

URBAN VELO

Bicycle Culture on the South Side

May 2012

John

If We Don't Fix It
You Don't Own It



CAN BIKE SHOP DESERTS BLOOM ON CHICAGO'S SOUTH SIDE?

URBANVELO.ORG

DAHON®
freedom unfolds

Catch me if you can...



Max bets you can't. His new ride, the **Vector X27H**, allows him to "put the pedal to the metal". Exceptionally strong, speedy, and stylish, it is the perfect partner in crime. Visit www.dahonbikes.com to find your choice among the world's widest range of folding bicycles. It's not just a bike - it's a Dahon.



URBAN VELO

Issue #31

May 2012



Brad Quartuccio
Editor
brad@urbanvelo.org



Jeff Guerrero
Publisher
jeff@urbanvelo.org

Ad Sales: Sarah Elizabeth, sarahelizabeth@urbanvelo.org

On the cover: John Stallworth, owner of John's Hardware and Bicycle Shop on Chicago's South Side. Photo by Allison Williams, www.allison-williams.com

Co-conspirators: Michelle Spitz, Martha Williams, Krista Carlson, Mikey Walley, John Greenfield, Andy Singer and Melati Kaye

Urban Velo, PO Box 9040, Pittsburgh, PA 15224

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

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

Bike shops, check out urbanvelo.org/distribution

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

All contents © 2012 Urban Velo, no unauthorized reproduction (online or otherwise) without written consent.

2 FREE koozies

with your paid
subscription



INCLUDES INTERNATIONAL SUBSCRIPTIONS!

While supplies last, subscribe to Urban Velo and you'll receive two koozies in the mail. The koozies come in assorted colors... We choose the colors, but we'll be sure to send you two different ones.

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

URBANVELO.ORG



04-681

CHERRY BOMB

REAR ROOM



Contents

6 Editor's Statement

Brad Quartuccio

8 Publisher's Statement

Jeff Guerrero

10 I Love Riding in the City

Readers share their tales of city cycling.

22 Wolfpack Hustle Marathon Crash Race

Krista Carlson

If you had the chance to race 26.2 miles across Los Angeles, wouldn't you do it?

32 Can Bike Shop Deserts Bloom on Chicago's South Side?

John Greenfield

There are comparatively few bike shops in low-income neighborhoods like Chicago's South Side, but could rising gas prices help them flourish?

42 Gallery: NAHBS 2012

Brad Quartuccio

49 Product Reviews & News

A.N.Design Works, Keen, Chrome, Pearl Izumi and more.

60 Jogja Bikes Once More

Melati Kaye

Yogyakarta was once known as "bicycle central" in Indonesia, and if trends continue, it may once again reclaim its moniker.

66 Helmet Tech

Brad Quartuccio

The lowdown on helmets, from fit to style to safety.

72 Outro

Brad Quartuccio

Six clubs sent their best players to NYC to battle it out in a hockey style, bench format polo tournament.

Left: Shin-ichi Konno of Cherubim bikes looks over his latest masterwork at the 2012 North American Handmade Bicycle Show. See more photos from this year's convention on page 42. Photo by Brad Quartuccio

Editor's Statement

By Brad Quartuccio



In this issue we touch on two very different sides of the bicycle—from the priceless labors of love and art of the North American Handmade Bicycle Show to the bike shop deserts that can make bicycle use in low income communities harder than many readers can truly relate to.

From the instant I walked into my first NAHBS back in 2006 the show has captured my imagination and sparked lustful thoughts of gleaming parts and bikes sized just for me, just for today's ride. Given the staggering numbers of people filling the halls of this year's show in Sacramento CA, I'm not the only one that is still entranced by the ever advancing craftsmanship on display. Presented in the photo gallery this issue are some of my personal favorites from this past year—it was hard to narrow them down given the breadth of bicycles on display, but seen here are some of the finest bikes created in all of the world in the past year, benefitting from eight straight years of this gathering of the tribe to expand on just what is possible with tubes, a torch and two wheels.

