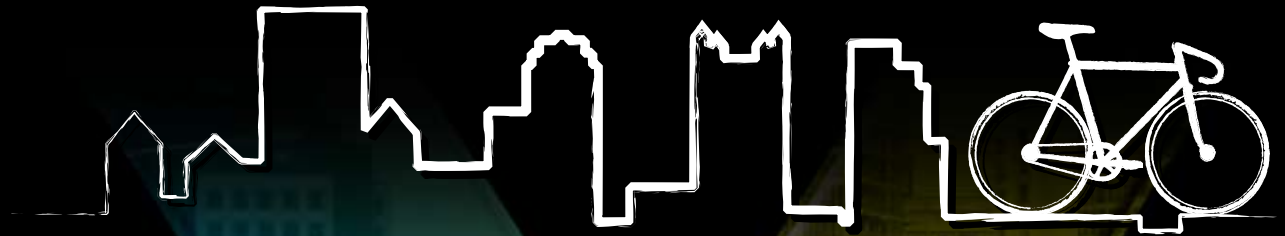


WINTER FOOTWEAR • BIKE! BIKE! 2008 • BLINKIE LIGHT THEORY



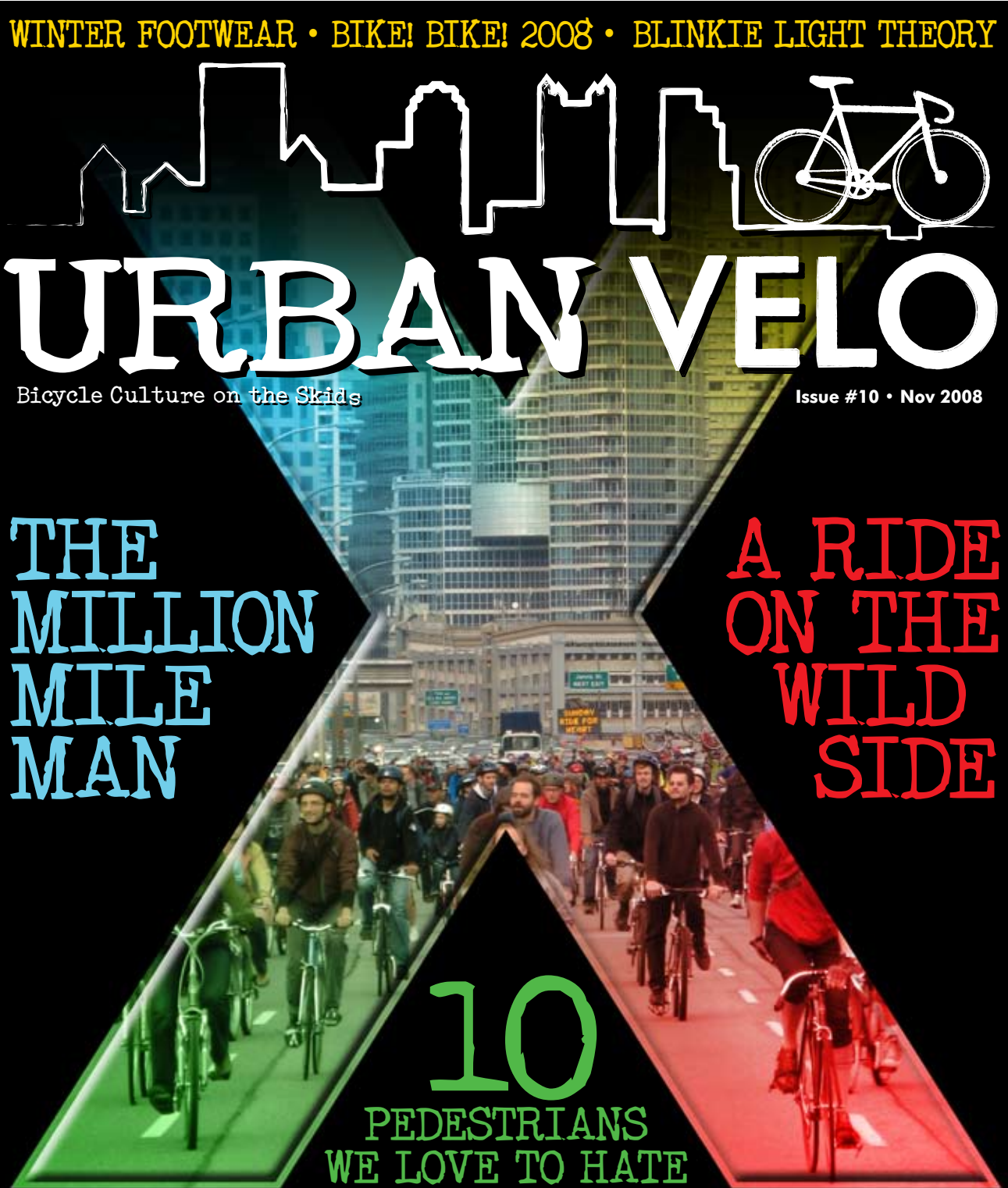
URBAN VELO

Bicycle Culture on the Skids

Issue #10 • Nov 2008

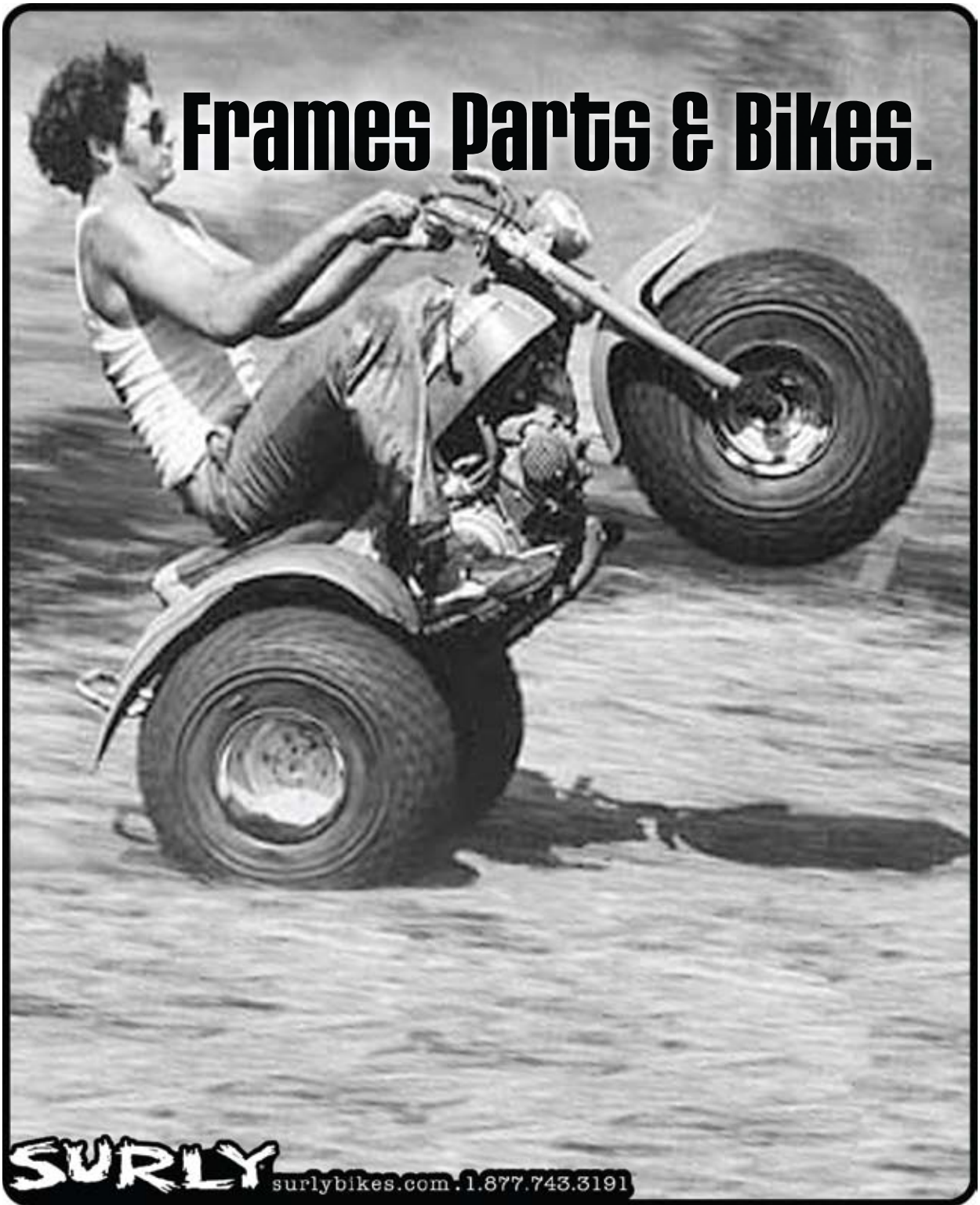
THE
MILLION
MILE
MAN

A RIDE
ON THE
WILD
SIDE



10
PEDESTRIANS
WE LOVE TO HATE

Ed Glazar Photo Gallery p48 • How To Use A Chain Breaker • Download this issue free online URBANVELO.ORG



Frames Parts & Bikes.

SURLY surlybikes.com 1.877.743.3191

Tell them you saw it in Urban Velo!

Get stickers, shirts, hats and printed zines @ www.UrbanVeloStore.com



Photo by Lauren Haughey



Issue #10
November 2008

It's our 10th issue, and we've got a lot of people to thank. Our readers—city cyclists from around the world—give us a reason to make this magazine in the first place. Of course we sincerely thank our advertisers, because without them, we couldn't afford to bring you this magazine. Our contributors are the best. And to our friends and families, your support has meant the world to us. Thank you.

Brad Quartuccio

Editor

brad@urbanvelo.org

Jeff Guerrero

Publisher

jeff@urbanvelo.org

Co-conspirators: Evan Williams, Nick Syperok, Lauren Haughey, Shawn Hatfield, Kevin Dillard, Manuel Jimenez, Ryan Guzy, Erok Boerer, Christine Bourgeois, Ken Kaminski, Ed Glazar, Roger Lootine, Stephen Cummings, David Hoffman, Rich Katz, Lyly Pham and Andy Singer

All contents © 2008 Urban Velo, no unauthorized reproduction (online or otherwise) without written consent.

SUBSCRIBE!



6 Issues = \$18 US/\$40 WORLD • www.UrbanVeloStore.com

Printed by Multiscope Digital - www.multiscopedigital.com

URBANVELO.ORG

3

Please, share this printed copy with a friend. Reuse before you recycle.

Contents

- 6 Editor's Statement
Brad Quartuccio
- 8 Publisher's Statement
Jeff Guerrero
- 10 I Love Riding in the City
Readers from around the world share their tales of city cycling.
- 32 I Live Another Day
Manuel Jimenez
The author lives out his Quicksilver fantasy... And survives to tell the tale.
- 40 Fix Shit Up!
Erok Boerer
We report on the 2008 Bike Bike conference from San Francisco.
- 46 Bikes on Film
Ken Kaminski
In "2 Seconds," a French-Canadian bike racer gets her groove back.
- 48 Gallery
Ed Glazar
- 54 Residue
Roger Loutine
- 56 The Million Mile Man
Stephen Cummings
Danny Chew has devoted his life to cycling one million miles.
- 64 Facilitated Growth
David Hoffman
We examine bicycle infrastructure, from planning to implementation.
- 70 10 Types of Pedestrians We Love to Hate
Rich Katz
A light-hearted look at a serious problem for city cyclists—pedestrians!
- 76 Rear Blinkie Light Theory
Brad Quartuccio
- 78 How to use a Chain Tool
Brad Quartuccio
- 80 Winter Footwear Solutions
Brad Quartuccio
- 82 No Exit
Andy Singer



Tell them you saw it in Urban Velo!

Get stickers, shirts, hats and printed zines @ www.UrbanVeloStore.com



On the cover: Toronto Critical Mass. Photo by Nick Syperek - flickr.com/photos/tobike
Contents photo: Danny Chew's trophy collection. Read more on page 56. Photo by Brad Quartuccio

Please, share this printed copy with a friend. Reuse before you recycle.

Editor's Statement

By Brad Quartuccio



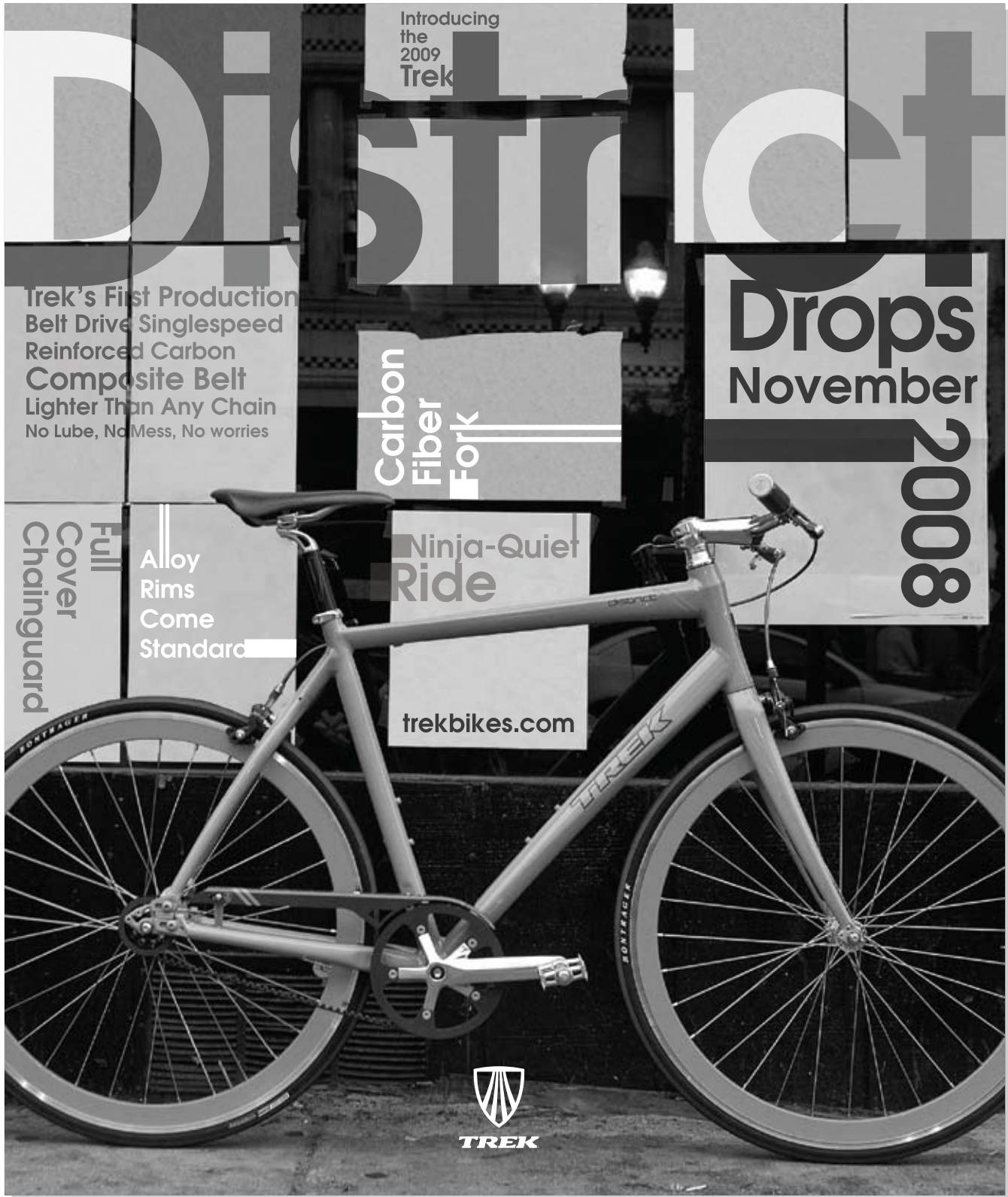
In describing Danny Chew's drive in *The Million Mile Man*, Steevo nailed it. "[Cycling] lets an individual pursue an individual goal." The goals differ wildly between us; to some it is a distant mileage goal that takes a lifetime of pursuit. Others find the hill on the way to work challenge enough. Each day countless thousands of cyclists pedal forth with individual goals in mind, either centered on the ride itself or the destination in the distance.

