEAR

By Eric Newby
Picador, 1987, 308 pages, £4.95
REVIEWED BY TERRY LOWE

IN THE WINTER OF 1985-1986, then sixty-five year old Eric Newby convinced his wife to join him on a bike tour of Ireland, starting in Limerick – which had seen rain on 341 days of the previous year. The choice of winter was forced on them, since they had a farm in England, and it was the only time they could get away. They



equipped themselves in head-to-toe Gore-Tex, packed way too much stuff, and bought state-of-the-art mountain bikes (or "boikes" as they were called in Ireland), and set off.

Newby was an avid cyclist in his youth in 1930s-era London. His wife, whom he met while held as a POW in Italy, whizzed around on an elegant Bianchi single-speed (Newby wryly notes that this was in a very flat part of Italy), and last rode a similar bike in London in the 1970s. She viewed the mountain bikes as monstrous, never learned to properly shift the gears, but agreed to the journey if only to keep him out of trouble.

Southern Ireland may well be one of the rainiest places on earth, and this book features rain and wind on just about every page. I admired their persistence.

They started on the first leg of their journey in December and in the rain. It took them from Limerick to Galway Bay, which is not a great distance although the land is so steeped in history that it prompted many guidebook stops. There are countless markers where some almost forgotten king was defeated by another a thousand years previous. Old monasteries, older castles, and 18th century manor houses dot the landscape, along with villages of only several hundred people each, some of which manage to support 30 or 40 pubs, many offering the best Guinness in the land.

The second leg in February was along the southern coast. "It rained every day, sometimes all day, except when it snowed, and when it wasn't blowing a blizzard from the north, it blew Force 9 from the west and south-west, the general direction in which we were pedalling." A memorable month, by the end of it they'd had enough of the Irish winter, and they postponed the final leg for some borrowed time in June. That ride – following a canal out of Dublin to the source of the River Shannon – was much more enjoyable. They slept under the stars, and were not rained on much at all.

Eric Newby was renowned for his ability to describe places, and this book does not disappoint. "The wind had dropped completely and in the afterglow the still waters of the bay were the colour of the lees of wine. Thirty thousand feet or so overhead jets bound for the New World drew dead straight orange crayon lines across a sky still blue and filled with sunshine. There was a tremendous silence, broken only by the whistling of the oystercatchers and the gulls foraging in the shallows."

The book is full of such passages, most too long to quote here. A good book for a rainy day.

By Anne Mustoe

Virgin Books, 2007, 259 pages, \$14.50 CAD REVIEWED BY KATHLEEN HAY

IF YOU WANT A lesson in history that combines the intricate architecture of a rich, textured landscape and its people with your desire for adventure on two wheels, then *Che Guevara* and the Mountain of Silver by Anne Mustoe is a must-read. Especially before you decide to hop on the next flight to Buenos Aires!

Nestled neatly in the panniers of a cycle adventure travelogue, Mustoe whisks the reader off into gale force winds, torrential downpours, rickety train rides, and even to a hotel room where Pablo Neruda stayed, all while unravelling the immense complexity of South America's enigmatic and turbulent history. Two main characters frame her universe and spur her on a journey through the southern half of the continent – Ernesto "Che" Guevara and Alberto Grenado.

Cuba's *El Che* was the catalyst for Mustoe's quest to cycle in the tracks of these two prominent historical figures. Her curiosity about Che's life sparked her to hop on her own sturdy Condor bicycle and parallel the 1952 motorcycle journey they undertook. Riding east to west, Mustoe took off from Buenos Aires, through

Argentina, over the Andes into Chile, and then north to Bolivia to the highest city in the world – Potosi.

At the age of 54, Mustoe transformed herself into a world-

in Nottingham, England, she graduated from Cambridge and went on to follow eclectic career paths that included teacher, business owner, Headmistress, Justice of the Peace, and educational consultant, among others. She reveals a genuine lack of athleticism, and yet – enthralled by the freedom of travelling on two wheels – Mustoe set out on her first solo-cycling trip around the world in 1987. Her case of wanderlust turned into a new career.

travelling cyclist and writer. Born

What distinguishes Mustoe as a travel adventurer is that neither training nor major planning occupies her time. She simply hops on her bike and sets off at a reasonable pace until her strength builds up. She inspires the belief that anyone, regardless of their level of experience, their degree of fitness, or their knowledge of the world, can ride to a new path of adventure.

Filled with personal insights of her encounters with the remnants of South America's colonial past, and her unyielding enthusiasm, she channels the revolutionary sense of adventure that helped alter Che's destiny forever.



MOMENTUM IS YOUR FRIEND

By Joe Kurmaskie
Breakaway Books, 318 pp, \$23.95 USD
REVIEWED BY JOEL GILLESPIE

JOE KURMASKIE, AKA THE Metal Cowboy, had biked back and forth across this land so many times that it

had become old hat. He decided that in order to keep things fresh, as well as to stave off feelings of middle-aged complacency, he needed to take his five- and seven-year-old sons, Enzo and Quinn, along for the ride. So he did just that in the summer of 2005.

Because of his sons' school schedules, Kurmaskie departs from his Portland, Oregon, home on the first of July, which meant that he would cover the width of the US during what are traditionally its two hottest months. That was a critical decision and he spends many of the first 300 pages complaining of different levels of heatstroke. Fortunately, Enzo and Quinn never have any close calls.

Like any endeavour involving young children, the narrative lurches along unsteadily, harried at one moment, and languid the next. The book is halfway done before the Kurmaskie clan crosses the Rocky Mountains, but once they ford the Mississippi, they zip from St. Louis, Missouri, to

Washington D.C. in barely 50 pages.

Along the way, the Metal Cowboy subjects the reader to some clunky symbolism concerning his hard-drinking father who died young and with unfinished business with his son and ashes that need a final resting place; there are also other overripe asides involving a suicidal neighbour playing Russian Roulette with

traffic and a shuttle van driver trying to get over the loss of a loved one. There's a clear and present danger each time the 15-foot bike train stops that Kurmaskie will veer straight into *Chicken Soup for the Bike Lover's Soul* territory.

The most welcome parts of the book are when Quinn and Enzo are allowed to emerge from the land of "Kids Say The Darnedest Things" to be revealed as the real kids they are. Like Quinn's sheepish response when Joe belatedly realizes he's not getting much help from Quinn's tagalong bike: "Dad, I haven't pedaled for two days." Or when Enzo, after Joe forces him to share his trailer with most of a 35-pound watermelon, makes quick, sticky work of the fruit with his bare hands.

Kurmaskie, for all his counter cultural bluster, is a suburban dad at heart; while his quest to drag his kids across the country is an impressive feat and – in the end – quite harmless, it doesn't make for compelling reading in his hands.