It is easy for some of us to point to the bicycle as a solution to many societal problems, both for ourselves

and for others, but without a support system to spread the knowledge of how to keep them rolling it can be impossible for people to get turned on to the bicycle in the first place, let alone integrate them into their daily, adult lives. I take it for granted that for my entire life I've never lived more than a couple of miles from the grease stained hands of a wisened shop mechanic, but that is not the reality that countless others have grown up with. As reported in our cover story of bike shop deserts as we've chosen to call them, in many low income urban communities one can travel for miles in either direction without finding a place that can fix even the simplest mechanical problems. A simple flat tire can render a child's bicycle a useless piece of scrap steel, limiting their ability to explore and shrinking their world to the the immediate surrounding blocks. The shops that do serve these communities run the gamut from high end shops in low rent neighborhoods to community bike co-ops to the old-school family hardware store as featured on the cover. Learn more about the challenges faced by John Stallworth and other shops serving communities largely overlooked by the the rest of the industry on page 32.



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



THE REVERB HELMET

Chris McNally fell in love with bicycles and art at an early age, and the love affair has never stopped. As an illustrator, the need to get out for a ride has always been a part of Chris' creative process, even if the ride is just across town to his studio. Visit giro.com to see the **Reverb™**, and to ride along with Chris on the streets of San Francisco.

 **GIRO**

Publisher's Statement

By Jeff Guerrero



Once attended a lecture by Sir Ken Robinson. He posed the theory that children are born creative, and they gradually un-learn their creativity. His point was illustrated by a famous experiment conducted by George Land, where 1600 children were given paper clips and asked what they could be used for. Then they were re-tested at five and ten year intervals. The results showed that 98% of the children initially tested at a genius level for divergent thinking, then 30%, then only 12%. The same test given to 280,000 adults yielded a 2% genius rate.

What strikes me as interesting is that I hardly know anyone who didn't ride a bicycle as a child. Certainly I would be wrong to postulate that 98% of the US population learned to ride a bike as a child, but I'm sure the

percentage is significant. Yet figures from the League of American Bicyclists indicate that only one quarter of the population rides a bike even once during the course of the year. And the numbers get even more discouraging when you look at what percentage use bikes for transportation as opposed to recreation.

As children, we all saw bikes as fun. But they were also how we got to our friends' houses, to the playground, to the pizza parlor. The fun went hand in hand with transportation. So my rhetorical question is, "What's changed?"

Of course everyone reading this knows that bikes are still fun. But it's interesting that along with the loss of creativity, the brunt of society has un-learned how to have fun. Actually, it's not so much interesting, as it is sad.

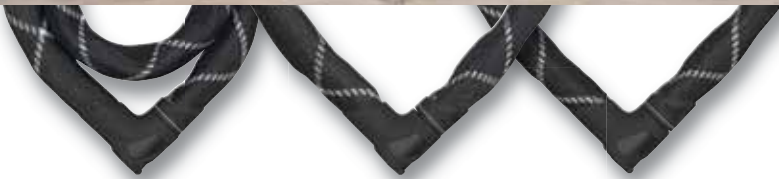


Urban Velo issue #31, May 2012. Dead tree print run: 5000 copies. Issue #30 online readership: 55,000+



Security Tech Germany

Stay a little longer . . .



The New ABUS Iven Series - available as chain, armored cable and cable lock.

The new IVEN series reflects our philosophy: Combining design, low weight, latest technology, and longer lasting materials into high security locks. All IVEN locks feature extremely durable Nylon sleeves that are UV-light resistant, hydrophobic, and melted to the lock body to keep your bike scratch free. IVEN also features our newly developed high level key cylinders to provide better picking protection and our top notch corrosion resistance to ensure flawless key action. Our proprietary steel grades guarantee lighter weight and higher theft protection, while the spring loaded locking mechanism improves the handling when locking up your bike. So, feel good and stay a little longer . . .