Through the work of cycling advocates, achieving

these goals is becoming that much easier. In the realm of cycling for transportation, change is sweeping across the land faster than ever before. Cities and towns are being transformed into a more bikeable landscape in ways some advocates could have only dreamed of a few short years ago. By the same token, the explosion of community and cooperative bike shops across the country is nothing short of amazing. New cyclists are being created daily, and this bodes well for the future of us all.

Pursue your cycling goal. 

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



Introducing
the
2009
Trek

District 1

Trek's First Production
Belt Drive Singlespeed
Reinforced Carbon
Composite Belt
Lighter Than Any Chain
No Lube, No Mess, No Worries

Carbon
Fiber
Fork

Drops
November
2008

Full
Cover
Chainguard

Alloy
Rims
Come
Standard

Ninja-Quiet
Ride

trekbikes.com



TREK

Tell them you saw it in Urban Velo!

Publisher's Statement

By Jeff Guerrero



Our illustrious editor enjoys a cool one at the 2008 NACCC Polo Tournament in Chicago this summer. Photo by Jeff Guerrero

Do you remember when the first snowfall fell, when summer barely had a snowball's chance in Hell?

Husker Du – "Celebrated Summer"

It hardly seems real, or fair for that matter. Another summer has come and gone, and fall will have passed before our next issue comes out. With the rainy days and cold nights come feelings of apprehension, because the days ahead promise an ever-increasing threat of harsh weather and difficult riding conditions.


I tend to welcome the fall, but I enter the winter months with a pang of regret. No matter how many miles I log over the summer, I always wish I had ridden more while the weather was nice. That I had taken one more road trip. Ridden in one more alleycat. Played one more game of polo.

That's not to say my riding season is over, though. The cold-weather months are long and hard, but the body adapts. The waning weeks of October feel like February at first, but I'm back to wearing short sleeves on sunny days in mid-November.

And then it's time for Saturday morning cross-bike rides through the park. Cruising under a canopy of red and yellow foliage, slicing through piles of crisp, golden leaves. It's time for brisk morning commutes where the sunlight sparkles as your breath clouds the air before you.

Eventually winter is upon us and it's time to enjoy the sublime privilege of cutting fresh tracks in the snow. Or following the first tracks of the day and trying to guess who got up earlier than you did. Climbs that you dread in the summer become welcome opportunities to generate body heat, and modest downhill conjure streams of icy teardrops.

Winter bike commuters deserve recognition, but seldom ask for so much as a pat on the back. It's satisfaction enough to know you're among the hardy few who braved the cold on two wheels. And like memories of summer make winter riding seem arduous, memories of winter rides make summer seem that much more special.

Was this your celebrated summer? Was that your celebrated summer? 

Urban Velo issue #10, November 2008. Dead tree print run: 2500 copies. Issue #9 online readership: 40,000+

WELCOME TO BAILEYWORKS

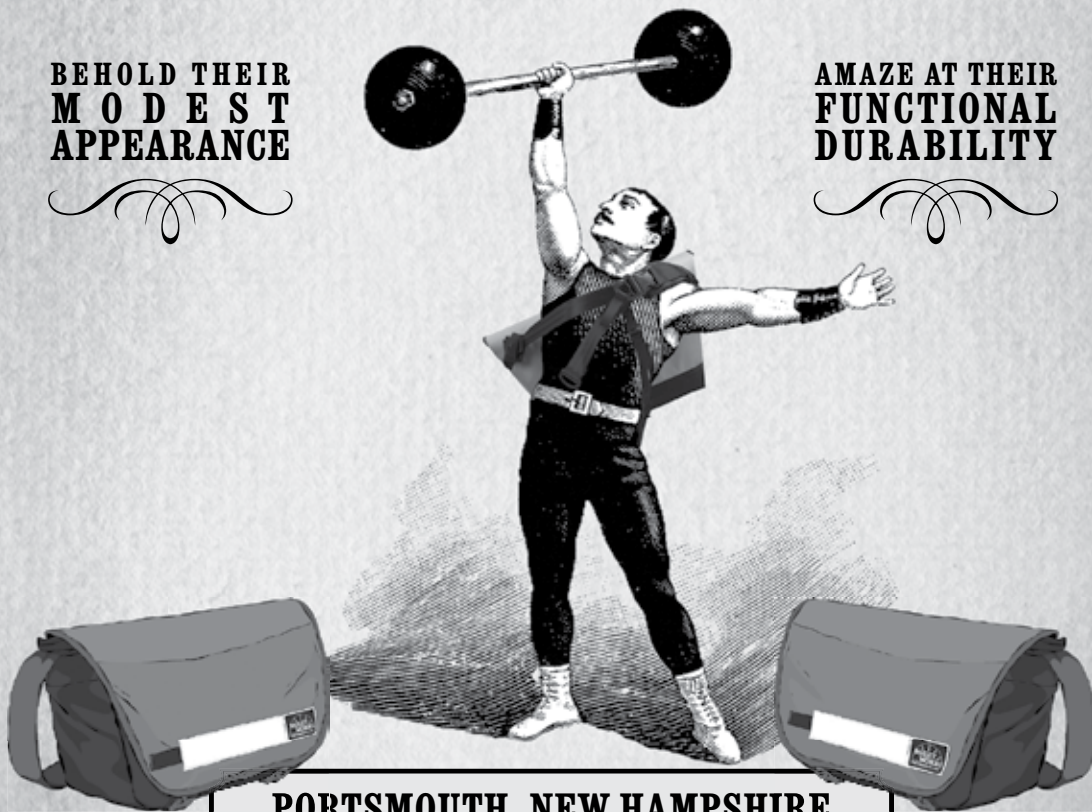
FREAKISHLY STRONG

FOR THE

FREAKISHLY STRONG

BEHOLD THEIR
M O D E S T
A P P E A R A N C E

AMAZE AT THEIR
F U N C T I O N A L
D U R A B I L I T Y



PORTSMOUTH, NEW HAMPSHIRE
WWW.BAILEYWORKS.COM • (603) 430-9577

Tell them you saw it in Urban Velo!

I Love Riding in the City

To participate, answer
the following:

NAME:
LOCATION:
OCCUPATION:

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

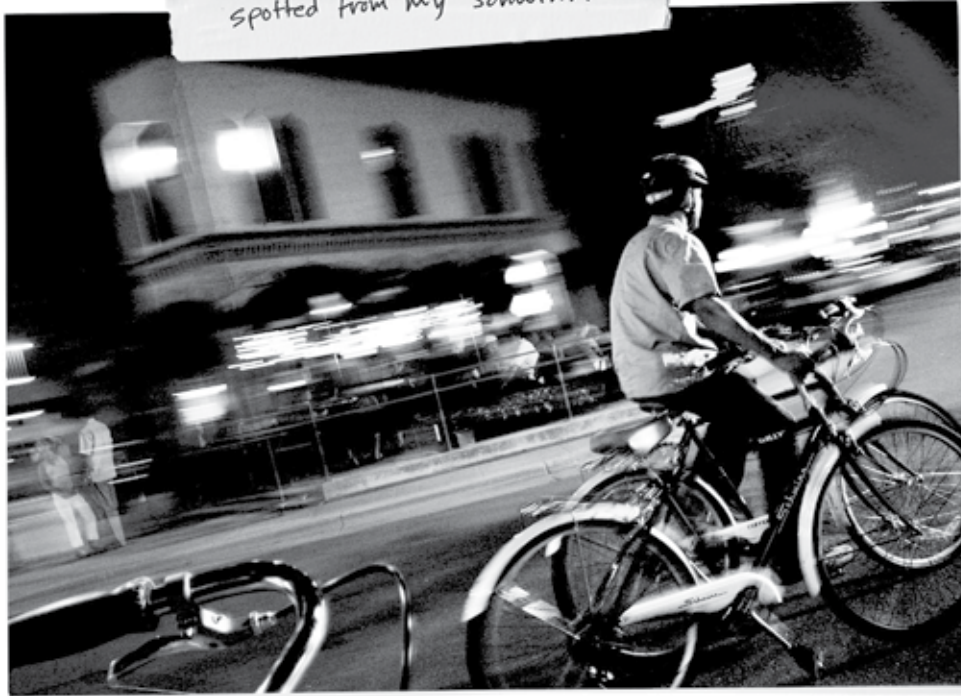
What was your favorite city to ride
in, and why?

Why do you love riding in the city?

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

Email your responses
(along with a high-
resolution photo) to
jeff@urbanvelo.org

spotted from my schwinn



He gets lucky and we get stuck taking his bike home.
Oh, to be a wingman.



Jenny



Join us for a spin. It's nice out here.
SchwinnBikes.com

©2008 Cannondale Sports Group

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Kenji Jinno

LOCATION: Tokyo, Japan

OCCUPATION: Bicycle messenger, writer

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

私は東京の西部の吉祥寺 (Kichijoji town) に住んでいます。都心部まで自転車で40から50分かかりますが、活気があって素敵なお店も多い素敵な街です。井の頭公園 (Inokashira-Park) という公園は休日をゆったりと過ごすには最適です。メッセンジャーとして働いているので、東京の都心部をいつも走っていますが、郊外の雰囲気も好きです。私はトライアルという競技もしているので、休みの日や夜には街のあちこちで仲間たちといろいろなアクションライドを楽しんでいます。

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

今年訪れたトロントは最高でした。走りやすい自転車レーンが多くあり、市民が自転車に乗ることをとても楽しんでいるように見えました。クリティカルマスに参加した時には、老若男女いろいろな人が一緒に走っていて、それを見ている人たちも手を振ったりして応援しているように感じられました。人力のエコロジカルな乗り物としての自転車に対する市民の理解が東京に比

べて高いと感じました。トロント島も自転車で走るととても気持ちのいい場所でした。2008年のCMWCにも参加したのですが、そのイベントも素晴らしいものでした。そして、トロントの自転車乗りはみんなとてもいいやつでした。

Why do you love riding in the city?

まず第一に楽しいこと。そして、街中では自動車よりも早くて小回りがきき、エコロジカルだということ。田舎道や山道を走るのも好きですが、人間の作った社会のダイナミズムを感じながら走ることができるので、街を自転車で走るとワクワクします。そして、自転車を通じて知り合う友達はみんなとてもいい人たちです。

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

2009年のCMWCは東京で開催! みんな来てね!

Check out www.realmessenger.jp



FOR CYCLING NUTS

ie: members of the Chamois Crutch Cult
You are what you wear... so lose the lycra and strut
your stuff in super-comfy tees and sweatshirts from

APRÈS VÉLO

Which is Frenchie speak for "after cycle".
We're an Aussie company who blend heritage graphics
with an offbeat sense of humour to create unique
edgy gear you'll want to wear when the wheels stop turning...



www.apresvelo.com

where you can check out and order our full range
of mens and womens T's, sweatshirts and accessories.

For trade enquiries please contact apresvelo@afg.com.au or +61 2 8337 4100

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Jenny Oh

LOCATION: Oakland, CA

OCCUPATION: Associate Producer on KQED's QUEST—a science, nature and environment television program

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

I've lived all over the U.S. in 7 cities—Chicago, Deerfield and Burr Ridge, IL; Blacksburg, VA; Chattanooga, TN; New York City;—and inhabited 25 different residences. I've pedaled through all of them with 18 bikes (13 of them stolen in the bike theft capital of the world, the Big Apple). I headed west to the Bay Area in April '06 and I'm here to stay, earthquakes be damned.

Riding in San Francisco is the absolute best. Upon coming from NYC, where commuting by bike can be a tiresome traffic battle, the streets here in comparison seemed completely mellow. There are the infamous hills and headwinds, but you learn to love them and the fitness that goes along with all that effort. And the best reward after climbing upwards is getting a glimpse of the gorgeous landscapes. You're always surrounded by the ocean and mountains here, and I never get tired of the view.

Why do you love riding in the city?

The cycling community here is so supportive and diverse. You can race in an alleycat or in a crit, play bike polo or race at the local velodrome—or do it all. There's

so much overlap. All of the cyclists here seem to love riding and competing in all disciplines, and it's really quite inspiring. I only recently bought a fixed gear in June '06, but it was my gateway drug to track racing on the Montano Velo Track team beginning in '07. I'll be getting a cross bike in the near future and participating in my first clinic. I've also helped to organize the Supermarket Street Sweep for three years, which is a charity bike race that benefits the San Francisco Food Bank. Each year the event gets more sponsors and we've raised thousands of pounds of food for the needy, which couldn't be successful without the incredible enthusiasm of the Bay Area bike community. Most importantly, I love riding here because I have the best biking friends a girl could have. Some of them have built bikes for me, helped me train and encouraged me to race, shown me great routes, and pushed me to ride more than I ever thought I could. My New Year's resolution is to ride my bike everyday this year, and I'm on Day 293! I've had more fun on a bike here than anywhere and I know my biking adventures will only get better.

Photo by Shawn Hatfield, www.montantovelo.com

935

Now Available In White
MSRP \$549



REDLINE TEAM
SPONSORS

SHIMANO

KOOL STOP

HUTCHINSON

REDLINE

REDLINEBICYCLES.COM

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Tess. Lotta

LOCATION: Los Angeles, CA

OCCUPATION: Writer, musician, teacher, artist

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

LA natives will know my hood as Little Ethiopia—a little wedge of LA concrete and palm trees surrounded by Beverly Hills, West Hollywood, Culver City, Crenshaw/Mid City, and Baldwin Hills.

LA on a bike is as insolent as it is illuminating: the town teaches you to respect and to rebel at the same time. It is no news that the city mascot is the automobile, and people unfamiliar with Los Angeles tend to diss it on this premise without really getting to know it. LA natives and transplants who take the time to know the city understand its pulse. This is why LA is at its very best from a bicycle. In one ride, you can experience the hum and neon of Hollywood Blvd as you hit The Fonda for a rock show, a quiet tree-lined stroll through Hancock Park, and

the street bustle of MacArthur Park on the journey to a downtown bar. The LA River, a huge concrete funnel that moves run-off water from one side of the city to the Pacific Ocean, is paved for foot and bike traffic. Throughout the year, you are gifted with straight shot to the ocean, the end of which moves you through preserved wetlands. It is intense watching pelicans and other sea birds resting, bathing, and playing as you ride by. True, you deal with a decent amount of pollution, lots of giant cars, often commanded by middle-aged moguls trying to grope their blue tooth, last strands of hair, and newly discovered star at the same time, or harried designer parents juggling Hummer-like baby strollers and iPod phones in the crosswalk. But, a weakened ability to share and care for space is not a behavior particular to LA.