Albert Einstein





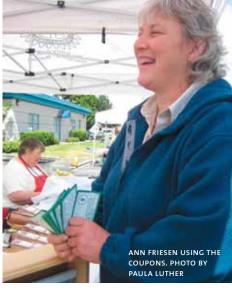
BY JODI PETERS

EATING LOCAL IS GOOD for the consumer, the farmer, and for the Earth. Unfortunately, revisions to international trade law and national regulatory practices in the past few decades have all but crushed small family farms, the champions of the eat-local movement. The corporations that currently dominate our global food trade operate on such a large scale (e.g. two firms control about 75 per cent of the world market for cereals), they can undercut pricing on a global scale. They lobby all levels of government for continued subsidization of their petroleum-dependent growing and transportation habits. This means that an apple grown in New Zealand, sprayed with pesticides and fertilized with petroleum-based products, costs half the price of one grown organically within 100 miles of my Vancouver home. A harsher consequence of this corporation-dominated food economy is that people of low income generally find local, organic food inaccessible due to its price tag.

Food stamps were accepted at farmer's markets across the US until the early 1990s, when a transition to electronic debit food stamp cards and the technology they entail severed the link between food stamp program participants and local farmers. However, the past decade has seen a renewed attempt to encourage lower income people - at higher risk of obesity and health problems associated with poor access to nutritious food - to consume more fresh fruits and vegetables. In 2006 New York City's Greenmarkets teamed up with city council and introduced terminals at some of their open air markets where food stamp recipients could use their debit cards.

Michael Hurwitz, Greenmarket's director, has watched the growth of these initiatives (16 of 46 markets had terminals in 2008 and the plan is to expand to 25 in 2009), as well as the response of the community. "We have thriving markets in lower income neighbourhoods," he states.

And programs like these are a critical support for bringing local produce to people who are clearly hungry for it. At the federal level, the USDA oversees the Farmers' Market Nutrition Program (FMNP), a federally funded, state-administered nutrition program that provides vouchers for farmers' market produce for nutritionally at-risk persons, although only in a supplemental capacity (no more than \$30 per year, per participant).



Farmers' markets in Canadian cities may actually be more inaccessible to people of lower income due to the fact that Canada has no federal food stamp program, and most cities rely on food bank handouts to support the nutritional needs of impoverished citizens. However, in 2007, the British Columbia Association of Farmers' Markets – inspired by the USDA's FMNP - launched the ground-breaking Farmers' Market Nutrition and Coupon project (FMNCP) with funding from the provincial government. The FMNCP connects existing cooking and skill building (CSB) programs with local farmers' markets and provides participants with coupons redeemable for a variety of fresh fare.

As it heads into 2009, the program has doubled

its capacity from 2008; it has plans to work with 20 communities across British Columbia during the coming year. Paula Luther, the program's manager, estimates that the program had a redemption rate of about 96 per cent for the distributed coupons in 2008. After the 2007 pilot program, it became clear that all parties – participating farmers, CSB managers, coupon recipients, and their families – benefited from both the increase of connection with their community and the sense of mutual support.

Children in these families have front-row seats as their parents shop at the markets and come home to prepare nutritious meals from local produce. Luther relates watching a parent give her child a coupon and allow him to make a choice for what food he would like to bring home.

Imagine for a moment, the typical experience of a child in a supermarket, grabbing at brightly coloured boxes of processed, sugary, artificially coloured and flavoured products. Now imagine that same child walking among stalls laden with fresh, colourful local produce and reaching up with delight to take hold of a bright orange and white striped squash, or a shining red apple.

The BCFMA allocated \$165,000 for coupons in 2008. When compared to the market share of the multinational agri-businesses, programs like these are a tiny sliver of the economic pie. And yet the fact that these relatively few dollars benefit the most vulnerable members of the community while supporting sustainable, local agriculture is the magic that Luther hopes will enchant community after community.

When asked how this sliver might grow to become a mainstream economic force, Luther points back to the community level. Volunteer at your local market. Sit on a board of directors. Offer your skills at a local community kitchen. She urges people to "Step outside and get to know your neighbours, share a garden, have some mason bees, plant a tree!" Head out to your local farmers' market, imagine what it could be like if everyone in your community could participate, and, as Luther advises, "If you don't see what you want, then you get to create it."

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The Salmon CYCLE

BY JOYCE GUSTAFSON

RICK OLTMAN IS HAULING 300 pounds of frozen salmon in my slipstream. A fisherman from Port Townsend, Washington, Rick delivers Alaska salmon to restaurants and small grocers by bicycle. I have seen him riding in cold, windy, and rainy weather for over a year now. Curious to know what motivates Rick, I decide to join him on a delivery day.

As I ride up his driveway, Rick is loading a low trailer. He points out the 26-inch BMX wheels and oversized axles, saying, "The trailer is built from stock aluminum parts and materials. I fabricated the frame and platform from an aluminum ladder." Used inner tubes fitted to the rungs serve as tie downs for the insulated boxes that hold the salmon.

Rick's bike is a Surly Big Dummy. He selected the components: Phil Wood hubs, Peter White wheels, Avid disk brakes, Bruce King headset, Thomson seat posts and stem, and Shimano derailleur and crank set. He then assembled it with a friend. He suggests I give the bike and loaded trailer a try.

The ride is surprisingly smooth; the gears shift with a precision that makes my mountain bike feel like a tractor. But there is a disturbing sense of weight behind me, a weaving, insistent tugging that makes it difficult to stay on course. I struggle to keep the back of the bike from skidding sideways in what feels like, well... massive fishtailing.

Rick takes over when we reach the main road. As we ride the seven miles to town, thick stands of cedar and fir give way to cleared fields. Old farmhouses with gnarled apple trees dot the landscape, the red fruit against leafless branches looking more like ornaments than food. A crumbling building shelters two donkeys, whose brays we can hear a mile down the road.

Our first stop is the local food co-op, where Rick hauls two 50-pound boxes inside. We then stop at a restaurant where the kitchen staff pours outside, forming a circle around the bike. Talk turns to bicycles as Rick adjusts the load. Over lunch I ask him, "Why the bicycle?" Expecting an answer about sustainable fishing, the price of gas, a small carbon footprint, I was surprised to hear Rick say instead, "I just like to ride my bike."

He's not the only one. Rick explains that his friend Heidi Lappetito rides a second Big Dummy, helping him with deliveries and selling at the







TOP PHOTO: RICK OLTMAN AND HEIDI LAPPETITO HAULING THE FISH TO MARKET. BOTTOM LEFT: RICK AND A CUSTOMER DISCUSS HIS SALMON. BOTTOM RIGHT: RICK PULLING SALMON AT THE FARMERS MARKET. PHOTOS BY MATT SIRCELY.

farmers' market when Rick is fishing in Alaska.

Our lunch over, we continue our deliveries, stopping at some restaurants and one neighbourhood grocery store. Chefs greet Rick as he carries salmon into the kitchens. Diners pause when Rick walks by, a few calling out greetings. A restaurant owner tells me that Rick washes dishes on busy nights. Rick replies, "Not very often, and I get mashed potatoes with gravy when I do."