The good feeling of security

www.abus.com

Distributed by



in the United States and



in Canada

i ♥ riding in the city



NAME: Kendra Lee

LOCATION: San Francisco, CA

OCCUPATION: Advertising Account Executive

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

I work in San Francisco but live on the Peninsula, so commuting by bike is essential. Not to mention the fact I have to get around to meetings all day long! San Francisco is a great city to ride in—colorful people, brilliant scenery, and microclimates to keep you interested throughout your whole ride. Just be ready to be greeted by a massive hill or cable car at any turn!

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

Definitely Amsterdam. It's so bike friendly and the bike culture there is on another level. You would see not only one person commuting by bike but another standing behind them and going along for the ride (and probably for a laugh as well)! Going up and over the canals, cobbled streets and alleys, it's just a blast.

Why do you love riding in the city?

I love the freedom. I can get to where I want, when I want, any time I want! I don't have to rely on dodgy public transport, I don't worry about traffic down the Embarcadero, I don't worry whether or not I'll make it to somewhere on time. Plus it's always nice to have a conversation with a fellow cyclist when stopped at a red light—albeit short!

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

There once was a girl from San Fran... who had the most cunning plan... she'd hop on her Brompton and go for a long 'un and wave past the cars with her hand!

///KARVS



LET THEM EAT CAKE...

You shouldn't have to choose between your wants and needs... the all new Kenda Karvs allow you to 'have your cake and eat it too'.

50
YEARS
KENDA
SINCE 1962 **TIRÉS**

i ♥ riding in the city



NAME: Stephen Sammons

LOCATION: Bristol, VA

OCCUPATION: “The Disabled Cyclist”

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

My family and I moved to Bristol last summer after a house fire claimed our out-in-the-country home. Being disabled, I don’t have a work commute now-a-days, but I’m discovering how sweet it is to leave the car parked and make grocery and bill paying runs by bike with a trailer.

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

I suppose Bristol, my current home, would be my favorite. I’ve ridden in a few cities back in my long haul trucking days but I’ve really been able to explore the city here by bike and I feel reasonably safe to do so. Plus, this is the only city I’ve had the awesome experience of having the kiddos ride with me.

Why do you love riding in the city?

Besides feeling the awesomeness of not driving everywhere, I’m teaching my kids both the sheer joy and satisfaction of getting there under our own power. I’m also teaching them a more responsible way to commute, a more sustainable way, a more healthy way.

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

While I will always crave tight, technical singletrack, I find that my mountain bikes collect dust rather than trail scars as I put miles on my road bike more. I even now have a couple folding bikes that are awesome for multimodal exploration of farther out, like neighboring cities

BIG SHOT[®]

CUSTOM FIXED GEAR BIKES



Build Your Bike Online
BIGSHOTBIKES.COM

★ DEALERS WANTED ★

i ♥ riding in the city



NAME: Shay McAllister

LOCATION: Chicago, IL

OCCUPATION: Administrator

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

Chicago has a fantastic cycling community. I had lived here a couple of years and was still struggling to make friends when I signed up for the city's online cycling community (www.thechainlink.org). I started going on group rides and before I knew it, I was making friends all over the place. I've seen it happen to others as well—it's just a great, friendly, inclusive community. We also have a mayor who makes cycling a priority, although there's still room for improvement.

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

I once biked from Den Haag to Delft in the Netherlands. Biking there is like being in another world: separate lanes, traffic signals devoted to cyclists, smooth bike paths. It was amazing. It was especially nice for an urban cyclist like me, who's used to cars whizzing by pretty closely. It really gave you a sense of freedom to not have to dodge cars and potholes. It was nice to just concentrate on the journey and the scenery.

Why do you love riding in the city?

You're right in the middle of the action as an urban cyclist. There's no sense of being removed like you get when you drive or ride the bus or train. Everything is happening right there, in front of you! It gives you a real sense of being part of Chicago. I especially like that I use more senses—nothing beats riding past an Indian restaurant and smelling the spices, or riding past Humboldt Park and hearing musicians hanging out and playing salsa music. It's awesome.

Engineered & Manufactured using simply the best raw materials.