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

LA is my hometown, so I cut my teeth on bikes here. I lived in Seattle for several years—and it is beautiful—but the biking was hard for me there because of the constant rain and the massive climbs—anywhere you fucking went climb, climb, rain, rain. Some riders love this: my husband Dave, who was a messenger in Seattle, loved the hills and commuted year-round through the rain like fucking crazy. I'm a sunshine city girl—I like riding in lights and sounds while chasing a huge bright tropical moon hanging over Sunset Blvd. And the DIY bike culture here is accessible, including organizations that do kick-ass community outreach (heart the Bicycle Kitchen et al).

Why do you love riding in the city?

I toured through a lot of US cities playing in bands, and LA offers a good example of why I love riding in the city. It is such a culturally diverse place, and that is its major asset in terms of quality of life. In a car, you can distance yourself from the block to block changes of a city, a privileged and often elitist position that can breed uniformed judgments and biases. But, on a bike, you might move from a neighborhood lined with families walking to Shabbat services or kosher markets to one lit up by packed Korean restaurants and night clubs. I think the moment you ride by offers the chance for positivity—there is no metal barrier: when we ride to a bustling small business core to stop for the best mole, lentil sambusa, or sag aloo in LA, we have the opportunity for a face-to-face with people and community. A city ride offers opportunities like this.

Check out www.mediakakemagazine.com



urban riding gear
www.chromebags.com

Introducing "Cobra" Merino Wool Jacket
Available December 08

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Carla Laser

LOCATION: San Francisco, CA

OCCUPATION: Creative Delights

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

I live in SF and it is very fun to ride a bike all over the place. The ocean to the bay and in between is action packed. Transit snarls, wind and funny things all over the place. SF is a small town and you can expect certain things in the many different parts of town and a whole bunch of surprises. Toss in a bunch of excellent waves amongst fellow riders—it is great. A couple of yells at assholes and you've cleansed your soul.

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

My favorite city to ride in is too hard to pick. I like to ride a bike everywhere I go. Most of my playpals like to ride with me so I usually have a lot of fun seeing the sites cruising.

Why do you love riding in the city?

I love riding in the city because it is electric. The action is intense as well as the tactical reality of safety. I support all modes of transport and ride to share the road. I am not an angel though and I often am very vocal if there is impending danger or an obvious lack of neighborly street sharing. I enjoy being open and free on my bicycle ride.

Poetry anyone?

Here is a lovely poem that I wrote for you:

When I glide

I ride to fly

My heart my bike

Joy pedal sky

Check out www.sanfranciscobicycleballet.org

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

- MashSF



Vittoria 28-470 700/45 RANDEUR

photo MashSF

Vittoria
www.vittoria.com

Tell them you saw it in Urban Velo!

I Love Riding in the City

NAME: Kenny Kaos

LOCATION: Philadelphia, PA

OCCUPATION: Ex-bike messenger, city employee

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

I live in Philadelphia, PA. Born and raised here. Riding here is so much fun because the streets are tight enough to be slightly challenging but wide enough to maneuver around, and bike culture is pretty big here.

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

Philadelphia obviously, no contest!

Why do you love riding in the city?

SHARKFIN!

Photo by Kevin Dillard, www.demoncats.com





RICKSHAW BAGWORKS



Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Julian "Jungleman" Valencia Suescun
LOCATION: Columbus, OH
OCCUPATION: Pedicab driver

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

Riding's been popular, but is gaining incredible momentum in our city. The city's been putting up more bike parking around the city and bars to accommodate not only all the daytime commuters and bikers but the night crowd too. We also have a Monday night ride where all cyclists get together from all over and do a 25-mile bike ride throughout the city. The rides are probably one of the best perks of cycling in Columbus, everyone's considerate and friendly, many times we'll get way over 100 cyclists, and everyone's only intention is to go out and ride.

22 URBANVELO.ORG

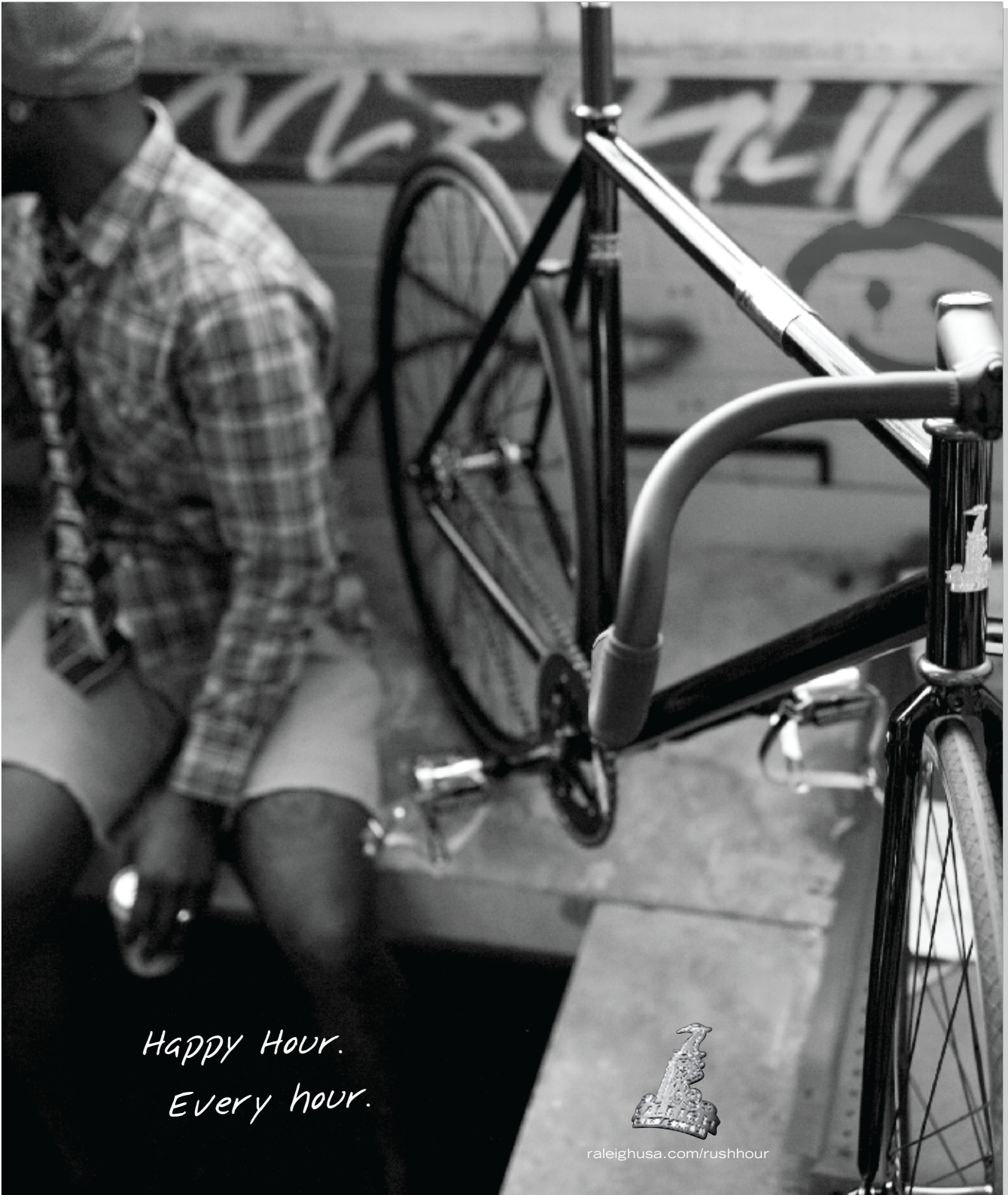
What was your favorite city to ride in, and why?

I'm originally from Medellin Colombia where professional cycling is huge. My dream ride would be to race the brutal Tour de Colombia through the Andes. Columbus is nice because it's relatively flat so even a novice can go on longer rides, but nothing beats the view off the Andes!

Why do you love riding in the city?

When I'm not working on the pedicab I'll take out one of my Treks downtown late at night when it's absolutely empty, you get the well-lit wide streets all to yourself as fast and aggressive as you want to go. Other areas like our short north area are fun at night to maneuver through the hustle and bustle, and people at the bars are biker friendly.

Check out www.myspace.com/ectpedicab



*Happy Hour.
Every hour.*



raleighusa.com/rushhour

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Don Walker

LOCATION: Speedway, IN

OCCUPATION: NAHBS dude, bike shop owner, bicycle framebuilder, father

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

Indy is a bike friendly place, regardless what people think. The government has been building bike trails all over the place and converting many old rail lines to bike and walking trails. Downtown isn't really that bad, if you don't mind the constant lane closures and steam from the underground pipes.

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

I grew up in Sacramento and loved riding there. The scenery was always good and within a few miles, you could be in some hilly areas.

Why do you love riding in the city?

I like the speed. I am constantly amazed at how fast things move around me, whether it be cars or the scenery (buildings and people) and having to jump to make it through a light before it turns red.

Poetry anyone?

Heres a lame ass haiku for the occasion.... not happy with the final line tho...

Cab! Pothole! Lookout!

I fear not these things, riding

Bike handles the best

**It's morning again
in America.**

**Prouder,
Stronger, Better. Chub.**



chub
by thehive

www.chubwheels.com

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Joyce Wasser

LOCATION: Pittsburgh, PA

OCCUPATION: Student, dishwasher, pet sitter—shall I go on?

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

I live in Pittsburgh, PA, which is becoming more bike friendly everyday. Yeah, there's always some unenlightened person telling me to get on the sidewalk—never mind that the sidewalk may be posted with no biking signs. Pot-holes, moon craters—well that's life in Pennsylvania. In Pittsburgh just about every ride involves a climb of some degree or another.

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

I've mostly only ridden in Pittsburgh as far as just riding around, so I guess that makes it my favorite.

26 URBANVELO.ORG

Why do you love riding in the city?

It's relaxing to ride the trails and see cyclists and others enjoying the great outdoors. On the other hand there's the rush of riding down 5th Avenue in Oakland traffic, trying to switch lanes without getting run over by a bus or the sense of accomplishment after climbing Stanton Ave up from Butler St.

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

People always ask me for directions when I'm cycling—someone asked me where a parking garage was once. I was like, "Do I look like I'd know where a parking garage is?"

WE WANT YOU TO CONTRIBUTE

Do you love riding in the city?

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

We want you to represent your hometown. Email your responses to jeff@urbanvelo.org

INTRODUCING THE TRAITOR CYCLES STIMULUS PACKAGE

Limited Edition
Pabst Blue Ribbon
Ringleader Fixed Gear
Now Available
Just in time for an economic disaster



Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Andrew "Excess" Franciosa

LOCATION: Upstate, NY

OCCUPATION: Student at UAlbany studying physics, Apple Store

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

Albany, NY. Riding in this city is fun. A lot of people ride bikes so it's generally received well. There's not too many actual "cyclists" around, but there is a pretty close-knit community here. There's critical mass, alley cats, hipsters, and general bike related events, so it's not as bad as it could be. We've got a bike co-op (www.troybikerescue.org) which is teaching me how to wrench and be able to do all my own bike work, which keeps me happy.

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

NYC. It's huge compared to Albany. I also love the thrill of the traffic and the pedestrians. Yes they're annoy-

ing here as well as in NYC, but it keeps you on your toes. Also there's way more to do in NY.

Why do you love riding in the city?

It's cheaper and way faster. It keeps me from being stagnant and lazy. I never really enjoyed doing anything physically demanding before I got my first bike. It doesn't get old, ever. It's also one of the few things I'd say I'm good at and it's a great hobby.

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

Don't get hit, be safe. Riding tomorrow is more important than looking cool today. Also if you're upstate and want to meet up with bike people don't be a stranger! Hit me up. PS. I have a mancrush on Jeff.

Check out www.bikealbany.com

WELCOME TO THE VELODROME

THE FIRST EXTERNAL BEARING TRACK CRANK
HITS THE STREETS AS FAST AS THE TRACK.

©SRAM CORPORATION



TRUVATIV

Omnium: The Omnium is designed for all out Velodrome racing, but is also extremely happy as the ultimate "Fixie" crankset. So watch out smooth bank turns, watch out cracked concrete.

truvativ.com

- Unidirectional Carbon Fiber w/ AL-66 Spine
- AL-7075-T6 Chainrings
- Alloy Chaining Bolts
- GXP Team BB

POWERED BY **SRAM**

Tell them you saw it in Urban Velo!

I Love Riding in the City



NAME: Rachel Ding

LOCATION: Pittsburgh, PA and Burlington, VT

OCCUPATION: In between jobs!

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

I live in Pittsburgh. This past summer, I saw more people than I ever have on bicycles. The bike recycle that I help out at was swamped all season with people looking to volunteer with us and earn their first bike intended for city

riding and commuting. It also seems like cars, trucks, and pedestrians are starting to realize that bicycles belong on the streets, too. I get honked or yelled at way less than I used to! So, riding in Pittsburgh has lately been more fun, and safer, due to the number of people on the road, as well as initiatives taken by various bike groups and the city.


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

I love riding in Pittsburgh because the city has whipped me into shape. Pittsburgh is pretty hilly; full of long, steady climbs. When I first started riding a bike, there was one small hill on my commute home from work that I had to walk up. It frustrated me so much, and I had never been very athletic or strong so I thought for a while that it was physically impossible for me to ride up hills. Since then, I've ridden enough that I've built up the strength and endurance to get up hills in this city that I would have never imagined, four years ago, I could get to the top of—on a single speed. I'm truly proud of myself, and healthier too.

Why do you love riding in the city?

This past spring, every time I rode my bike past the entrance to this big bridge near my house I could smell honeysuckle. You can't smell that in a car. I love being exposed to sounds, smells, the air—all those things that tickle your senses and make commuting so much more fun.

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

If you see me, smile, wave, whistle, holler—whatever! I'm a total dork when it comes to greeting other cyclists on the streets. 



Single? Fixed? Geared?
The choice is yours with
Casseroll's stainless
steel dropouts.



Mmmmmmm... Tasty!

Our Casseroll Complete's come in two flavors: Single and Triple.
Both start with the same great riding platform of Classico CroMoly and add common-sense features like the ability to run wide tires (700c x 32mm with full fenders), rear rack capability, and sweet, horizontal dropouts for easy singlespeed or fixie chain tensioning.

Choose the flavor that you savor.
Casseroll. One hot dish.