Back on our bikes we climb uptown, passing two elderly women on a bench. One says loudly to the other, "That's our local fisherman, he hand-delivers his salmon." An old car cruises by packed with teenagers. They flash us the peace sign. The smell of roasting coffee beans infuses the air on our way

out of town. The road widens and we overtake a woman on horseback. Her border collie races us on the downhill, as enamoured with motion as we are.

We are riding hard now; we have been out for five hours. But we're not aware of our lungs working, our muscles pumping, or the bikes we're on. We are aware of the world around us and ourselves in it. And that is enough.

www.capecleare.com

Joyce Gustafson is a freelance writer living in Port Townsend, Washington. She rides her bike every chance she gets, and would rather eat wild salmon than haul it to town.

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have snacks, will bike!

BY DENISE WRATHALL

CYCLISTS ON THE GO often need fast fuel. Sometimes we want nutrition, and sometimes — let's face it — we want junk. These goodies range from wholesome to sinful.

HEALTHY:BISCUITS SANTÉ D'AMÉLIE

This recipe originally came from a friend's colleague. The biscuits are good for a snack or breakfast on a rushed morning.

INGREDIENTS

2 eggs

1 mashed ripe banana (about ½ cup), ¾ cup applesauce, or ¾ cup yogurt

1/2 cup maple syrup

1 cup whole wheat flour

½ tsp salt

2 cups oatmeal

1/2 tsp baking soda

1/2 tsp baking powder

3/4 cup walnuts or other nuts

3/4 cup coconut

3/4 cup dried fruit

(apricots, plums, cherries, raisins)

Preheat oven to 350°F. Lightly grease a cookie sheet and set aside. In a large bowl, combine all the ingredients. Shape the dough into balls, approximately 1 ½ inches in diameter. Place the dough balls on the cookie sheet. Bake the cookies for 9 minutes at 350°F, or until lightly golden.

The baked cookies keep a few months in the freezer, or about 5 days in the fridge.

VARIATIONS: You can make deliberate choices where the dried fruit and nuts are concerned. Dehydrated cherries with almonds are lovely; walnuts and home-dried Italian plums is also a tasty combination. Try wheat germ instead of coconut, or honey rather than maple syrup. When improvising, just remember to keep roughly the same ratio of wet to dry ingredients as the original recipe, and you can have a totally new snack each time.

SORTA HEALTHY: NUTTY OATMEAL COOKIES

Modified from *The Trailside Cookbook* by Don and Pam Philpot, this no-bake recipe is tasty!

INGREDIENTS

2 tbsp butter

4 generous tbsp of smooth or chunky peanut butter

1/4 cup water

2 rounded tbsp dark cocoa

1/3 cup brown sugar

1/2 tsp salt

4 tbsp powdered milk

(soy milk may be substituted)

1 ½ cup rolled oats

Over medium-low heat, combine the butter, peanut butter, and water in a small saucepan and heat until the ingredients have melted enough to thoroughly combine. Alternatively, microwave all the ingredients in a microwaveable dish until the water is boiling and the butter and peanut butter are melted.

Remove the saucepan from the heat and whisk the mixture until smooth. Gradually whisk in the cocoa, sugar, salt, and milk powder until they form a homogenous paste and add in the oats. If the dough is too warm to handle, set it aside for five minutes or so until it has cooled slightly. Shape the dough into balls and place on parchment or waxed paper until completely cooled.

These "cookies" last a couple of weeks in the fridge or a few months in the freezer in a well-sealed container.

VARIATION: This recipe works nicely with other nut butters, and cashew butter is especially nice. Avoid tahini though; its texture doesn't work in this recipe. Try rolling the "cookies" in unsweetened flaked coconut to keep them from sticking.

ABSOLUTELY JUNK: BUTTERSCOTCH FUDGE

Reminiscent of 1970s church potlucks, these are great when you are bonking and just need some quick calories.

INGREDIENTS

1/4 cup butter

½ cup smooth peanut butter

1 – 300 g (12 oz) package butterscotch chips 3 cups crunchy low-sugar cereal, like cornflakes or Nature's Path Mesa Sunrise Melt first three ingredients in a saucepan over medium heat, making sure they don't scorch. Remove from heat and stir until smooth and thoroughly combined. Add the cereal and stir until well coated. Press the mixture into a 9-inch baking pan. Set the pan aside and let the fudge cool completely before cutting.

Keeps for two weeks in a well-sealed container in the refrigerator.

Denise Wrathall rides mainly for the snacks.



BY NICOLE VANDERWYST

whether it's snowing or raining outside, these bowlfuls of soul food will leave you feeling nourished and warmed from the inside out. You can combine toppings and sauces to create endless combinations and permutations on the theme, so let your imagination run wild! You can even try using alternatives to rice for the base, such as quinoa, couscous, rice noodles, or even mashed potatoes.

GREEN GARDEN BOWL

MAKES 2 GENEROUS SERVINGS

Any combination of fresh and steamed veggies can be used in this bowl. You can also create even more variations by including chickpeas, sunflower seeds, sprouts, toasted nuts, sesame seeds, roasted veggies, steamed tempeh, marinated seitan, or sun-dried tomatoes. You can also try using prebottled miso gravy as a topping, or get creative and create a simple sauce with tahini.

INGREDIENTS

1 cup freshly cooked brown rice, warm

1 1/2 cups freshly steamed broccoli

1/2 cup baby tomatoes, sliced

2 scallions, thinly sliced (green parts included)

1/2 cup grated carrot

1/2 of an avocado, diced

2 tbsp hemp seeds

2 tsp mixed dried herbs

4 tbsp extra virgin olive oil or flax seed oil

2 tbsp tamari or low-sodium soy sauce

In each bowl, place ½ cup of rice. Sprinkle 1 tsp of the dried mixed herbs over each mound of rice, followed by 1 tbsp of oil. Divide all of the veggies and avocado in half and layer them over the rice, starting with the carrot, then the tomatoes, avocado, broccoli, and scallions. Top each bowl with hemp seeds, the rest of the oil, and the tamari. Eat immediately, and enjoy!

LFULS OF SOUL



LEFT: GADO GADO. RIGHT: GREEN GARDEN BOWL. PHOTOS BY NICOLE VANDERWYST.

GADO-GADO BOWL

MAKES 2 GENEROUS SERVINGS

Gado-gado is a traditional dish in Indonesian cuisine; it may qualify as unusual fare in that it combines a number of ingredients that many of us would not usually include in one dish. Take this refreshing salad a step further by using warm brown rice as a base and layering the ingredients to create a medley of flavours and textures.

INGREDIENTS

- 1 cup freshly cooked brown rice, warm
- 1 cup fresh, crisp bean sprouts,
- well-washed and drained
- 1/2 cup freshly grated carrot
- ½ cup freshly grated red or yellow beet, excess moisture squeezed out
- ½ pound extra firm tofu, cut into ½ inch cubes
- 1 small Russet potato, cut into 8 wedges
- 1/3 cup fresh shelled peas (or canned/frozen peas)
- ¹/₃ cup thinly sliced English cucumber
- 1 tbsp olive oil, plus more for
- tossing the potato wedges
- 1 tsp garlic powder
- 1 tsp onion powder
- Salt. to taste

Tamarind Sauce Indonesian Peanut Sauce Heat oven to 400°F. In a bowl, combine potato wedges, onion and garlic powders, and salt; add some olive oil and stir until potatoes are thoroughly covered with olive oil and seasonings. Place the wedges on a baking sheet and bake in the oven until golden brown and crispy on the outside, about 12-15 minutes.