RDMZ

9 Speed / 2:1 Ratio
Carbon Outer Pulley Cage/
7075 Aluminum Pulleys with Sealed
Cartridge Bearings Long Cage 245g /
Mid-Cage 235g
Retail \$125



CSMZ



CNM9Z



FCMZ



Visit: store.sunraceusa.com &
use the promo-code: "DRIVEN12" to
receive a 20% off your total order.

DRIVEN

by sunrace®

i ♥ riding in the city



NAME: Elias Krahel
LOCATION: Pittsburgh, PA
OCCUPATION: Kid

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

I live in Pittsburgh and I like riding here because my mom rides a lot so we spend time together going to interesting places. I like waving at people and going to polo with my mom sometimes.

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

Virginia Beach because we rode on the boardwalk.

Why do you love riding in the city?

I love to ride because I can go fast and ride with no hands now. And I like when people honk at me and wave.



WE WANT YOU TO CONTRIBUTE

Do you love riding in the city?

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

We want you to represent your hometown!

NAME:

LOCATION:

OCCUPATION:

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

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

Why do you love riding in the city?

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

Email your responses to jeff@urbanvelo.org

nutcase[®]

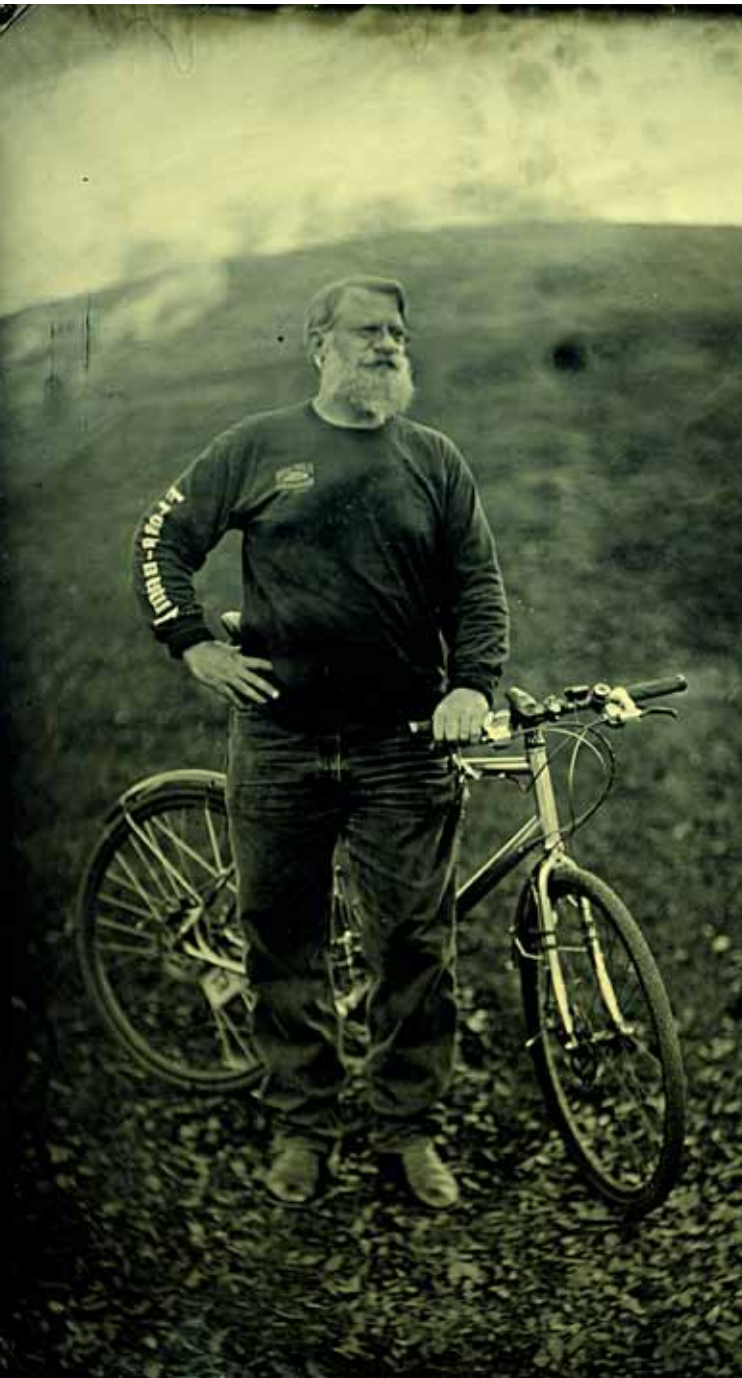
STREET SPORT HELMETS



Isabella Rojas Bauso
Competitive Rock Climber
Portland, Oregon USA
Bike: **Schwinn Collegiate** – *vintage 1973*
Bike Name: **Mello Yello**
Nutcase Helmet & Bell: **Dazed & Amused**
"It was love at first sight for my vintage Schwinn and my Nutcase"



i ♥ riding in the city



NAME: Mark E. Martin

LOCATION: Baton Rouge, Louisiana

OCCUPATION: Archivist / Activist

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

I live in the Red Stick—Baton Rouge—in Louisiana. We're about 120 miles upriver of New Orleans and no one knows we're here. Most of the time riding here is like being on a post-apocalyptic film set of perfectly manicured lawns, relatively well-kept homes, the occasional SUV in the drive way or the portecochère but no humans anywhere. The rest of the time it's a mad house of congestion, road rage, and racing. Good chaotic fun!

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

I've only ridden in a few US cities other than Baton Rouge and I've never had the pleasure of riding in a foreign city. While it sounds parochial, I like Baton Rouge. Riding the levee along the Mississippi River is almost always interesting. Riding the neighborhoods at night when the magnolias are in bloom—or the jasmine or the gardenias or banana shrubs—is a mysterious olfactory treat because you never know when you'll run through a pool of delightful scent. We have awesome trees too!