1-877-MOTO-ACE • www.salsacycles.com

Distributed in North America by
Quality Bicycle Products > www.qbp.com

©2008 Salsa Cycles

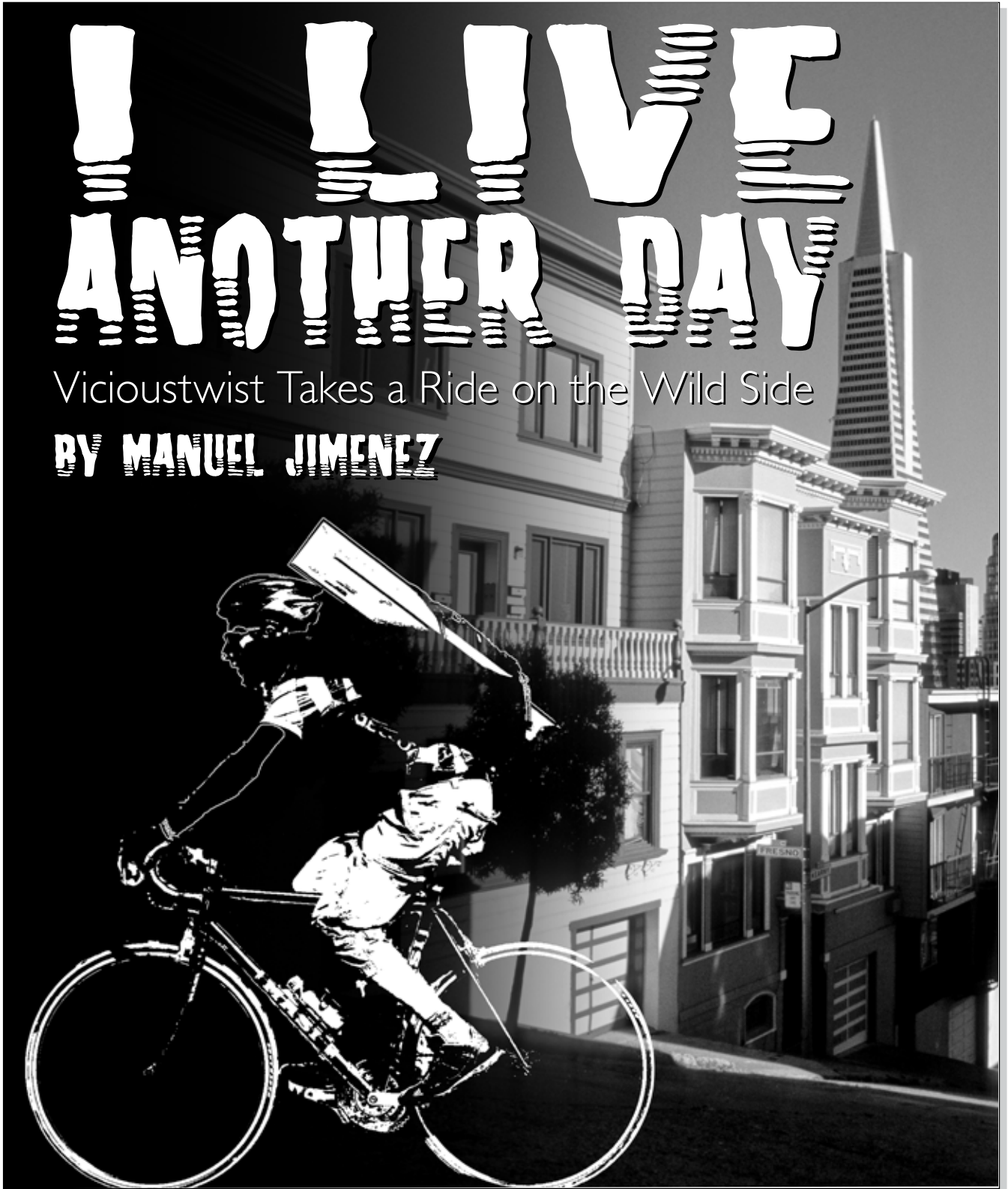
Tell them you saw it in Urban Velo!

Subscribe online @ www.UrbanVeloStore.com

I LIVE ANOTHER DAY

Vicioustwist Takes a Ride on the Wild Side

BY MANUEL JIMENEZ



Please, share this printed copy with a friend. Reuse before you recycle.



Photo by Ryan Guzy - jenn7ryan.smugmug.com

I quit my job. I needed a break. The first few days of my self-unemployment were great—I hit the frigid soup of the NorCal surf at Ocean Beach, the notoriously dangerous water on San Francisco’s west side. On a good day Ocean Beach has world class waves. I’d surf with my homemade, 6’1” California thruster. Unfortunately, my liquid vacation ended each day when the west winds would come, chasing the fog, and junking up the surf. My few days as a surf bum bummed me out. I looked around for something to do. I decided to turn my self-unemployment into a “working vacation.”

Ten years earlier I’d commute from the Sunset, San Francisco’s misnamed, terminally overcast beach community. I would take the ‘N’ Judah train to work, getting off at the Montgomery Street station. There is a granite wall that curves from Sansome to Market, where couriers gathered. “The Wall” as it is known by the bicycle messenger community. I envied the mess of eclectic couriers as I stumbled to my climate controlled cage.

Bored as a newly self-unemployed surf bum, I decided to become a bicycle messenger. Why? Bicycle messengers are cool, and the infantry of the financial district, the surly soldiers on the front lines. Scarred with tattoos and piercings, all garish and grudge, they swagger and speak in exaggerations.

I searched the internet, looking at a lot of small courier outfits with crazy names like Spincycle, Black Dog and Dragracer Messenger Collective. How hard could it be to land a job? Damn hard. The community is cliquish and suspicious. The small outfits are staffed with people who know each other.

With no luck, I headed to the Western Wall. I found a messenger there. He was a Latino, thrasher dude. I asked him if anyone was hiring. He told me to hook up with one of the big outfits, like Western Messenger.

Western Messenger is housed in an old warehouse located on Columbia Street, between Harrison and Folsom, near ground zero of SoMa's dot-gone revolution. The entrance is vandalized by visitor pass stickers from security desks of buildings around the city. There's a bike rack, and four junk chairs in front. The building is not just nondescript, it's plain ugly.

I entered and spoke with Pattie, a severe woman standing behind security glass. She gave me an application and asked me some questions. "There's nothing right now," she told me. "When the weather's nice, people deliver their own packages. If something comes up, I'll let you know." That was the end of my bicycle messenger ambition.

Ten days into my self-unemployment, the phone rings. It's Pattie from Western Messenger. She tells me that there's an opening. I abruptly take the offer over the phone.

A DAY IN THE LIFE

How hard could it be to pick up and deliver packages? It ain't easy. First things first. Once you become a messenger, you stop being a person. You are not Manuel, John, or whatever. You are assigned a number (mine having been 922) and are identified as such.

The process goes something like this. You sit around downtown at one of three spots intersecting Market where messengers from the various outfits congregate (The Western Wall; Battery and Bush; Montgomery and Post). You watch the people drift to work. As you sit talking with the characters of the messenger tribe, it comes; the first tag. The dispatcher tells you the name of the pickup client, the client's address, and the delivery company. You transfer the information into the manifest, and you're off. As you head off to the first pickup, you start receiving additional tags. Two, three or even four other destinations are coming in. You can't review the information because you're in flight. As you move through the city, you pass other messengers who surf the asphalt waves. Messengers acknowledge each other with a subdued nod, and move on—no pretense.

When you have collected your parcels, and have no additional instructions, you call in. You are told to either clean up or retrieve additional pickups. This process continues almost non-stop for the rest of the

day. If you, reading this, work at a desk job or otherwise take for granted being able to use the restroom or take a break when the need arises, imagine being so pressed for time that it makes such niceties difficult. Granted, at some point, you'll get a lunch break. But the timing and duration are uncertain, and if you need to piss at eleven in the morning, lunch at 1:17pm is a long time away.

GET OFF MY FREEWAY

When I say messengers are in flight, I'm being facetious, but just. There are rules of the road. Cars stop at red lights. People cross the street with the light. Traffic moves according to the direction required. These rules don't apply to messengers. Messengers run red lights, go diagonally through intersections, cut off cars, ride fast on the sidewalk, and ride the wrong way down one-way streets with oncoming traffic. Messengers move with a liquid fluidity that transgresses the dangerous place in which they work and scares the drivers and pedestrians with whom they travel. Why do they do this? The job demands it and the infrastructure encourages it.

When you start at Western Messenger, you're handed a couple of pages from the Caltrans web page describing bicycle safety practices. The information tells you things like, "Stop at stop signs and red lights" and "Ride in the same direction as the flow of traffic." But, there is no way to keep pace and follow the traffic laws. The situation is exacerbated by the fact that San Francisco's streets in and around the financial district are laid out to facilitate commuters, driving their fat ass SUV's from faraway suburbs, to aggressively travel at dangerous speeds in and out of the city. This means a lot of one-way streets that act as dangerous inner-city freeways. The liberal use of one-way streets means that cyclists have to travel twice the distance to get to a road going the right direction. This may not mean much for a car, but if you spend your day cycling those streets under time constraints, it means a hell of a lot.

Because the roads are set up to facilitate automobile traffic to move fast on surface streets, drivers resent bicyclists as slow moving obstacles. I can't count the number of times some indignant, self-righteous, irrationally frustrated driver has tried to force me out of the way by positioning his urban tank dangerously close. Even the most diminutive women in a SUV becomes an aggressive and dangerous driver on the city

The choice is clear.



NiteRider Mini-USB

To-Be-Seen Lights

Ownership Cost	<u>\$99.99 – Total cost of ownership</u>	<u>\$243</u> (\$50 MSRP + additional \$193 for AA batteries)
Light Output	110+ Lumens (8X light output of "to-be-seen" lights)	Barely enough light "to-be-seen"
Batteries	1 rechargeable provides up to 500 charge cycles and 1500 hours run time	Continuously replace alkaline batteries
Eco Friendly	Absolutely!	100s of disposable batteries into landfills



Tell them you saw it in Urban Velo!

streets. This explains why messengers are so surly and aggressive on the road.

Think I'm exaggerating? In Chicago, on April 26, 1999 in a fit of road rage, a man named Carnell Fitzpatrick driving an SUV, intentionally chased down a courier named Thomas McBride. Swerving behind the bicyclist over several blocks, he accelerated his Chevy Tahoe and ran over him.

This mixture of circumstance has created the perfect situation for messenger employers and the corporations that utilize them. Say for instance that a messenger is maimed or wasted breaking some traffic law. Everybody, except the messenger, is off the hook. The driver that creamed you has an "affirmative defense." Yeah, he killed you, but the accident is actually the messenger's fault. The messenger's employer is shielded by the fact that they gave you Caltrans bicycle safety instructions and never explicitly told you to break the traffic laws. The corporation that demands the speed and efficiency of messengers is shielded by "proximate cause" defenses, in that the accident was not a foreseeable consequence of utilizing the service. The beneficiaries of the messenger's circumstance turn a blind eye toward these inherent problems because they bear no associated costs.

MEN BEHAVING BADLY

Once the tags stop coming, and you've loaded up with envelopes and parcels, you call in. "922 with six to go," means that you're carrying six pickups. The dispatcher on the other end speaks to you with the civility of a drill instructor. You are either told to deliver some of the pickups (often in a specified order), told to "clean up" or given a new address for a pick up. The instructions come fast and the dispatcher makes no effort to make clear the instructions. If you miss some vital detail and ask for clarification, the repeated instruction comes in a hostile, "Listen up moron," tone.

As a messenger, there is no room for mistakes, and no thinking allowed. As an example, sitting at the Western Wall one day, my first tag was at 9:38am, directing me to a business on the fourth floor of 230 California Street. I was subsequently tagged with two more pickups in short order. At 9:45am I had picked up the first envelope. I then made my way to the seventh floor of 475 Sansome, where I picked up a second parcel at 9:51am. I then made my way to the sixth floor of 930 Montgomery, where I picked up a third package at 10:02am. I received a beep at 10:03am. I called into dispatch, "922. Three to go." The voice on the other end started yelling, "What's going on? I gave you those tags over half an hour ago. What's the

problem?" Now, my math *ain't* good, but even I, a lowly attorney turned messenger, know that the elapsed time from 9:38am to 10:03am is only twenty-five minutes.

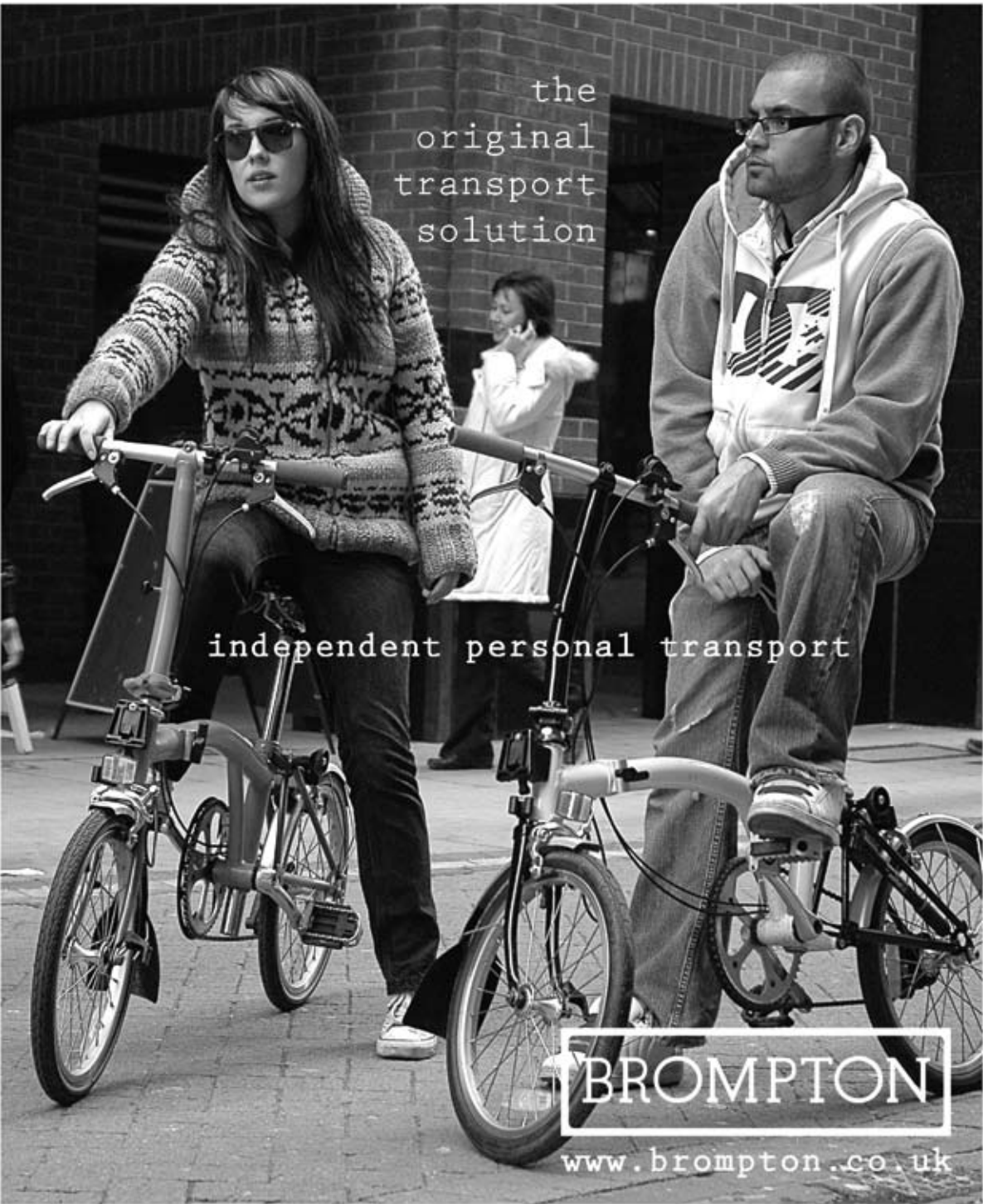
The dispatcher's transgression of the facts is less offensive than the basic disrespect he demonstrates for the work of the guy in the field. Think about it. Once you get that first beep, you have to record the instructions, cycle to the location, park and lock the bicycle, get past the security guard (sign in, leave an ID, get a pass, whatever), take the elevator to the appropriate floor, transact with the receptionist (who may tell you to take a detour to the mail room three floors down), get the envelope, make a notation of the pickup time, place it in your bag, go back down the elevator, deal with security, unlock your bicycle and make your way to the next destination, and start all over again. Each of these little events takes time.