Heat 1 tbsp olive oil in a non-stick skillet over medium heat. When oil is hot, place the tofu in the skillet, taking extra care not to splash hot oil on your skin or clothes. Fry the tofu in the skillet for 5-7 minutes, turning the cubes every once and a while to ensure an even golden crispiness all over. Set aside.

To assemble the *Gado-gado*, place ½ cup of rice in each bowl. Next, place 1/4 cup of bean sprouts on top of each base of rice. Divide the potato wedges and tofu cubes in half and scatter on top of the bean sprouts. Sprinkle half of the peas and half of the cucumber wedges on each of the bowls. Top each bowl with half the tamarind sauce. Place 1/2 cup of the grated beet on top of each stack, followed by the grated carrot. Top each bowl with equal amounts of the peanut dressing and serve immediately.

To make this dish faster to prepare, use prepared tamarind sauce and peanut sauce. You can also skip frying the tofu and use it right out of the package or use a precooked, pre-packaged tofu.

TAMARIND SAUCE

MAKES 2 SERVINGS

INGREDIENTS

3 tbsp unsweetened seedless tamarind paste (available in well-stocked Asian stores) 3 tbsp sugar or other sweetener 1/3 cup or more of warm water Pinch of salt

Using a mortar and pestle, mix together the tamarind, sugar, salt, and a bit of the water into a thick paste. It is important not to skimp on the sugar since tamarind is quite sour. Continue to add water until you have a sauce the consistency of gravy, adding more sugar to taste. If not used right away, this sauce stores in a tightly sealed container for up to two days.

INDONESIAN PEANUT SAUCE

MAKES 2 SERVINGS

INGREDIENTS

1/4 cup natural smooth peanut butter 1/4 cup + 1 tbsp coconut milk 1 tsp red chili paste or sauce 1 clove minced garlic 1 1/2 tbsp lime juice Sugar to taste Salt to taste

In a dish, combine the peanut butter and coconut milk and mix thoroughly. Add the chili paste, garlic, and lime juice and mix until combined. Add sugar and salt to taste. If not used right away, this sauce stores well in a tightly sealed container for up to two days.

Nicole Vanderwyst is a Vancouver-based vegan foodie and cyclist who's fuelled by more than just tofu.

North American Handmade Bicycle Show

CUSTOM FRAME BUILDERS WILL be descending upon Indianapolis at the end of February to show off their creations at the 2009 North American Handmade Bicycle Show (NABHS). In a world where cookie-cutter sameness is the order of the day and where many mass-produced bike frames come from the same factories regardless of brand, these craftsmen offer machines that combine beauty, quality, and the superlative fit that can only come from a built-to-order bicycle. Using a complicated formula and a three-speed chain-drive bingo machine, we randomly chose builders to answer our questions. Here's what they had to say about their bikes, their homes, and the big show.

BY CHRIS KEAM

Engin Cycles - Drew Guldalian

Drew Guldalian is a man of many hats. He's a bike store owner, a custom frame builder, and a bike racer. He's also one of the growing number of folks designing around – and praising – the 29 inch and 650b wheel sizes, for their ability to roll over obstacles that can stop a regular 26 inch mountain bike wheel in its tracks.

What three words best describe your handmade frames?

Hard-working (one word), flowing, industrial elegance.

What is your favourite type of bike to build?

It depends on how we define favourite. I build 70 per cent off-road bicycles because that seems to be where my bikes have the biggest rep. My personal favourite bike (not to build) is a cross bike. I love how they are dedicated race machines. In the end my favourite bike to build is one that the customer will ride and ride hard.

What makes where you live a great place to build bikes?

I love Philadelphia. I have rather long roots here and am currently working in the same building my grandfather built in the 1940s during the industrial boom. My family on both sides is local and the bike shop attached to the business has been in business for 14 years and has grown a great local reputation as a true pro shop. Lastly, I like having Bilenky and crew local since I am rather good friends with all of them.

What is your favourite NAHBS memory?

I would be lying if I did not say winning best off-road bicycle in Portland, OR (2008). Everyone likes to win something, from an instant lottery to a bike race. It is an incredible feeling to have won that award in a room of about 100 different off-road bicycles.

What's new with the bike(s) you'll be showing at NAHBS 2009?

I am bringing customers' bikes again; I hope it reflects well on what I do on a consistent basis. In the department of "new" I guess the cross bike is new and I will be using a new Chris King standard for another bike. Nothing major like the seat post from last year.





AHEARNE CYCLES – JOSEPH AHEARNE

Whiskey-sipping cyclists may know Ahearne Cycles from its signature Spaceman Bicycle flask holster.
Those with larger loads to carry may recognize
Ahearne's wide variety of racks for a wide variety of loads, ranging from groceries to child bike seats. But
Ahearne is about more than bike accessories; he builds a wide range of frames, from utilitarian designs for commuting to exotic fixed-gear off-road machines.

Three words to describe your handmade frames? Functional, personal, unique.

What is your favourite type of bike to build? Usually the one I'm building.

What makes where you live a great place to build?



ABOVE: ENGIN CYCLES CROSS BIKE. PHOTO BY ERIC SODANO

BOTTOM LEFT: ADAM MARX'S COMMUTER FROM AHEARNE CYCLES. PHOTO BY JAY DEBENDER.

BOTTOM RIGHT: ENGIN HEADBADGE. PHOTO BY ERIC SODANO

I don't think it matters where you live. It's probably helpful having so many people around with bike ideas and bike knowledge, but for the actual construction of the frame, I could do that anywhere.

What is your favourite NAHBS memory?

My favourite moment has to be surprising my girlfriend with a really nice mixte in San Jose in 2007. She had no idea I'd been working on it for her and we'd almost broken up because I was working so much, and I couldn't tell her why. When I gave it to her she nearly melted she was so happy – very exciting. And then it won an award for "Best City Bike." It was all very good.

What's new with the bike(s) you'll be showing?

You'll have to come and see. I've got one in the works that I'm very excited about.



THE URBAN BIKE CAUCUS — A SUB-GROUP OF THUNDERHEAD ALLIANCE. MEMBERS INCLUDE THE CHICAGOLAND BICYCLE FEDERATION, SAN FRANCISCO BICYCLE COALITION, CASCADE BICYCLE CLUB (SEATTLE), TRANSPORTATION ALTERNATIVES (NYC), BIKE PITTSBURGH, AND THE BICYCLE COALITION OF GREATER PHILADELPHIA. PHOTO BY JEFFERY MILLER

Advocacy Training JOINS NAHBS

BY KRISTEN STEELE

THE THUNDERHEAD ALLIANCE FOR Biking and Walking is partnering with the North American Handmade Bicycle Show and the Indiana Bicycle Coalition to co-host a Winning Campaigns advocacy training February 27-March 1 in one of the NAHBS meeting rooms at the Indiana Convention Center, Indianapolis.