Why do you love riding in the city?

It's a great way to get from place to place even if that second place is no place in particular. How do I feel today? Take a right and enjoy the peaceful empty streets of a neighborhood. Do I feel lucky? Take a left and get sucked into the flow of high-volume high-speed streets. Want a little of this and a little of that? No problem.

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

Riding takes me well beyond where I'm going and, yes, getting there is half the fun.

Check out www.brsafeststreets.org

style + performance



The urban all-rounder in our range of race winning flats. VP-001, 360 grams a pair and built for performance with precision bearings, flawlessly machined axles and seals that keep dirt out and everything turning sweetly. The replaceable low height screw pins are placed for generous traction on the 112 x 97 mm platform.



DESIGNED BY RIDERS
vp-usa.com

i ♥ riding in the city



NAME: Izzat Rahman

LOCATION: Philadelphia, PA

OCCUPATION: Owner at Kayuh Bicycles

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

I currently reside in the City of Brotherly Love and Sisterly Affection, aka Philadelphia. I was never really into biking except when I was younger, this interest spiked when I transferred to Temple University from Kuala Lumpur, Malaysia. The culture and atmosphere in Philly is simply exhilarating. I started appreciating bikes after I started commuting to and from school. Seeing things or stumbling upon hidden gems all around the city, it feels like an adventure every time I *kayuh*, or pedal.

Philadelphia has a diverse mix of people and I personally think that it is filled with so much potential, especially for less developed places. More bike lanes, bike signs and activities targeted to the community, primarily the youth,

should be introduced, and I'm interested in being a part of that.

Why do you love riding in the city?

It keeps me sane, alert and excited to venture out to places that are not accessible by cars/buses/trains etc.

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

I'm doing my bit by creating a more accessible and exciting way to appreciate bicycling. I've pursued a business by the name of Kayuh Bicycles. It's a platform the community, especially college students, can resonate with.

INTRODUCING THE

WHALEMOUTH DUFFEL

55 MAIN STREET, #213



NEWMARKET, NH 03857



BUILT FOR THE LONG ROAD AHEAD.