Not only are you under tremendous time pressure, but you can't take the initiative to relieve the pressure. For example, my first day on the job I had a round trip pickup at 101 California Street to go to 650 California. I am then instructed to deliver said package to 650 California. I also happen to have a deposit to a bank at 590 California that I picked up earlier but have not been instructed to deliver. On the way from 101 California to 650 California (you can see where I'm going here), I take the initiative to make the deposit at 590 California.

This innocuous detour might be seen as an efficient use of one's time. Yet, when I called in "clean" instead of "922. One to go," the dispatcher went ballistic. "What happened with the deposit?" When I told her that I already made the deposit, you'd have thought that I pocketed the money to buy crack. The following tirade bordered on abusive. If this is the way your own side treats you, can you imagine how you are treated by the rest of the people you deal with? This brings me to my next subject; disrespect.

Being treated with disrespect is an every day, several times per day, experience for messengers. I assume this is because most of the messengers are young men without much life experience, resources, a network of support, or are from the fringe elements of the social fabric. Disrespect is shown by a wide range of persons on the front lines of the business establishment, from security personnel, to receptionists to mail room clerks.

One common situation is exemplified by a pickup I



the
original
transport
solution

independent personal transport

BROMPTON

www.brompton.co.uk

Tell them you saw it in Urban Velo!

made at a major California bank, let's call it... Wells Fargo. I was directed to 525 Market Street and entered the lobby toward the security desk. A pudgy little man briskly moved towards me. "Go to the back of the building through the freight elevator," states the security guard, in a tone I wouldn't put up with from my mother. He pointed me back out the front door. "I have pickup on the 12th floor," I respond. "You have to go to the freight elevator," he repeats threateningly. I walk around the building, sign in with the unenthusiastic security guard, and wait for the one, slow moving freight elevator.

Although the violation of building etiquette is innocent on my part, the violation of human respect on the part of all those security guards, receptionists, mail room clerks and all their low level ilk that messengers have to deal with every day is not innocent, but malicious. This malice is tacitly approved by the very tenants and employers in these buildings that create the circumstances to make such behavior acceptable and routine.

When I walk into a building to deliver an envelope, I'm obviously not carrying freight. It's not like I'm holding a couple of two-by-fours. Freight elevators are for freight, since freight tends to damage delicately decorated elevators or interferes with ingress or egress by the tenants and visitors. Envelopes are not freight. Secretaries, receptionists, executives, lawyers, visitors and even mailroom clerks carry envelopes and similar parcels through the lobby every day. The requirement that I use the freight elevator is based purely on my appearance as a working person. When security guards require messengers to use the freight elevator, what they are doing is relegating low wage workers to the "servant's entrance."

MESSENGER DOWN

Who were my fellow messengers and what were they like? They have more street smarts than you or I will ever have. Messengers often fit into one of several archetypes. Many look like competitive cyclists who belong in a velodrome. They have high performance road bicycles and all the gear to do the Tour-de-France. There are the Thrasher dudes, who look like skater kids who grew up a bit. Then there are the stoners, the same type of dudes you went to high school with; the long hair grunge crowd twisted with chemicals. Some don't fit into any category.


Couriers look out for each other. They'll tell you when you're doing something stupid, and acknowledge a job well done. At the end of the day various messengers gather in front of the building and trade verbal

jobs. JP, an eight year messenger veteran, stops me, blunt in hand. "You were hopping the tracks on Market," he states, "Keep clear of the tracks. You'll catch a rail."

For those unfamiliar with San Francisco, Market Street is a disaster. It has two lanes in both directions. Market is a major thoroughfare, but its lanes are narrow. Traffic on market is heavy with automobiles, commercial trucks, street cars and buses squeezed together. The tight fit is exacerbated by bus drop off islands between lanes at various points. The center two lanes of Market have street car tracks running down them. At various points there are metal grates that look like shredders, allowing for the circulation of air for the subway that runs under the street. Not just one subway mind you, but two subways systems run under Market; Muni and Bart. Streets north of Market form a "V" as they intersect Market at a 45 degree angle. The streets to the south are perpendicular. At any given intersection you have upwards of four streets coming together at different angles. The intersections are dangerous and unpredictable, as is Market Street itself.

To vindicate JP's admonition, the next day I am sprinting down Market when a pedestrian jumps out from the curb. I swerve hard to the left, and straighten before riding into oncoming traffic. As I pull straight, my front tire catches a rail and my body takes a vicious twist as I spill. I tumble into the opposing traffic lanes. By the time I hit the ground, traffic going the other way has thankfully cleared. I live another day.

CONCLUSION

I went on messing for the better part of the winter, twisting though the tangled streets of San Francisco in the rain and cold. But that tumble knocked the shine off the bicycle courier image I'd fabricated over a decade of fantasy. I had become a messenger just to wear the job like a fashion accessory. As time went by, the transgressions of motorists' became too cliché to induce my road rage anymore. The subtle indignities I endured from the corporate crowd became less relevant as I became more detached. The novelty of reckless, sketchy, urban cycling faded with the grind. In the process I had come to respect the job as a profession. At the same time I saw the writing on the wall. Messengering is a job, unlike any other. But, in the end, it is still work. And I couldn't afford this working vacation anymore. 

FIX SHIT UP!

BIKE BIKE 2008

BY EROK BOERER

Photos by Ryan Guzy - jenn7ryan.smugmug.com
& Christine Bourgeois - cbarreb.smugmug.com

Now in its fifth year, the annual Bike Bike Conference of Community and Collective Bike Shops was held in San Francisco, with an after party in Santa Cruz. Co-hosted by San Francisco's Bike Kitchen and Santa Cruz's Bike Church, this year's organizers planned a full week of activities to entertain the 250 people representing 80+ shops from across the continent. Bike Bike and the Bike Collective Network provide a chance for organizers to get together and share successes and failures, since for the most part, everyone is making this up along the way.



www.planetbike.com

better bicycle products for a better world.



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, wheel hubs, and helmets
- Hooded beam keeps light out of the cyclist's eyes
- Utilizes a super-bright LED that keeps shining for 100 hours on one CR2032 battery (included)
- Front or rear lights available individually - MSRP: \$13-\$15
- Or as a set - MSRP: \$20-\$25

25%
mission

We believe in the positive power of the bicycle. That's why, by the end of 2008, Planet Bike will have donated \$650,000 to the grassroots bicycle advocacy movement.

Tell them you saw it in Urban Velo!

WHAT IS A COMMUNITY OR COLLECTIVE BIKE SHOP?



Box Dog Bikes, San Francisco, CA. Photo by Christine Bourgeois

NON-PROFIT BICYCLE ORGANIZATIONS

BIKE SHOPS THAT ARE ACCESSIBLE TO PEOPLE WITHOUT MONEY

SHOPS THAT HAVE AN EDUCATIONAL FOCUS, TEACHING OTHERS HOW TO FIX BIKES

ORGANIZATIONS THAT SHIP BIKES TO UNDERPRIVILEGED COMMUNITIES

SHOPS THAT PROVIDE FREE OR LOW-COST SERVICES TO THE COMMUNITY

ORGANIZATIONS THAT REUSE AND RECYCLE BICYCLES AND PARTS

TO FIND YOUR LOCAL COMMUNITY BIKE SHOP OR TO LEARN HOW TO START YOUR OWN, SEE

WWW.BIKECOLLECTIVES.ORG

The weekend was broken up between workshops and discussions that covered everything from the nuts and bolts of running a shop to the larger issues such as combating the permeating machismo and sub-cultural vibe of the bike scene. Collectively the goal is to improve a bigger wheel as opposed to re-inventing smaller ones.

As this movement grows and matures, so do the individual shops. Year after year, organizers get to see each other's projects get bigger, better, more organized and effective. Some shops that at the first Bike Bike in New Orleans were housed in someone's garage with a meager set of tools have now grown into offering storefronts, full services, paid staff and youth programs. Combined with a shared love of bikes, the commitment to social change has made collectives and coops try to figure out new ways of working together by running these non-profits and businesses in ways that promote mutual aid. This is also the heart of the most pressing contradiction. Where projects started out of a passion for bikes and wrenching, more and more time is spent organizing shops and dealing with paperwork and meetings. Also, whereas community and collective bike shops are trying to offer an alternative to consumerism and capitalism, they could not exist without the wasteful consumption and excess of each.

In a way, success is the biggest problem. As each shop gets bigger, more complex, and works with more and more people, they are forced to make some huge decisions, concessions and compromises. Expanding hours and services also means that volun-

NEW FROM P-TEC

SWERVE



A tail light...For your Bike

Simple. Intuitive.

the way riding should be.

Introducing a whole new way to take control of the streets - the SWERVE. A taillight visible from miles away, activated by a toggle switch that can be flicked mid pedal stroke, and a tool-less mounting system that can jump from seatpost, to seat stay, to fork, to bag, to helmet in seconds.



Princeton Tec®

www.swerveyourbike.com

www.princetontec.com

609-298-9331

Tell them you saw it in Urban Velo!

BIKE BIKE HISTORY



Photo by Ryan Guzy

SOME FOLKS IN NEW ORLEANS SAW THERE WAS A BURGEONING COMMUNITY BIKE SHOP MOVEMENT AND HAD THE IDEA TO HOST A CONFERENCE WHERE ORGANIZERS COULD MEET AND SHARE IDEAS. NOBODY COULD COME UP WITH A GOOD NAME FOR THE CONFERENCE, SO SOMEONE THREATENED TO CALL IT "BIKE BIKE" UNLESS A BETTER NAME WAS PRESENTED. NO ONE DID.

2004 PLAN B IN NEW ORLEANS

2005 BICAS IN TUCSON

2006 MILWAUKEE BICYCLE COLLECTIVE IN MILWAUKEE

2007 FREE RIDE IN PITTSBURGH

2008 BIKE KITCHEN AND BIKE CHURCH IN SAN FRANCISCO AND SANTA CRUZ

FUTURE

WINTER 2009 SOUTHEAST REGIONAL, SOPO BICYCLE COOP IN ATLANTA


SUMMER 2009 NATIONAL, GREASE PIT IN MINNEAPOLIS

WWW.BIKEBIKE.ORG



Photo by Christine Bourgeois

teers begin feeling stretched thin, and burnt out. At Pittsburgh's Free Ride, for the first time in seven years, active recruitment of volunteers in order to fill open shop hours has become a necessity largely due to success and increased need from the community. To combat burn out, many shops have begun figuring out schemes to pay staff, but that also requires things that five years ago were unheard of or out of the question; namely incorporating with the IRS, formalizing budgets, acquiring insurance, and hiring accountants. Scrappy shops that at one time stored savings in underwear drawers, are finding that getting bank accounts and conforming to some aspects of the non-profit structure, allows them to continue their work on a larger scale.

In addition to the serious side of Bike Bike, the fun side offers a chance to see (now) old friends, explore new cities, and glean inspiration through each other's projects. It's also a time for organizers to geek out and remember the love of bikes that is at the heart of each project. This year, Bike Bike coincided with Critical Mass' Sweet 16th Birthday, a Cyclecide Party in a scrapyard, and a beautiful group ride down the California Coast to Santa Cruz where attendees partied, conspired, explored, and watched movies under bridges with the homeless. Bring on Minneapolis in 2009, and the progress between now and then. 

Check out freeridepgh.org

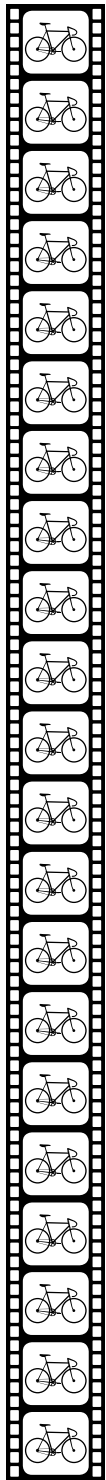


Lab-Gear.com

we know where you live

lab-gear.com/blog

Tell them you saw it in Urban Velo!



Bikes on Film

By Ken Kaminski


2 Seconds (1998)

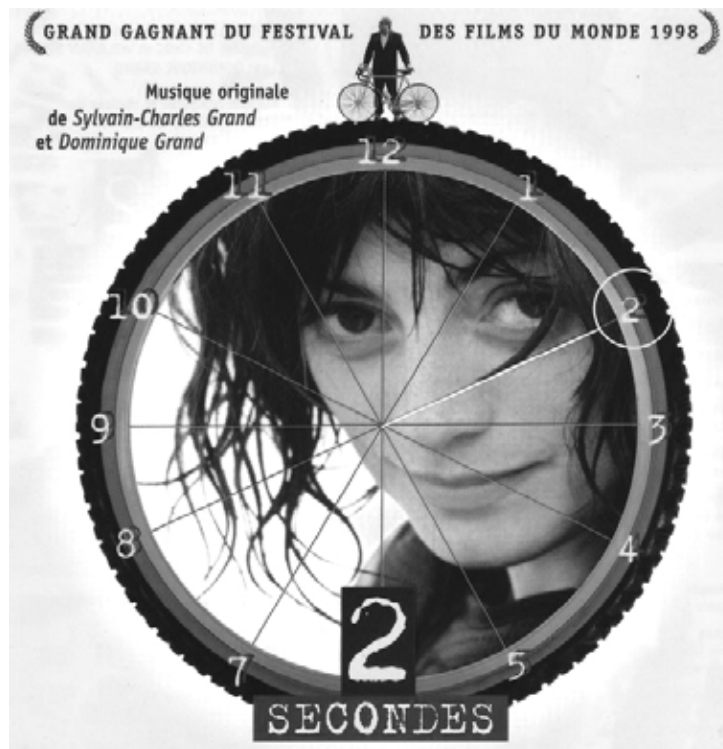
Here is a movie that one can truly say is *about* cycling. The bicycle in this case is not the MacGuffin for a coming-of-age story or a discovery-of-one's-self story, or any of the other numerous retreads for which the film industry wheels out its figurative old ten-speed. Rather, writer/director Manon Briand focuses, with genuine insight and no glamour, on the unique obsession that cyclists have with their pastime. However, cycling, much like how it treats the film's two main protagonists as revealed by their comparison of pains and numbnesses, also serves the film by its privileged role in the story: with one hand it gives, and with the other it takes away. Because the larger issues of life are so trivial and so peripheral in this movie, as they often are in reality, the story lacks the emotional punches of all those movies that are really about something else.