The training targets both new and experienced biking and walking advocates, and offers a session for planners too. Time-tested skills and tools to craft and manage powerful advocacy campaigns are brought into focus in the training.

This interactive three-day training digs into the seven key skills of effective campaigners, in the context of organization building. Thunderhead Alliance's proven curriculum helps participants choose, direct, and win campaigns to promote complete streets, where walking and bicycling are safe and commonplace. After three days of fun and inspiring work with the country's leading experts in advocacy, participants will come away with the tools and confidence to be leaders in their communities – ones who know not just how to advocate for improvements, but win them!

Thunderhead Alliance for Biking and Walking is the North American coalition of biking and walking advocacy organizations.

To learn more about this special training opportunity and to register, visit www.thunderheadalliance.org/training.

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JOSEPH AHEARNE IN HIS SHOP. PHOTO BY MITCH PRYOR

Pereira Stokes the Custom **BUILDING RENAISSANCE**

BY ELLEE THALHEIMER

IN 2002, TONY PEREIRA proudly zipped down the streets of Salt Lake City on a mountain bike powered by a snowblower engine. This masterpiece was built by Tony and his friend Billy who had spent the day messing around in the garage. Who would have guessed that the satisfaction derived from building this contraption would plant the seeds for Tony's future? It's when he built his first true bicycle almost a year later, that he knew he really could build bikes.

The rest is history. Pereira started making bicycles for friends, then started taking orders from envious onlookers. When he moved to Portland, Oregon in 2005, he was waist-deep in the intricacies of the bicycle building trade. He arrived at the perfect time, just before the custom building movement began. He now solidly belongs in the ranks of well-established and respected builders in Portland.

On a recent visit to his workshop, Pereira revealed an utterly gorgeous, muscular-looking commuter bike, that seemed to blossom from the organized swamp of tools and brazing equipment. It had a durable Rohloff

Speedhub, the ultimate 14-speed non-derailleur setup; its front rack was made for freight, yet it matched the elegant mulberry color of the bike and nestled comfortably into the frame geometry crafted specifically to handle a front-biased load.

Pereira's creations aren't just bikes — they are art.

Pereira builds everything from randonneur bikes to 29ers to cyclocross bikes. He's specifically influenced by French builders from the 1940s and 50s – known as constructeurs – whose heyday was called "The Golden Age of handbuilt bicycles" by historian Jan Heine. Pereira's bicycles have a timeless feel backed by cutting-edge bike technology and creative inspiration. In 2007, Pereira won three top awards at the North American Handmade Bike Show: best road bike, best mountain bike, and best fillet brazed bike.

"I really love all types of bikes, so I've chosen not to limit myself to a certain genre." says Pereira.

As for future plans, he wants to keep Pereira Cycles a simple, oneman affair. He aims to refine his craft and savour creating high-quality products that are the fruit of the art and passion that keeps him happy. In Tony's words, "Every day inspires a 'holy crap' kind of gratitude."

www.pereiracycles.com





Folding Bike **MINI REVIEWS**

BY RICHARD MASONER

STRIDA 5.0 FOLDING BICYCLE

WHEN MARK SANDERS STUDIED for his Master's degree in the mid 1980s, he had a 25 mile commute into London and many of the methods he tried fell short. The train was okay, except he couldn't find a folding bike at the time that was simple, light, affordable and clean.

He set out to design a folding bicycle to meet his needs, but he also had a desire to make bicycling for transportation appealing. "I believe that unless an innovation is appealing, it will change few lives," says Mark, and he had a vision even then of bicycling as a means of everyday transportation.

Mark believes strongly that his bicycles "have their place as transport alternatives for the rest of us. Folding bikes, and especially those without oily chains, are ideal for ordinary folk, and especially for multimodal travel – where oil on your office clothes and those of other passengers is not very helpful!" Mark used a belt drive because the benefits of a clean, oil-free belt drive seemed obvious to him.

Twenty years after Mark's thesis project, nearly 20,000 Stridas are sold each year. The Strida is the top folding bike sold in many Far East nations.

I've used a Strida 5.0 for about a year now and this folding bike meets Mark's goals of a clean, lightweight, and easy folding bike admirably. The unique triangular profile is a real head-turner: women give chase and grab me like a real life Axe body spray advertisement, nerds geek out over the design, and tourists stop me for photos.

The Strida is more than a curiosity, though. This





bike weighs less than almost any other practical and affordable folder. I can ride up to the bus and snap the Strida shut in under five seconds. The compact folding allows the folded Strida to fit easily in an overhead luggage rack on my bus; other folders often take up seat space or fit in the wheelchair area.

The unique geometry and Kenda Kwest tires gives a surprisingly stable and comfortable ride in spite of the tiny 16 inch wheels. While the single speed Strida 5.0 is no speed demon, it does a fine job getting you the final mile from your transit stop to the office.

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www.strida.com

ABIO PENZA SHAFT DRIVE BICYCLE

ABIO BIKES RECENTLY INTRODUCED the Abio Penza folding bike with a shaft drive. When folding bikes are permitted on buses and trains, they sometimes must be bagged to prevent grease from getting on the seating and other passengers. With shaft drive bikes like the Penza, however, that's unnecessary: the shaft drive is completely enclosed – there's no exposed grease, and Abio claims longer life and reduced maintenance of the drive components because they are protected from the elements.

I came to the Penza with some prejudices against shaft drives. If I really pay attention I notice the slight grind of the bevel gears, but for the casual commute there's no real difference between the feel of this bike and a similar chain driven bicycle. Because there's no chain slack, however, the wheels start moving as soon as you pedal. The feeling is hard to describe – something akin, I suppose, to the 'Zen' feel of fixed gear riding. The effect is tiny but noticeable.

The Penza is currently available only in "Pearl Wine," an iridescent purple that my wife absolutely loves. Other nice design touches include internal cable routing, a tail light built into the saddle, and useful commuter features like fenders, a rear rack, kickstand, and a bell. Fat Kenda 20 x 1.95" tires eat potholes and other road obstructions with ease. A three-speed Shimano Nexus hub provides the gearing to handle hills and wind.

This bike weighs 30 pounds (14 kilograms), which is on the high side for folding bikes. To fold, the seat post slides down, the handlebar folds down on a hinge, and the frame folds back on itself on another hinge, similar to various other made-in-Asia folding bikes. I typically stash the folded Penza in a wheelchair area or other open spot on my bus or train ride.

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www.abiobikes.com

Richard rides a bike, bus, train, and bike across three counties and two transit agencies for his twice-daily commute in California.





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Travels with BROMMY

BY MARY SHERLOCK

LAST WINTER, I SET off on a three-month adventure with a beloved friend. My companion was an utter joy to travel with and I wouldn't dream of going on any trip in the future without her. Her name is "Brommy" and she's a 1999 Brompton T5 folding bike.