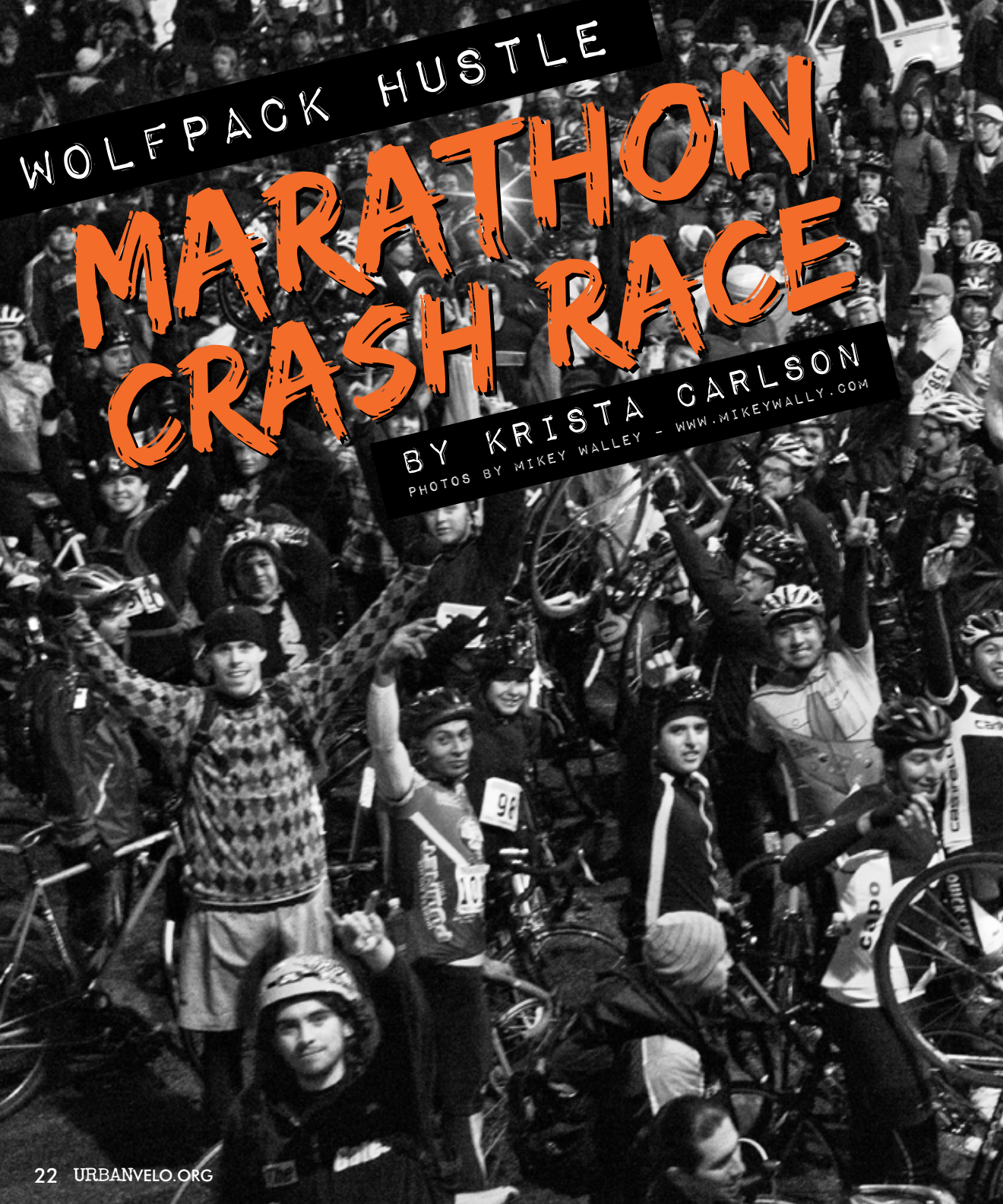


With a zipper one and a half times as long as the bag, you'll have access to every square inch. When the seatbelt web strap is buckled and tightened it also acts as a second layer of closure. The heavy duty Rock Lobster buckle eliminates swivels and keeps your valuables close while you ride.