That story, in brief, is about professional downhill racer Laurie (Charlotte Laurier), who loses her place on the team when she is overcome but a mysterious competitive ennui, which yet does not prevent her from riding as a courier in Montreal. In the course of the routine mechanical failures associated with this line of work, Laurie meets and eventually wins over

Lorenzo, the owner of a boutique bike shop. Dino Tavarone's performance as the cantankerous Italian ex-racer almost single-handedly rescues the movie from an insufficiency of dramatic tension. His reminiscence on the good old days of continental road racing, complete with flashbacks to a fairly authentic 60s era peloton, reawakens Laurie's racing spirit, and adds some poetry to the representation of cyclists' mania

Characters live and engage each other normally and realistically, and if it's short on excitement, at least it's not padded. Like I said, this movie's real strength is as a movie about being a cyclist, and a thin plot is the price you pay for the sheer magnitude of screen time given to riding bicycles. And while it may seem a story about two profession-

als, one mentoring the other in the pushing and abuse of one's body, might sound like more than the average city rider can relate to, as an average cyclist, I found myself identifying with the feelings described by Lorenzo, even though my experiences don't rise much above the tame challenges of commuting. It's an uncommonly authentic film, and it speaks to any cyclist. You can't expect less from a movie in which the main narrative is resolved with an alley cat. 



broakland bicycles 510.677.6244

broakland bicycles 510.677.6244

broakland bicycles 510.677.6244

broakland bicycles 510.677.6244



myspace.com/broaklandbicycles

Tell them you saw it in Urban Velo!

ed glazar
gallery

presented by **Panaracer**
www.panaracer.com



Goldsprints NYC

Nicola digs in and looks back.
Brooklyn, NY 2007.

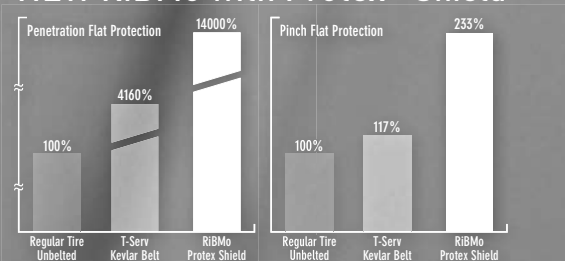
Urban Warrior

RiBMo = Ride Bicycle More!

RiBMo is the first Panaracer tire to utilize the all new Protex™ Shield. Protex Shield is a revolutionary and proprietary tire and tube puncture protection component. The Protex Shield fabric layer creates a tire that is three times more puncture resistant than an un-shielded tire of comparable weight. This also applies to tires with other currently available casing reinforcement systems. Super light-weight, Protex Shield provides sidewall to sidewall tube and tire protection. A perfect urban warrior, RiBMo is available in the following sizes for your cycling joy.

700c	TIRE SIZES	BEAD	WEIGHT	COLOR	26"	TIRE SIZES	BEAD	WEIGHT	COLOR
	700 X 25c	Aramid	340g.	■		26 X 1.25	Aramid	340g.	■
	700 X 28c	Aramid	370g.	■		26 X 1.50	Aramid	460g.	■
	700 X 32c	Aramid	420g.	■		26 X 1.75	Aramid	550g.	■
	700 X 35c	Aramid	520g.	■		26 X 2.0	Aramid	640g.	■

NEW RiBMo with Protex™ Shield



The charts demonstrate the comparative puncture and pinch-flat protection between three Panaracer tires. Unbeltd, Kevlar beltd and Protex Shield beltd. Protex Shield provides almost 4 times the flat protection and more than double the pinch flat protection of a Kevlar beltd tire.

Panaracer

www.panaracer.com

Tell them you saw it in Urban Velo!

ed glazar
gallery



Los Marcos
Madness

Justin from Calgary,
takes possession of the
ball. New York, NY
2008



Brandie Bailey's Ghost Bike

I didn't know Brandie Bailey, but the late summer sun that rushes down Houston sometimes makes me feel as though I did. Houston and Essex. New York, NY 2008.

ed glazar gallery



Bicycle Fetish

The Classic Riders announce their arrival with colors, air-horn blasts, and the glint of vintage steel. Brooklyn, NY 2008.

North American Cycle Courier Championships

Alfred Bobe, one of New York City's fastest messengers, tears up a pitted 90-degree turn during the main race. Portland, OR 2005.



Presented by **Panaracer**
www.panaracer.com



Neighborhood Shop, Neighborhood Dog

A few weeks after being adopted from a litter at a local credit union, Ursa spends the day snoozing on the counter at Continuum Cycles. New York, NY 2008.

MISFITPSYCLER



pretty much the same old shit.

416.779.3827

www.misfitpsycles.com
www.psyclestore.com

Tell them you saw it in Urban Velo!

DANNY CHEW THE MILLION MILE MAN

By Stephen Cummings

Photography by Brad Quartuccio

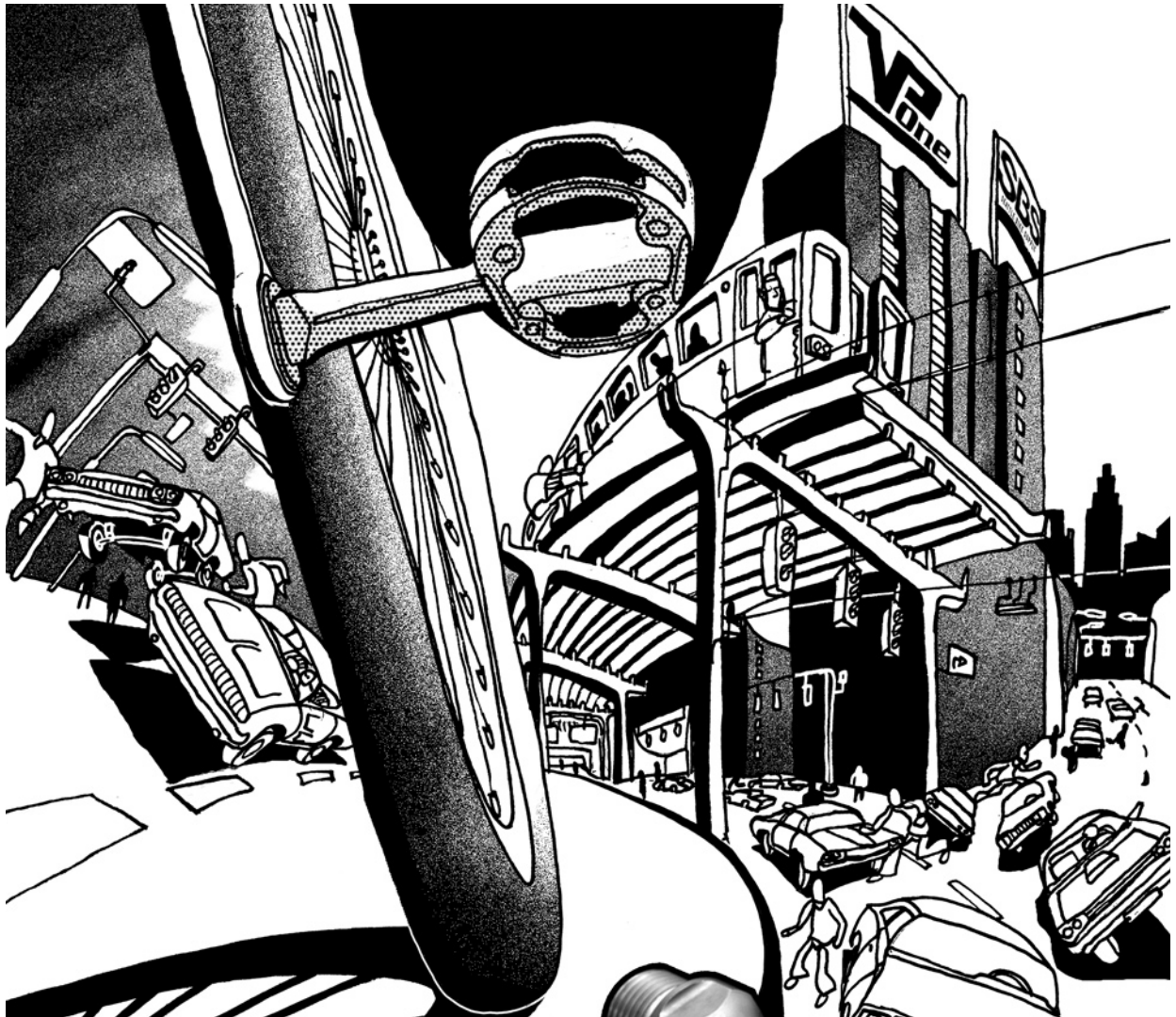
Danny Chew is the type of person that people need to be warned about before they meet him. His eccentricities are sometimes overpowering, and can dwarf the rest of his personality. When off the bike, he is usually wearing sweatpants and a free t-shirt from some race, somewhere. He wears giant glasses similar to those of Mr. Magoo or DMC. Danny usually has a few days worth of a beard growing, and he is also a close talker.

On the bike though, he has quite an impressive cycling resume. He did his first double century at the age of 12, and has kept meticulous logs of his mileage since as he tries to achieve one million lifetime miles. He raced the first USPRO championships in 1985, and participated in legs of the defunct Tour de Trump. When he started slowing down, he changed his style to endurance races, concentrating on the Race Across America (RAAM) and solo 12 or 24 hour road races. He has completed RAAM eight times, winning twice. In 1996 he broke the transcontinental record for bicycles at a remarkable 8 Days, 7 Hours and 14 Minutes coast to coast, a bit longer than most people are comfortable driving the distance. It takes a special person to be able to do these types of events. In preparation for RAAM, Danny's "Chewness" paid off. He did neck exercises for months, because fatigue has made it literally impossible for some RAAM racers to even hold up their own head. He deprived himself of sleep, and trained his body to know how to function on 3 or 4 hours sandwiched between 20 hours of saddle time. Danny once rode 180 miles, from Pittsburgh to Cleveland, without any food or water just to say that he did.

Get stickers, shirts, hats and printed zines @ www.UrbanVeloStore.com



Please, share this printed copy with a friend. Reuse before you recycle.



BEBOP

195 grams/pair with stainless axles
20 degree free float
bi-directional release
needle and ball sealed bearings
minimal, urban friendly design

Just clip-in and go.

©2008 VP Components distributed by: www.seattlebikesupply.com

www.bebopedals.com

Tell them you saw it in Urban Velo!



Tour of Ireland. The retirees are comparable to Marilyn Monroe dying while beautiful. Picture her in your mind. Now imagine her as a wrinkled 80 year-old woman, and your Grandfather saying, "She was beautiful in her prime." Danny was fast in his prime, and to those who don't know him now, he is just the crazy guy who is constantly riding his bike around the neighborhood.

However, it is good that there are new generations of cyclists coming through Danny's world. Danny makes it his job to show new riders cycling, and life, as he sees them. Whether it be racing, or just riding, Danny has his perception of the way cycling should be, and he will take every bit of an 8 hour bike ride to share it with you. Each and every bike ride should be an adventure, and there should be no holding back.

"You have ridden a bicycle around Pittsburgh for how many years and you have never thought to go down that road?" he will proclaim as you come upon pavement in the middle of nowhere. "Shameful! You are now shamed into riding down a new road!"

And as soon as you turn onto the road, he will proclaim "NEW ROAD!" with gumption.

In his mind, Danny has a database of roads and places. It is more than an atlas, it is more than a GPS. He knows

everything that is within a 150-mile radius of Pittsburgh, and contains information that Garmin could not conjure up if they had to.

"There is a spring on the right hand side about a mile up where we can fill our bottles," or "On very, very detailed maps, this town is called Gastonville." It turns out that Gastonville is a church and a graveyard. He will memorize the roads that others have and haven't been on, and will guide rides as such, tallying up the mileage of "NEW ROADS!" along the way and giving a total of "NEW ROADS!" at the end of the ride

It is unbelievable to Danny that someone could ride the same roads twice before riding every single road once. As soon as every single road is ridden once, the rider then needs to expand his "radius" of roads.

"You have a 30 mile radius (60 mile round trip rides), that you have muddied like a dog on a leash! Your 30 mile leash is holding you back from beautiful new roads and new rides!"

He keeps a mental index of where people live, where people grew up, how many different ways he can cross the mountain ridge from his house in a single day, which roads he has ridden, with whom he has ridden them with and how many times. When the mental index fails, he has his

WHITE INDUSTRIES



*RIDE FIXED
IN THE
CITY*



**WHITE
TRACK
HUBS**



707.769.5600



www.whiteind.com

Tell them you saw it in Urban Velo!

journals. They list every road that he rides every single day and with whom. If it is the first time on a road, or with a new person, they get a special pen color in the journal. The second time, it is another color, and the third and thereafter, it is the final color. He has over 30 years worth of these journals outlining every single ride that he has ever done in that time.

Danny acts as if cycling is a locked door, to which he has the key. He takes pride in showing it off, pride in new people learning what he has known for years. The moment he sees joy or excitement on a cyclist's face as a reaction to a beautiful remote road or the feeling of accomplishment after a long ride, he reminds them that they could do it daily as he does. Danny loves taking people on their first century, or first double century, or first ride over the local mountain ridge. Since his days of competition have dwindled, much of his satisfaction now comes from sharing his knowledge and watching as others learn to enjoy it. He also has his road trips.

Danny's trips consist of packing what most people would take on a regular ride, and leaving for weeks on end. He plans out his stops to stay with old friends, or friends of friends, or total strangers he has somehow found. He spaces the stops 200 - 250 miles apart, and cycles between them daily. Eventually he will reach his destination and base himself at a friend's house for a week or so. During that week he will ride as much as possible, which for Danny is 700 - 1200 miles per week. After he has exhausted his welcome, he turns around and heads home. Somehow he manages a 3-week vacation on less than 100 dollars, and probably has more fun than most people spending thousands.

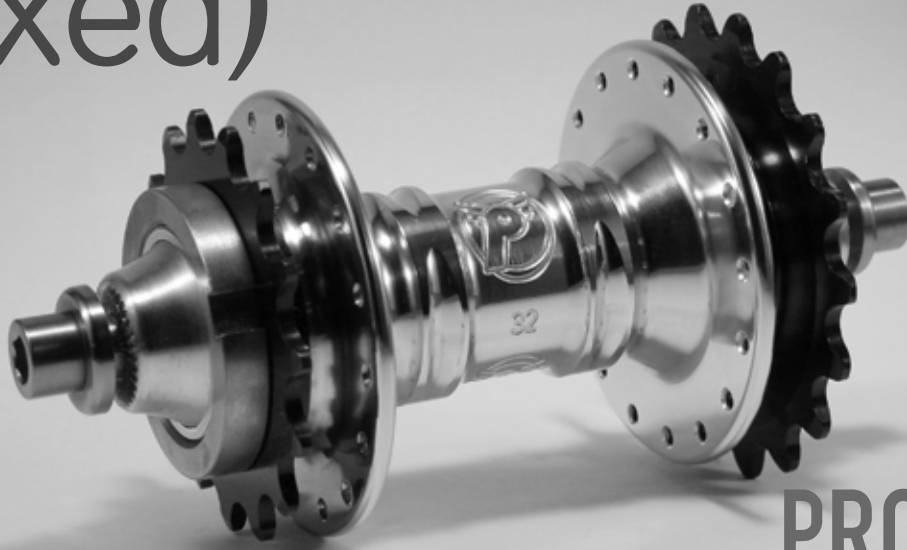


Not having a full-time job and just riding a bicycle would seem like an easy life to most, but it doesn't seem so easy being Danny Chew. The goal of his life, to ride 1,000,000 miles, constantly looms overhead. Daily, weekly, yearly mileage all adds up to the single, distant goal. Sometime in his 80's Danny should hit the 1,000,000 mark. That is, if he isn't forced to take time off due to injury, poverty or death. Danny has watched friends die while riding. During the 2004 "Calvin's 12 hour Challenge" a friend of Danny's was struck from behind as he was making a left hand turn. Danny was upset for his friend, for the race promoter, for everybody who was hoping to finish the 12 hour race, and for himself, as he had planned to win the event.