I had been looking for the right folding bike for some time and as luck would have it, I found a second-hand one. Financially, this was quite the find as the cost of a new Brompton is about \$1,500. As Brommy had been sitting idle for quite a few years, she needed a thorough check-up. Folding bike aficionado Tim Blair gave her a thorough tune-up, changed the lighting system, fixed a gear problem, and fitted her with a back clip because I didn't like how the back end didn't hold when I carried her up or down stairs. At last she was declared fit to travel.

In December, I flew from Vancouver to Copenhagen to visit my daughter. Most airlines are not used to the concept of folding bikes yet, and if they know a bicycle is travelling along, I thought, it could cause all kinds of special packing requirements. So, I simply folded Brommy up and put her in a 30" suitcase, padded my clothes around her, and for extra protection, added a couple of sheets of 1/8" plywood on either side. I put "Fragile" labels on the suitcase, described her as "fragile sports equipment," and prayed.

Thankfully, she arrived in perfect condition. The only problem I encountered was that I had packed my U-lock in my carry-on bag to reduce the weight of my check-in suitcase. It set off alarms when I changed flights in Amsterdam, even though it had not been an issue leaving Vancouver. In Europe, which has much stricter regulations, my lock was considered a weapon!

Copenhagen is, of course, a cyclist's paradise and I fit in perfectly with all the other Danish cyclists. The city is very flat, so the fact that I only had five gears was no problem at all. After a couple of weeks there, I set off with my Eurail pass to Berlin, Prague, Vienna, Budapest, Munich, Stockholm, Ostersund (rural Sweden), Trondheim, Oslo and finally, a tour of Denmark. All cities were very cycle-friendly – with the exception of Prague and Budapest where there is no cycling infrastructure at all. I was a strange sight; people gazed at me in amazement and often broke into laughter.

Folding bikes are allowed to travel free on any transport, and riding on the train with Brommy was

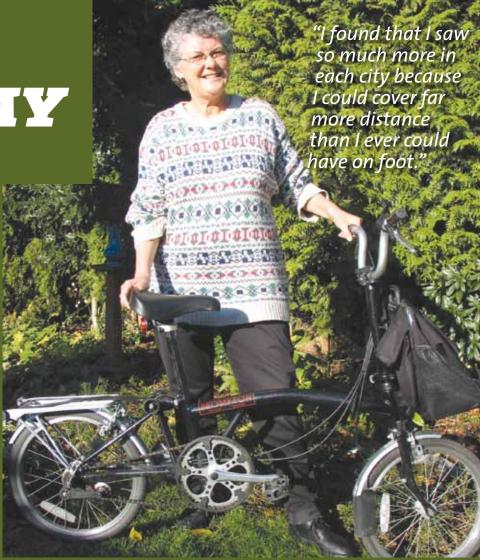


PHOTO BY AMY WALKER

easy. However, they are a relatively new thing in some countries and there were some questions from puzzled railway staff, wondering whether to charge an extra fee. When on a train, I covered her in a heavy-duty green garbage bag to prevent unwanted attention from train guards and to disguise her when I went to the loo (fear of theft). One of the joys of travelling with Brommy was that when I arrived at a station (always in the centre of a city), I could just unfold her and cycle off to my hostel, while other travellers were still trying to figure out public transit.

While riding Brommy, I found that I saw so much more in each city because I could cover far more distance than I ever could have on foot. I didn't have to pay for transit or for renting a bike (often quite expensive) and was able to explore every interesting nook, cranny, and laneway that appealed to me. I would often have one destination in mind (a museum or other attraction) but would usually get sidetracked by something along the way, leading to glorious, timeless, two-wheeled meanderings.

I am one who's easily intimidated by technology and fancy gadgets but I found that folding and unfolding Brommy was a snap – I could do it in less than 20 seconds. When folded, she's small enough that I could even take her into restaurants when I didn't feel safe leaving her outside. There is a rack on the back for strapping things on, but I felt uncomfortable putting anything valuable behind me. I have since bought a large front carrier for her, which I will take on our next trip.

One of the drawbacks of a folding bike is that it doesn't go as fast as my hybrid – but who needs speed when you're exploring? Also, it is a bit heavier than I would have liked (28 pounds), but it can be rolled on two small wheels, which I did on rail and subway platforms.

When I wasn't staying with friends, I slept in hostel dorms with 20-year-olds – I'm pushing 60. I took a strong cable lock as well as a U-lock and secured Brommy to the foot of my bunk bed. She was a great conversation starter in the dorms. Quite a few kids said they were so impressed with my travels on Brommy that they wrote to their mothers and encouraged them to do the same thing when they retired.

Although I'm back on my hybrid in Vancouver, I actually do ride Brommy here more than I thought I would. In the meantime, we are dreaming of more adventures together – Italy, the Camino de Compostela in Spain, Greece – the sky is the limit!





BY SMOKEY DYMNY

I ONCE SOLD BIKES in a Toronto shop and came in contact with some folding models in the process. While some were stylish, they were all definitely on the heavy side. I finally wanted one myself when living on Quadra Island off the coast of BC. A folder was an adaptable second bike on days when I was travelling from a vehicle to a ferry, and then riding off.

I'm usually cautious when embarking on a first foray into a new technology, so I chose something inexpensive but lighter than what I had seen before. Asama bikes (made in Taiwan since 1972) don't have a very high profile in Canada, and that's a shame.

My six-speed green aluminum folder only cost \$329. For that price, it has 20-inch wheels, front and back fenders, a sturdy rack, and a bell. It weighs 30 pounds. There was nothing to add but a light and panniers. For those of you who like your trusty milk crate carrier, the rack is low, and the seat post is high so the box will not be hitting your bum, although your bike will not fold as compactly.

I was worried about ergonomics and gear ratios but was soon very gratified. Quadra Island is hilly, but the 48-tooth chainring, enclosed on both sides with a guard, and the 11-28 tooth cog had me spinning up and down hills without a problem. This folder comes with a no-nonsense twist shifter. The seatpost adjusts over a wide range, fitting riders from 4'8" to 6'4". The stem has much less adjustability since it has to fold in half, so short riders will have their hands higher up in front.

The greatest feature is its easy portability. A quick-release lever unlocks the stem, which folds down in front of the crank. Another quick-release on the down tube unlocks the frame, but not until you pull up on a spring-loaded pin. This prevents the frame from accidentally folding under you while riding in case you did not tighten it properly! Having folded the bike in half, you now have the front wheel right beside the rear one. You then fasten the frame together with a Velcro strap (provided) to keep it from opening up. The left pedal tucks under the folded parts, and the right one folds up, increasing the space saving. If you have to take it anywhere at this stage, don't lower the tall seat post yet. I use the saddle and seat post as a long handle to roll the folded bike ahead of me, or to lift the bike onto a bus. Because of this feature, I don't actually carry the bike much. When I'm finished moving it around, I release the seatpost and it drops all the way down to the low frame. With practice this only takes 30 seconds. Unfolding is only a few seconds slower.