HANDMADE IN AMERICA

WWW.BAILEYWORKS.COM • (603) 292-6485



WOLFPACK HUSTLE

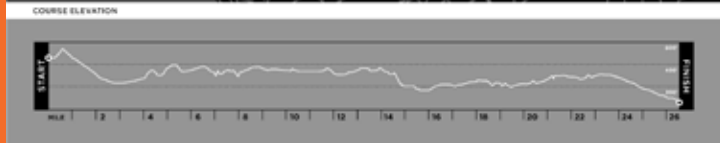
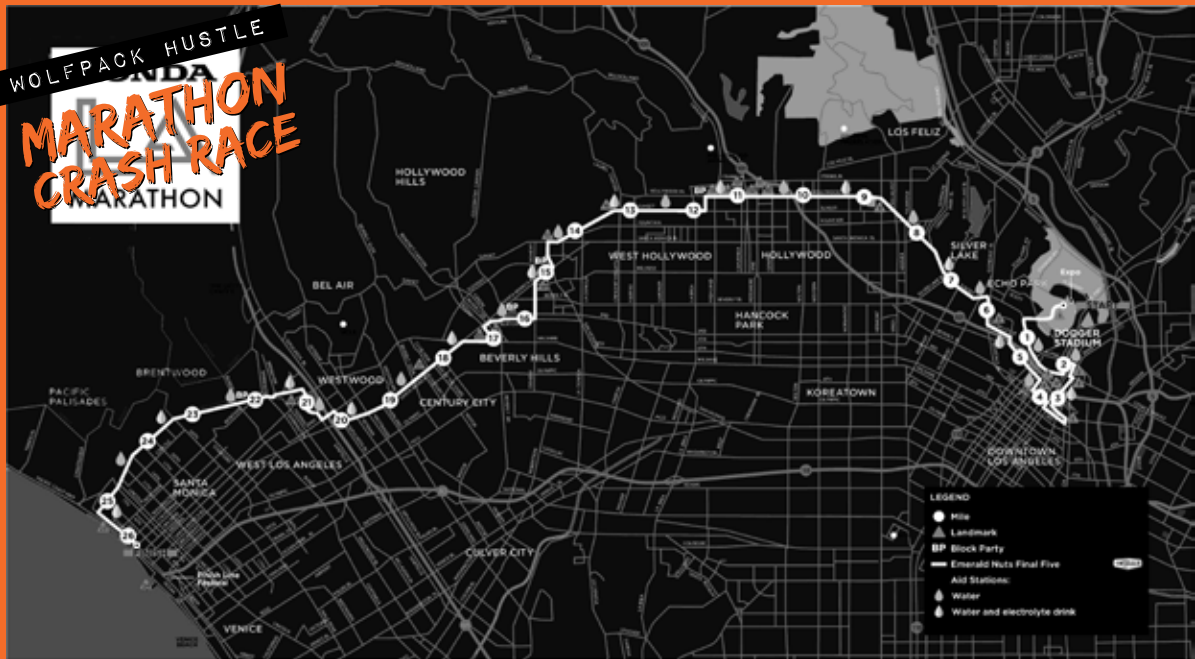
MARATHON CRASH RACE

BY KRISTA CARLSON
PHOTOS BY MIKEY WALLEY - WWW.MIKEYWALLY.COM



At 2:22 am on March 18 the streets of L.A. glis-
tened slick and wet as I arrived at the start of
the Wolfpack Hustle Marathon Crash Race.
It was a 45-degree morning, but it was hard to be
cold as my eyes grew wider to take in the sight of the
hundreds of bikes and bodies filling the intersection
of Vermont and Sunset outside Tang's Donut.