Danny has put off all traditional things in life in pursuit of this single goal. He jokes that he is married to his bicycle. Despite his advanced degrees in mathematics, he has no aspirations of pursuing a career. Cycling is life for Danny. His bicycle has brought him so much, and taken him so far, but could also be the cause of the biggest letdown of his entire life—not hitting the 1,000,000 mile mark. Even if he does make it, he will not get there first. There was a man from Britain in the 1950's, and a guy in New Jersey who is already at 1.3 million or so. Danny is not doing it to be the first, or the most, or the best. Danny is pursuing it as so many others pursue cycling, because it lets an individual pursue an individual goal. The million miles is Danny's goal. Others will be content riding for years to complete a century. For some, simply riding a few times a week and enjoying each ride will bring the same feeling of accomplishment. Even if he doesn't get to the goal, the time was not wasted, as he has influenced and taught so many people how to enjoy cycling in a new way, on a "NEW ROAD!"



(fixed)²



PROFILE
FIXED.COM

profile racing inc 4803 95th st n st petersburg fl 33708 727.391.7370


rideSFO
PRESENTS
**BICYCLE EXPO
& SWAP**
ALL BIKES WELCOME

NOVEMBER 29TH & 30TH 2008
COW PALACE • SAN FRANCISCO, CA
DOORS OPEN @ 10AM
BOOTH RATE START @ \$75
COW PALACE
2600 Geneva Avenue
Daly City, CA 94014

For more info, please visit www.rideSFO.com or call 1.800.962.7497

Tell them you saw it in Urban Velo!



facilitated growth

Innovative Bicycle Facilities Provide Better and Safer Routes for Bicyclists

Words & photos by David Hoffman



It has taken a while, but bicycling for transportation is ready to take hold here in the United States. With increasing numbers of riders taking to the streets, it has quickly become apparent to transportation engineers that current roadway designs and facilities could be significantly improved in terms of visibility, safety, and comfort. New and innovative designs are beginning to show up on the roads—and with a new generation of transportation engineers being trained to think about building and maintaining a truly multi-modal system, the future is looking much brighter for those of us who roll on two wheels instead of four.

The Rise and Fall of Bicycle Infrastructure

Ironically, it was the bicycle that helped to improve the roads in the first place. Prior to widespread adoption of the bicycle in the late Nineteenth Century, roads were mostly dirt, or within some of the larger cities, paved with cobblestones. Dirt quickly turned to mud, becoming a quagmire for the solid wheel, skinny tire bikes of the day. Cobblestone streets can be rough even today for people on modern bicycles. There is a reason that those old high wheeler or “penny-farthing” bicycles were called “bone shakers” prior to the invention of the pneumatic tire by John Dunlop in 1887!

In 1880, the League of American Wheelmen was formed in an effort to both fight for cyclist rights and to improve the roads. The League has been credited with helping to have roads paved in this country long before automobiles were the primary vehicles on our roads. Today, the League of American Wheelmen is known as the League of American Bicyclists (www.bikeleague.org), and is believed to be the oldest transportation organization in the world.

At the turn of the Twentieth Century building automotive-centric infrastructure began to accelerate after it became clear that facilities designed to accommodate and direct all the different types of traffic on the roads—automobiles, horse-drawn carriages, trolleys, bicyclists, and pedestrians—were needed. The first traffic island was installed in 1907, dividing lines on roads began appearing in 1911, the first traffic light was functional in 1914, and the “No Left Turn” sign created in 1916. Perhaps the pinnacle of designing for automotive infrastructure came in 1956 with the creation of the Eisenhower Interstate System, beginning with fabled Route 66 in Missouri. In most cases today’s transportation system is largely built for cars, with bicyclists and pedestrians a mere afterthought.



Like a Phoenix from the Ashes

There are several factors that have helped to restart the growth of bicycle infrastructure, beginning with the gas crisis and environmental movement of the 1970's. Some of the first bike lanes in the country (installed in Mill Valley, CA, no too far from where I write this article) and a few of the oldest grass-roots bicycle advocacy organizations can both be traced back to the 1970's. However, cheap fuel for the last twenty-five years and an economy that was largely healthy enough to support large, inefficient cars and the growth of suburban lifestyles has helped to keep the growth of transportation bicycling at a crawl until very recently.

Transportation engineers were schooled for years on how to move as many cars as possible. Delays in traffic are classified in terms of "Level of Service" or "LOS," and decisions on how roads were designed was often based on obtaining the best LOS—nearly always to the detriment of bicyclists and pedestrians. Now, there is a new LOS, the "Bicycle Level of Service" or "BLOS," which measures how safe, efficient, and comfortable roads are for bicyclists.

Traditional bike lanes are in great proliferation, but bike lanes only work on roads that are wide or slow enough to support them. The question of how to design or retrofit roads so that they are safe, efficient, and comfortable for bicyclists is now being asked, and creative road engineers are beginning to come up with some interesting solutions.

66 URBANVELO.ORG

Innovative Facilities

Sharrows – For most of the country, the first new facilities that you may see in the near future are called "shared lane markings," or "sharrows"—a contraction of shared and arrow, and designated by a bicycle under two inverted vees or chevrons. Sharrows are beginning to pop up in many major metropolitan areas, as they're just about to be adopted in to the Manual on Uniform Traffic Control Devices (MUTCD). A sharrow is intended to be used on a road where there is not enough road width to install a separate bike lane, and where the average traffic speed is slow enough that bicyclists and motorists can safely share the road. Sharrows achieve two things: 1) they help to move bicyclists out of the "door zone" into the traffic lane to help prevent "dooring" incidents, and 2) they serve as a form of traffic calming, slowing the average speed on the road by several miles per hour.

Colorized Pavement – In this case, a bicycle lane is painted or coated a solid color—green, blue, or red—to help delineate the area as a special place for bicyclists. Colorized bike lanes provide a high visibility area to drivers, and have been used extensively for many years in Europe.

One variation of a colorized bike lane is to use them in areas where there is a high risk of conflict between bicyclists and cars, such as an intersection. Seattle, WA has some of the colorized bike lanes through intersections. Another extreme variation, and the only one that I have seen up to this point, is a treatment of colorized pavement

A celebration of the world's finest bicycles



NAHBS

NORTH AMERICAN HANDMADE BICYCLE SHOW
2009 INDIANAPOLIS

INSPIRATION | CRAFTSMANSHIP | QUALITY

Indiana Convention Center Feb. 27 - Mar 1

...humans welcome too.

www.handmadebicycleshow.com

- 7000 Urban Miles
- 5 Different Cities
- 694 Smokey Treats
- 14 Wipeouts
- 70 Visits to Ma's house.

Ride Like a Lunatic.

Ray Wroblewski (a.k.a Lunatic Biker)
Read Ray's blog at <http://lunaticbiker.blogspot.com>



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

Commuter Backpacks, Messenger Bags,
Grocery Panniers and more.

www.banjobrothers.com



Photography by jeff@bikejerks.com

2000 Cubic Inch Messenger Bag with padded laptop sleeve. \$79.99 fully loaded - No. 01050

Tell them you saw it in Urban Velo!

in conjunction with sharrows. Salt Lake City, UT is the first city to try this innovative treatment.

Raised Bike Lanes – Portland, OR has been experimenting with using a slightly raised bike lane in conjunction with colorized pavement. This provides a high visibility area for the bicyclist and helps to keep motorists out of the lane, as there is a slight height variation of the pavement. This experimental treatment has not been without problems however, as there have been some incidents of cyclists being injured after failing to negotiate the initial entrance on to the facility. The jury is still out on this one...

Cycle Tracks – While Dutch-style cycle tracks are almost unheard of in this country, they have been extensively used in Europe. A cycle track is a unidirectional facility (like a bike lane) that separates cyclists from traffic via parking or a barrier. This is different than multi-use paths here in the US, as multi-use paths are two-way and accommodate pedestrians as well. A variation of the cycle track was just installed in Indianapolis, IN. And they are being hotly debated amongst traffic engineers here in the US due to differences in American and European road design and the problems with adapting them to US streets.

Bicycle Boulevards – Bicycle boulevards are streets that have been primarily redesigned to accommodate local traffic only. These streets typically have restricted turns for motorists (example: no left turn) and have portions of the street blocked off to cars. Bicycle and pedestrians are allowed through the blocked areas (typically wide enough for a bike lane). Motor vehicles usually have just one way to access the street. Bicycle boulevards can be havens for bicyclists and pedestrians as an alternate route that may parallel a larger, faster route, discouraging cut-through automobile traffic. The city of Berkeley, CA is famous for their bike boulevards, as is Portland, OR. Sacramento, CA has a small network of bike boulevards through their mid-town neighborhood. The practice is becoming more popular as a way to calm local street traffic and provide a pleasant ride through the community.

Bike Boxes – One way to prevent a “right hook” by a motorist turning right on to a cyclist at a stop light is to place the bicyclist ahead of the turning traffic. Known by the names “advanced stop line” or “bike box,” the idea is hold cars back by placing a stop bar at an intersection where motorists are turning right and placing bicyclists ahead of the car. Currently, this treatment is experimental in Portland, OR. Reports are that it has been very effective in reducing the number of collisions between cars and


bicyclists at intersections where the driver wants to turn right and the cyclist wants to continue straight ahead.

Woonerfs – This is a Dutch concept very similar to a bicycle boulevard. Woonerfs can be found in mixed residential and commercial areas. Cars, bikes, and pedestrians all move freely through the area. Designed to discourage all but the most local automotive traffic this concept is becoming the vogue among hip urban planners. Several years ago Boulder, CO converted a main thoroughfare to a Woonerf-like pedestrian street where cars and bikes were welcome, but there is almost no automotive traffic.

Bicycle Detectors – Have you ever noticed that at some stop lights the pavement has been cut in a square pattern and then filled in again? Loops of wire have been installed in the pavement to detect cars—essentially giant metal detectors. When a car is detected, it will trigger the stop light for perpendicular traffic. Loop detectors are especially popular along side roads next to a main road, where there is low local traffic volumes, but lots of through traffic. This way, traffic is stopped only when there are others waiting to get on to the roadway. Improvements in these detectors have resulted in ones specifically designed to pick up a bicycle or motorcycle. You can often tell if there is one of the newer loop detectors designed to pick up bicycles if there is a small bicycle marked on the pavement at the intersection, or diagonal cuts in the square of pavement that has been cut and filled.

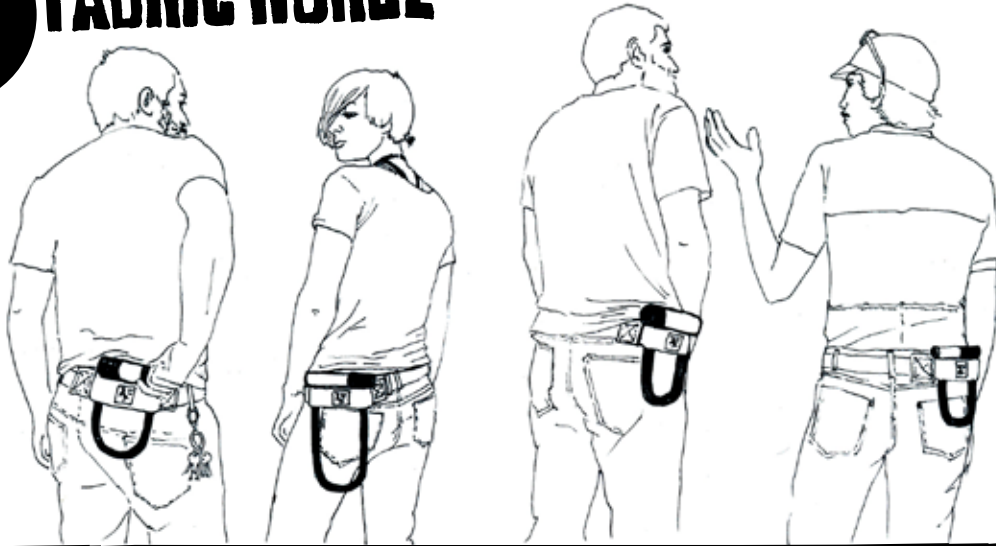
But what about all of you who ride a carbon-fiber bike? Some detectors aren't sensitive enough to pick up these bikes made with relatively little metal. New video detection units are becoming popular, and will trigger the light if a bicyclist or motorist enters the video field of vision. One advantage over the older loop detectors is that the video sensitivity can be controlled remotely by software, whereas the loop detectors must be manually tuned on site.

Complete Streets, Anyone?

We seem to keep coming back to this topic. As Urban Velo noted in Issue #1 and Issue #7, Complete Streets are streets that have been designed to be safe, efficient, and comfortable for all users. Complete Streets as a national movement (see www.completestreets.org) has seen explosive growth in popularity. As more and more cities and states adopt and enact Complete Streets policies (California just passed a state-level policy in September), there will be more opportunities for these new and creative facilities to become woven in to the fabric of our transportation system. 



FABRIC HORSE



LOCK HOLSTERS NOW MADE TO FIT ALL SIZES.

WWW.FABRICHORSE.COM



POETRY IN STEEL

DONWALKERCYCLES.COM

Tell them you saw it in Urban Velo!

10

TYPES OF PEDESTRIANS WE LOVE TO HATE

BY RICH 'RATTY' KATZ

Illustrations by Lyly Pham
yasune.deviantart.com



IF you ride the streets, there are more dangers than just potholes and cars. A single bone-head pedestrian stepping into the street without looking can ruin your day, taco your wheel and take you out big time. It's not because you did anything wrong, it's because they're idiots who never learned what every kid is taught by their parents, "Look Both Ways Before Crossing The Street."

1 **The Blind Pedestrian** I'm not referring to the vision impaired, but to those that don't look where they're going before stepping out into the street. You could be the only moving vehicle on the road, on a completely empty street, and they'll still step directly into your path without ever thinking that maybe, just maybe, there's a vehicle coming their way. Bowling ball hits pin, pin goes down.

New for 2008 – Phil Wood Stainless Steel Outboard Bottom Bracket Cups



These cups are engineered to be both rugged and functional with Phil Spec'd bearings for longevity and performance. With the traditional Phil Wood polished finish this cup set fits both 68mm & 73mm shells and available in British, French, Italian and other threadings. The aluminum inner sleeve engages into the stainless steel cups with o-rings to secure a tight fit.

Phil Wood & Co.

www.philwood.com

[®]***schlumpf***
innovations



www.schlumpf.ch



Better gears for smarter riders. Swiss made by Schlumpf

Tell them you saw it in Urban Velo!



2

The Assumer This is the type of pedestrian that assumes that just because the cars have come to a stop it's clear to cross the street, not considering that there might be a bike flying between the cars. Bam! Those are always major takeouts as they get hammered, ricocheting off of multiple cars, before they finally meet the pavement in an ugly way. Can you say pinball?

3

The Cellphone Moron

These modern high-tech idiots step into the street with their cell glued to their ear, staring downward, unable to multi-task. They're completely ignoring everything around them, only intent on chatting on their celly and oblivious that they just stepped into your path. The only pleasurable thing for a rider in this situation is watching not just them being splattered like so much roadkill, but their phone invariably exploding into multiple fragments upon impact. Tech death!