If I were ever to take it where it needs to be protected for travel, I would use a soft-sided suitcase. I would pack my other gear around the bike in panniers and bags and no one need know I was hauling a bike. Well, not until the metal detectors spotted it. Do I need to buy a high-tech expensive folder? Nope. This one does the job admirably.

Smokey Dymny can currently be found in Little Italy, Toronto.

PICTURED: THE CURRENT MODEL ASAMA FOLDING BIKE. MSRP \$319.99 CDN PHOTO BY VICTOR GAUTREAU

MOMENTUM readers tell us about THEIR FOLDING BIKES



JOSH MICHTOM, Hartford, CN What kind is it?

Xootr Swift Folder.

How fast does it go? How many gears?

I average 12-14 mph, in street clothes and shoes, carrying a bag with lunch, computer, papers, etc. Eight gears.

How much does it weigh?

22 pounds, stock, but I added a basket and a cable to secure the saddle to the frame, so maybe 25 lbs.

How does it feel on hills (both up and down)?

Up hills: does well – the low gear is low enough for pretty much all the hills I encounter. I also have a fairly upright riding setup, so on very very steep hills, I sometimes pop little wheelies.

How fast can you fold it?

In about 30 seconds.

How portable is it?

It fits easily into the trunk of my Toyota Corolla.

Can you stay clean while carrying it?

With a bit of care. The chain is exposed, so an errant hand grabbing the frame can get greasy.

Can you take it on transit? On an airplane?

This was the main reason I wanted a folding bike (along with fitting it in the trunk of my car). I have a 60-mile commute that starts with a 35-mile drive. Then I park and pull the bike from the trunk, ride a few miles, and get on a commuter train for 20 miles. After that, I ride a few more miles to my destination. (If the weather's nice and I have time, I replace the commuter train with a 20-mile ride on the way home.) On an airplane? Never tried.

CURRENT MSRP: \$699 USD

CAROLINA BOLADO, Weehawken, NJ What kind is it?

A Dahon Curve D₃, and I'm pretty sure it's a 2007 model.

How fast does it go? How many gears?

As fast as I can pedal it. Three gears; it probably would've been smarter to get something with a few more.

How much does it weigh?

About 25 pounds, I think.

How does it feel on hills (both up and down)?

It can be ... difficult, likely due to a combination of the lack of a really low gear and my untrained legs.

How fast can you fold it?

Fast! About 30 seconds. People are constantly marveling at how fast it folds up when I do it on the sidewalk in the city.

How portable is it?

The fold is pretty small, so I've been able to stash it in all sorts of places.

Can you stay clean while carrying it?

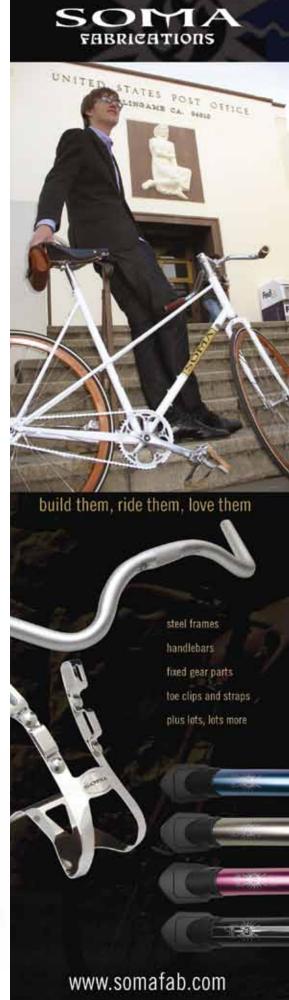
Despite not having a chain guard, I have never had any problems with that.

Can you take it on transit? On an airplane?

Absolutely! I've lugged my bike on New Jersey Transit trains, the Long Island Railroad, and city buses. On an airplane? I haven't tried... yet.

CURRENT MSRP: \$529.95 USD







THEY DON'T LOOK LIKE much, and they're not designed for cyclists, but these gloves rock! They are guaranteed to be waterproof, and they live up to their billing. These gloves are impervious to rain: no water will pass through them. Perfect for rainy day use; you can even wash the dishes wearing these gloves and

Anyone suffering from cold wet hands will love these. Note that they do not have any padding, and they are a bit stiff when you squeeze the brakes. Buy them a size larger than you need, because by themselves they are not warm – you will need a liner.

cost: around \$50, and the same company also offers similarly waterproof socks. Our thanks to Richard Baldry of Vancouver, a rainy day commuting cyclist who first recommended them.

www.sealskinz.com



BY RON RICHINGS

AH, LOVE. AND THE "love issue" of this magazine. But what if you want to be close to and maybe cuddle with your sweetie while you ride?

Well, a tandem bicycle could be more bikeish-loving than a pair of single bikes. More togetherness, for better or for worse.

Of course it is hard to "feel the love" when your butt aches, your crotch burns, and other important bits you just don't feel at all. Not to mention a stoker's nose mere inches from your butt.

What to do, what to do? A recumbent tandem could deal with some of the pain issues, but you are not going to be able to cuddle. Perhaps a solution to this loving dilemma is at hand.

The "sociable recumbent" could save the day (and perhaps the night). With slightly reclined, relaxed, side-by-side seating this sort of bike makes possible activities that you may never have imagined possible on a bike. Or perhaps your imagination is better than mine. As with

most recumbents, body issues of pain and numbness are notably absent. They're stable, so you needn't worry about balance. And, of course, the view is better.

cons: Generally heavy, usually restricted gearing choices, may be slow. Of course sometimes, when it comes to love, slow can be good.

PROS: Perfect "attitude" for perambulating around the neighbourhood. No issue about taking the lane. You will, and everyone knows it. Usually separate drivetrains and gearing for each pedaller. The effort and cadence that you want. Easier to cuddle with your partner than on any other type of bike. No balance concerns to interrupt your canoodling.

Sociable recumbents have been produced by many manufacturers over the years.

Leading brands are Worksman, 2can, Gem, and the Kyoto Trike – available as plans from www.atomiczombie.com

PICTURED: AMY ZENTS AND CORIN PEASE'S WEDDING IN DAVIS, CALIFORNIA, JUNE 7, 2008. HOMEMADE BY PIXEL THE MECHANIC. PHOTO BY GLENN CANTOR



CARRY IT ON A BIKE

WE INVITE READERS TO SHARE THEIR OWN EXPERIENCES TRANSPORTING SOMETHING NOT USUALLY CARRIED ON A BIKE. SEND YOUR STORIES TO EDITOR@MOMENTUMPLANET.COM





LAUNDRY DAY

Over the years, I have transported some pretty crazy stuff on my bike. Here I am transporting an entire laundry room sink unit. The guys at the reno store wouldn't believe that it would fit, until I rode off with it in tow on the collapsed kids' trailer.

Dominik Stoll, Vancouver



A FENCE

What is unique about this haul is that it contained six sheets of 4' x 8' lattice and six 10' 2x4s. You don't see that every day. I had to take the full lane all the way home.

Brandon Zagorski, Toronto



MOVING DAY

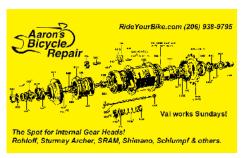
I recently moved house by bike. All by myself. I took it all on this contraption: the long bed trailer from Bikes at Work and the long john cargo bike from Centre for Appropriate Transportation. I rented them from the Community Bicycle Network in Toronto. Luckily it was all downhill with the full loads.

Herb van den Dool. Toronto













www.tripsforkids.org (415)458-2986

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You can change the lives of children. Start or fund a

Trips For Kids program.

Many kids never leave their own neighborhood to enjoy the beauty of nature. That's why we started Trips for Kids, a national non-profit organization that provides mountain bike rides and environmental education for disadvantaged youth. You can start a Trips for Kids chapter in your area. We'll assist you, at no charge, by supplying bikes and helmets, and support based on 20 years of experience.

Or make a difference by donating money, bikes or equipment (new or used).
All donations are tax-deductible.

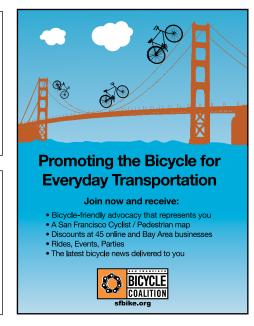


naturalcycle.ca

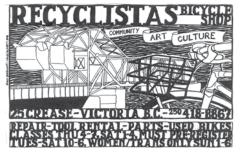
Natural Cycle Worker Co-op Limited strives to promote positive transportation choices by making appropriate technology and resources available for individuals to live healthier lives.















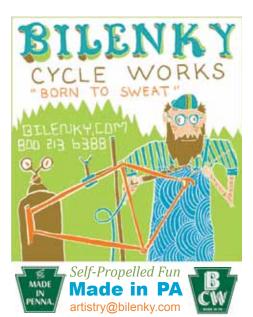


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Mellow Johnny's

400 Nueces, Austin TX 512-473-0040

Peyton Bikes

4712 Midkiff Rd, Midland TX 432-699-1718

United Cycle

10323-78 Avenue, Edmonton AB 280-433-1181

Simon's Cycle

3-1841 Comox Avenue, Comox BC 250-339-6683

Freedom the Bike Shop

533 Main St. Penticton BC 250-493-0686

Oak Bay Bicycle

2-5771 Turner Road, Nanaimo BC 250-760-0211

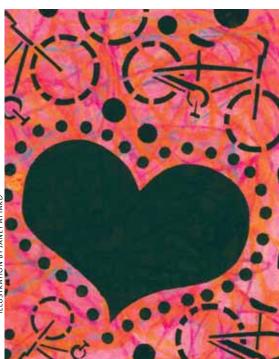
Algoma Bicycle

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FEATURE ADVERTISER



Working in bike shops from the very beginning of the mountain bike boom, I knew there must be a better way to build stuff. Seven years of engineering college later, I graduated and set off for the real world.

One and a half years was all I could take before I bought some tools and a cheap house in a small town, to pursue my idea of "a better way." I have 14 or 15 bikes and I mix them up as much as possible to get as many different experiences I can on a bike.

My biggest hope is that we can get more people on bike for everyday things: going to work, buying groceries, etc. The bike is the noblest invention of them all, in my book, one with the power to change if not save the world.





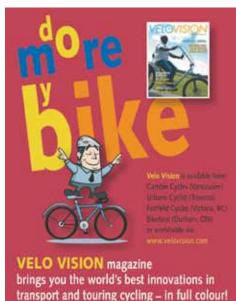


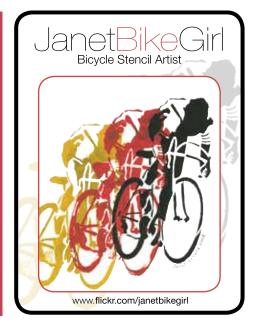












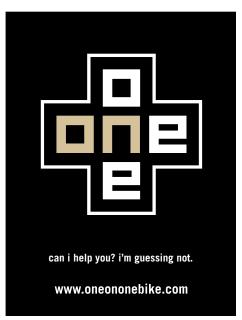






















ICE CREAM ▼

IN THE MIDDLE OF winter, what could be better than to think back to summer, ice cream, and this "little man" enjoying both on the appropriately named ice cream tricycle.



PHOTO BY BARRY ALLEN WE SPrinkles + 1.75 Pint Quart 7.5 Cream soda 3.50 3.75 Cream soda 3.50 3.75 Cream soda 3.50 3.75 Cream soda 3.50 3.75

THE BEST/WORST OF BOTH WORLDS V

MATE A LONG WHEELBASE recumbent bike with a 1960s Cadillac and what do you get? I am not entirely sure, but this is a picture of it photographed at the Toronto Bike Show. Note the steering wheel, multiple shifters, automotive bucket seat with matching whitewall tires, rearview mirror and those incredible tailfins. All in a package a foot or so wide. And with a somewhat mysterious gas cap cover on the top of





ROLLING PEDAL-POWERED FERRIS WHEEL

THIS ROLLING FERRIS WHEEL is entirely pedal powered by the three riders near the centre of the wheel.

Designed by Paul Cesewski for the Burning Man

Celebration, it has been dubbed "Star Wheel," has a

22-foot vertical diameter, and is seven feet wide.

Exactly how this thing might be steered is a bit of a mystery, but with all the flat open space, perhaps steering is unnecessary. And of course the view is terrific – better than even the highest of "tall bikes." PHOTOS BY PAUL CESEWSKI

BICYCLE TOURISTS GET YOUNGER AND YOUNGER ▼

SECURING HIS PANNIERS IN preparation for the long trip ahead, this cyclist personifies the trend to younger and younger cycle tourists.

Needing only his helmet to set out for the first day of his trip, the complications of his life slip away to be replaced by the sweet drift into the rhythms of the road. And the same can happen to you, regardless of your age.

PHOTO FROM AN AD FOUND AT WWW.FIETSEN.WEB-LOG.NL/FIETSEN/2008/10/NIJNTJE-EN-HAAR.HTML



A BOY AND HIS NEW BIKE

IN 1921 THE BOY in this photo won a Mead Ranger bicycle for selling 30 newspaper subscriptions.

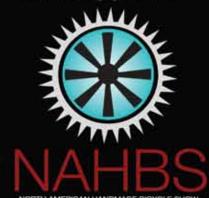
Yes, it is way too big for him, and it certainly doesn't look like it is lightweight. But it is very stylish and top of the line in its day. The tank suspended from the frame holds the 1920s batteries for the headlight – no double or triple As.

And between the dual top tubes is an enclosed metal tool holder. On the handlebars we find a plunger-style "A-oogha" horn. Would make a noteworthy, if eccentric, ride today.

PHOTO FROM WWW.SHORPY.COM







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Mike DeSalvo