4

The Back Stepper

These are the pedestrians who react badly upon noticing at the last minute that they just stepped into your path. The problem is that you've noticed and planned avoidance by changing your path to veer behind them, but so much for the plans of mice and men as they get spooked seeing you, and with delayed reaction, back step right into your path that you intended to avoid them with. The Two-Step Slam Dance.

5

Ghetto Trash "Tough" Guys

These are the complete morons of every color and creed that in their ignorant pitiful lives, in their childish way of making themselves seem tough, purposely walk right into your path, or in the least as close as possible, that somehow makes them feel "tough" that they won't allow anyone to invade "their space." Of course, if they actually had any brains and paid attention in high school science class, they'd know the physics that if they got hit by a moving object of their same size, they would lose, in a big way. But then, we're not talking smart here, we're talking about the dumbest of the dumb. Time to take out the garbage!

TROPHY BIKES

Bicycles For Commuting, Touring, Racing & Fun



PHILADELPHIA

(Northern Liberties/University City)

Brompton • Surly • Bakfiets
Bike Friday • Swift • Gunnar
Jamis • Kona • Swobo • Jand
Arkel • Carradice • Ortlieb
Tubus • Brooks • Blackburn
Baileyworks • Smartwool

*Touring, Folding, Fixie &
Cargo Bike Specialists On Staff*

www.trophybikes.com

*Custom Bike Fits
& Wheelbuilds*

Bilenky Cycle Works

Urban Junkyard Cyclocross

December 21, 2008 @ 12 noon

5319 N. 2nd St.

Phila. PA 19120



www.bilenky.com

215-329-4744

Tell them you saw it in Urban Velo!

6

The Friday Night Drunk Frat Boy

While these morons aren't much different than the Ghetto Trash guys, the difference is that they purposely try to scare you off of your bike as you ride by, screaming or yelling very loudly as you pass, thrusting themselves close to you to try and make you lose your balance, thinking how "funny" that would be in their drunken brainlessness. Though they did pass their high school physics class as they somehow made it to college, they seem to define how bad our educational system is, as they too are clueless as to the effects of being hit by a moving object at speed. Alpha Kappa Roadkill!

7

The Worthless Parent

These are people who should never ever have had kids, as they are useless as guardians to their children. These are the kinds of people that will hold the child's hand to supposedly protect them, but will completely ignore the dangers of the road, dragging their kids into the streets without any concern for their safety, without looking where they're going, literally gambling with their child's lives. An adult pedestrian will usually survive a hit from a 150-200 lb. rider traveling at 15-20mph, albeit bruised, battered, and bleeding. But if a child gets hit, the results could be fatal. Use birth control damn it!

8

The Stupid Mother and the Baby Carriage

This is where seemingly intelligent people sometimes do incredibly dumb things. This is where a mother will push their baby stroller between parked cars right into the street without comprehending that the stroller will stick out into the flow of traffic. Though not very common, when it happens, all involved will never forget. This occurred to me once while I was riding my BMX bike, and if it wasn't for my quick reflexes and bunnyhop skills, I probably would've killed the kid upon impact. The stroller came out of nowhere, thrust into my path, where I had no where to go but up, jumping the stroller, and barely missing the kid's head. I was so shook up by the experience I flipped out, berating the mother so badly that it brought her to tears. Hopefully the woman learned her lesson, but I'll never forget that kids wide eyes looking up at me about to slam into him like a freight train. Childhood trauma!




9

The Crosswalk Lemmings

If there's one idiot, there are probably more following. This is all too common at intersections where one pedestrian decides to cross the street, even though it's not clear, and the other pedestrians standing at the corner behind them blindly follow, assuming that if the person in the front is crossing it must be safe. Wrong! So now you don't just have one target, you have a wall of lemmings to slam into. Roadkill herd!

10

The Magnetic Man

It sounds like some sort of Superhero, but heroic isn't exactly the correct description. These are the types of people that when both yourself and they are traveling towards each other, make seemingly absurd choices of avoidance. You clearly veer to one side to give them room, and instead of them veering to the opposite side, they for some odd reason veer towards your direction, as if they're a magnet and you're steel. One wonders at the psychology of making such a wrong decision when it's so obvious what the correct choice would've been. They only have two possible choices; one is life, the other death. It doesn't get easier than that. But alas, beware of The Magnetic Man. Opposites attract. 

chezedog leafblower

**NOW AT
iTUNES**

birdlung.com



Mention Urban Velo

HAMMER FORGED BALLS

Fitchburg Steel Ball Co.
FITCHBURG, MASS.

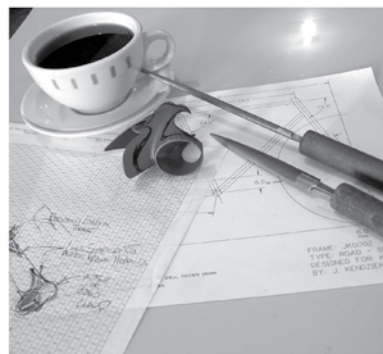


shirts / hats / re:knicks / etc.
HELL-YES-CLOTHING.COM



⤵ RAWLAND DRAKKAR ⤵
 ₤508 or 700c or 29er FIXED
 WWW.RAWLANDCYCLES.COM

Madisonframebuilders.com



4235 Argosy Ct, Unit A
 Madison, WI 53714
 Home to:



Jonny Cycles
 Jon Kendziera
 jonnycycles.com
 608-438-1587

Banjo Cycles Ahren Rogers
 banjocycles.com
 608-222-6500



ZR Cycles/Zack Rielley
 zrcycles.com
 847-212-8347

Tell them you saw it in Urban Velo!

Rear Blinky Light Theory


By Brad Quartuccio



Rear blinkie lights are typically not required by law for riding after dark, but are a damned good idea for even the shortest trips. Reflectors just don't cut it. Getting rear-ended is no fun, and a couple of dollars worth of strategically placed lights can greatly affect your overall visibility. Generally speaking, more is better both in terms of brightness and absolute number of lights. Multiple points of light are important for drivers to be able to accurately gauge distance in the same way that two eyes are important for depth perception. Sometimes a single blinkie can appear to be much farther away than reality until it is too late, and this is one instance of "too late" that none of us wish to experience.

Helmet – Placing a light up high on your helmet is great for visibility as it gives people in taller trucks and commercial vehicles something more on their level to notice you. There is a reason why all new cars and light trucks in the United States are required to have a third taillight placed higher than the conventional pair.

Messenger Bag or Backpack – Most urban cyclists have some sort of bag for their daily travels, and it's a handy place to attach a rear blinkie. The better ones even have a mounting strap specific to this purpose. Assuming the bag is used daily, the light is always with you no matter what bike you may find yourself on unexpectedly. With large loads, some messenger bags end up with the blinkie pointed at the sky, nearly invisible. Another reason why multiple light sources are necessary.

Bike – Having a seatpost-mounted blinkie is a key part of the equation and just makes good sense. If you frequently lock up outside, ditching the stock mounting for a simple zip-tie can help prevent thefts of opportunity and mischief. 

Unique Ready-To-Go Caps
 Custom Sizing & Design
 Technical Fabrics
 Handmade



www.snappycaps.com

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

**CYCLOCROSS
 MAGAZINE**

CXMAGAZINE.COM

THE OUTCAST

Tension. Bolt upright. A zine salutes the soldiers of mislaid fortune – favouring the brave yet reluctant heroes with their cravings to ride. Nerves jangle. Tentative cycling and dirty resolves. Double digits. Slips in nicely. One gear. Tender and pure. Rough and ready. Tendrils of love envelope the riding and then the tendencies... misspent for tunes, Miss Pent-up Emotion, Mister Men and misty-eyed romantics. Masters of debating. Arguing the toss. Tends not to matter when they're just riding. Each with their reasons. Each one valid. Singlespeeders. Ten a penny. For your thoughts. Feel them. Tender still? Tenderise. Meet in the muddle.

www.yeswearontheweb.com

s h o n k y o n e s p e e d b o l l o c k s



★ YOU CAN'T KILL THE METAL ★

donkelopebikes.com • donkelopebikes.blogspot.com

The Kona Ute:
 redefining "grocery getter".



Available now at...

Robinson
 Shadyside
 Cranberry
 Castle Shannon



www.Trekofpittsburgh.com

CORPScamp™



DEATH VALLEY

February 21–25, 2009

"Out there" since 1984 ☺☹☺☹

www.adventurecorps.com

How to use a Chain Tool

By Brad Quartuccio

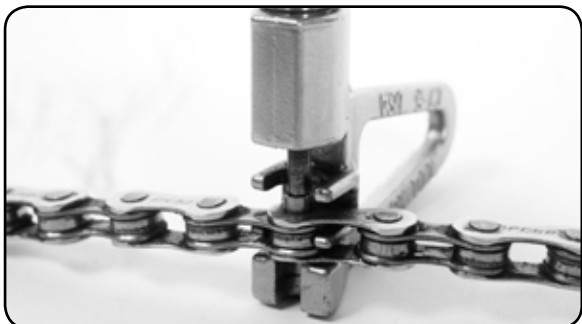
Chain links are held together by press-fit pins and require a specific tool to add or remove links. Combined with a set of metric allen keys and open-end wrenches from the hardware store, most basic repairs are within reach with a chain tool in hand. Here is how to use a chain tool in order shorten a chain and put it back together without a master link.



1 Place the chain in the chain tool, on the lower cradle if your particular tool has two as shown. Carefully line up the pin of the tool with the chain rivet and push the pin most of the way through the outside chain link. Do not push the rivet the full way out. I repeat, do not push the rivet the full way out.




2 The chain should remain in one piece, with the rivet pushed most of the way through the link. Lightly flex the chain towards the exposed rivet and slide the chain apart. You may need to go back and push the rivet out more in $1/4$ turn increments until you get a feel for your particular tool.



3 Place the ends of the shortened chain back together in the reverse motion of Step 2. Press the rivet back through the link using the lower cradle until it is even with both outside links. Check if the reattached link is stiff as compared to the rest of the chain.



4 If the link is stiff and your chain tool has two cradles, place the chain on the upper cradle and give the tool a $1/8$ to $1/4$ turn to loosen the offending link. If your chain tool has only one cradle, use your hands to slightly bend the stiff link in the wrong direction until it is comparable to the others.

Many modern bicycle chains come packaged with a masterlink for reassembly and subsequent easy chain removal, or in the case of Shimano chains require a specialized reattachment pin. Follow the instructions of your chain manufacturer, but either way you'll need a chain tool to shorten a new chain to length. 

MADE BY HAND.

MINNEHAWHA

161BIKE.COM

custom bicycle frames



PEDALED BY FEET.



momentum

Check out our
STYLE ISSUE &
subscribe online.

MOMENTUMPLANET.COM

MINNEHAWHA

CLASSIC CANVAS



BAG CO.™



BEAUTIFUL • FUNCTIONABLE • AFFORDABLE

BUY NOW
WWW.HIAWATHACYCLERY.COM



WWW.SHOCKSPITAL.COM

SPECIALIZING IN MOUNTAIN
BIKE SUSPENSION AND
HYDRAULIC BRAKE
SERVICE & REPAIRS

PAC DESIGNS

Extreme Messenger Bags
& Other Gear



BUILT FOR ABUSE
ENGINEERED FOR RIDING

The best-designed
and constructed bags
in the world

100% hand-made
in Canada since 1989

Ask about custom flap
designs & options

866 PAC BAGS www.pacdesigns.com

SPOKEPUNCHERS



we make bike hats
not champions

Tell them you saw it in Urban Velo!

Winter Footwear Solutions

By Brad Quartuccio

Cold and wet weather is one of the most fearsome combinations to bicycle through, especially when it comes down to keeping your feet warm and dry. As the temperature dips below freezing there is a very real risk of frostbite, especially if your toes get wet. Here are four tried and true methods of keeping the warmth in and the water out.



Plastic Bags – Combined with thick socks and your regular shoes, plastic bags work for plenty of people to keep the water out. Unfortunately they also keep the sweat in, potentially leaving you with cold, wet feet from the inside. They work well considering the price.



Winter Cycling Shoes – For the dedicated cold weather rider not looking to sacrifice performance, there is nothing better than purpose built winter cycling shoes that accept a clipless cleat. Many are waterproof to a given point allowing full submersion in puddles without springing a leak. The price of entry is high—\$200 or more.



Shoe Covers – Traditional road cyclewear consists of various levels of thickness and coverage of both lycra and neoprene covers that slip over your clipless cycling shoes. Some are meant more for keeping a cold wind out than water, others have more water resistance and zip up your ankle.



Boots – The most practical solution for many is a pair of winter boots and platform-style pedals. As long as you're not in a particular hurry and the extra weight doesn't bother you, this method will keep your feet cozy through even the worst weather. Once the temperature drops low enough, this may be the only option.

made in usa

★★★★★ **harlot** ★★★★★

a fresh approach to cycling
apparel for women & men
knickers, wool, stylish goodness



www.harlotwear.com

ride bikes, be fabulous

**POWDER
COAT
STUDIO**

better than new
2x as durable
>75 colors

powdercoatstudio.com



Two wheels.
One dark lord.

drunkcyclist.com



geekhouse
bike co. www.geekhousebikes.com

*We're not just friendly...
We're bicycle friendly!*

ENRICO'S TAZZA D'ORO
European Café & Espresso Bar

1125 N. Highland Ave. Pittsburgh, PA
www.tazzadoro.net

\$24

**WORLD'S BEST
TITANIUM
BOTTLE OPENER
& 15MM WRENCH**



 510.232.3223 PARAGONMACHINEWORKS.COM

**ALTERNATIVE NEEDS
TRANSPORTATION**



ANT Light Roadster \$2900 Complete www.antbikemike.com

Wheelgirl.com



Greg, Congratulations,
for winning the 2008
Wheelgirl T-Shirt Design
Contest. Enjoy the Phils.

And it makes me wonder.
-Page & Plant
Amer Apparel T for \$20,
zipped hoody, \$40.
Phone: 510.524.1400
www.wheelgirl.com

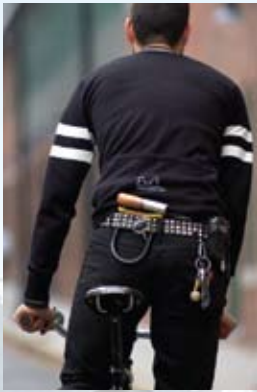
ALTERNATIVE TRANSPORT IS PATRIOTIC

SINGER



ENERGY INDEPENDENCE
...THE SPIRIT OF 2006

Wool—the Natural Choice for all Seasons. Get a Merino Wool Jersey from Earth, Wind & Rider.



Earth, Wind & Rider's (EW&R) philosophy is to utilize natural fibers to deliver performance and practical luxury cycle-wear for a better ride and a better planet. Wool keeps you warm in the winter

and cool in the summer. Try one of our merino wool jerseys today.

Machine-washable 100% Merino Wool keeps you cool when it's hot.



Visit www.ewnr.com or
Call 617-336-3267

288 Norfolk St., Cambridge, MA 02139

Tell them you saw it in Urban Velo!

It's all about *the ride*.

Masi Bicycles are proudly distributed internationally by: Azuma/ Kozaki Trading (Japan) Malvern Star/Pad Brands (Australia/New Zealand)
Recco Sport (East Tamaki, Auckland) NORCO (Canada) Xtreme Bike (Puerto Rico)



MASI
www.masibikes.com

Tell them you saw it in Urban Velo!