WOLFPACK HUSTLE
**MARATHON
 CRASH RACE**
 MARATHON



LANDMARKS

▲ Dodger Stadium	▲ Bonifant Park	▲ Wilbury & Go Go
▲ Chouinard Broken Gate	▲ Fontaine Theater	▲ The Troubadour
▲ Olive Street	▲ Capitol Records Tower	▲ Beverly Hills City Hall
▲ Los Angeles City Hall	▲ Hollywood & Vine	▲ Route 66
▲ Little Tokyo	▲ Hollywood Walk of Fame	▲ Historic Route 66
▲ Cathedral of our Lady of Angels	▲ Musso & Frank Grill	▲ Veterans' Administration
▲ Dorothy Chandler Music Center	▲ Grauman's Chinese Theater	▲ Palisades Park
▲ Echo Park Lake	▲ Chateau Marmont	▲ Santa Monica Pier

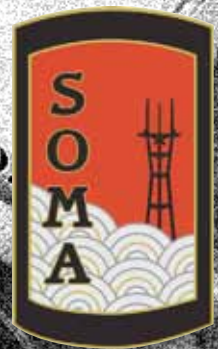


Racers clad in spandex scarf down bananas and fight off pre-race jitters, filling the bench seats inside Tang's and Garage Pizza next door, filling the strip mall parking lot, spilling out onto the sidewalk and the street; many more were still shaking off their warm covers to trade them for jerseys and cleats and gloves.

All across Los Angeles the streets were just beginning to calm, with the last of the St. Patty's day bar crowd reaching their homes and joining the rest of the city in slumber—but at this junction pulsed a hot, bright energy, a growing organism of speed-thirsty cyclists, anxious and eager to ride across Los Angeles with unchecked fury. Heartbeats and blinkie lights set the tempo for the chatter of conversation filling the air, an emotional soup of excitement and anticipation and trepidation for the road and weather conditions, and concern for the skill and safety and awareness level that the hundreds of racers around them might take.

"PORTEUR"

THAT'S 'FRENCH' FOR TEARING IT UP WHILE CARRYING STUFF.
LOST YOUR IPOD? DON'T FUSS, GUS. GET YOUR DAD'S RADIO FROM HOME.



*Soma Porteur Rack
Available in
chrome, black or
stainless steel.
Shown with
optional fence
at left.*



*If you need to carry more get yourself
the Tradesman.*

www.somafab.com



2011 WOMEN'S 1ST FIXED & OVERALL
LYNN

Strong winds and heavy rain brought on a storm advisory in the 24 hours leading up to the race's 4 am start time, setting the stage for a dangerous race and influencing some riders to stay home rather than risk the perilous conditions. Still the weather did not manage to deter the nearly two thousand riders that woke up at two—or stayed up all night—from jumping at the chance to race across the city from East Hollywood to Santa Monica on empty streets, closed to cars in the hours before the 27th L.A. Marathon.

Since inception three years ago when the bike portion of the marathon was cancelled, the crash race has been drawing professional and amateur road racers to L.A. to compete in the underground event. This year riders poured in from New York, St. Louis, Las Vegas, Portland, Seattle, Tempe, and all over California. Micah Goulet, one of the members of the first satellite chapter of Wolfpack Hustle, in St. Louis called the race "every cyclist's wet dream."

Ten days before the race, registration approached 800. A week later the number doubled. And when race day came, more than 2,000 names filled the registration list. With John the Roadie, the top finisher for the first two years, stepping out of the running; and 2011's first place fixed woman, Lynn Kennedy, put on the sidelines with a broken elbow, there was room for new blood to take top honors.

The crowd grew dense as the start time approached. Just before three a pair of LAPD black and whites drove down the street, lights flashing. Both outfitted with bike racks, the squad cars raised fears that the race might be getting shut down, that it may have gotten too big in its third year.

URBAN SQUID KEVIN BOLGER SOUPHORSE BILLY SINKFORD IAN DOWDEN CHRIS LAYDA
TEAM SUNNY D COOLASS MIKE BOWERS ERIC "UNCLE" HALL JIM HUBER MEGAN WOLF

CHECK OUT
BERN BIKE



The Milwaukee River Parkway Trails

the original

BRENTWOOD

The Original AllSeason™
bike helmet.

bern

go all season! SKATE BIKE SNOW H2O

bernunlimited.com



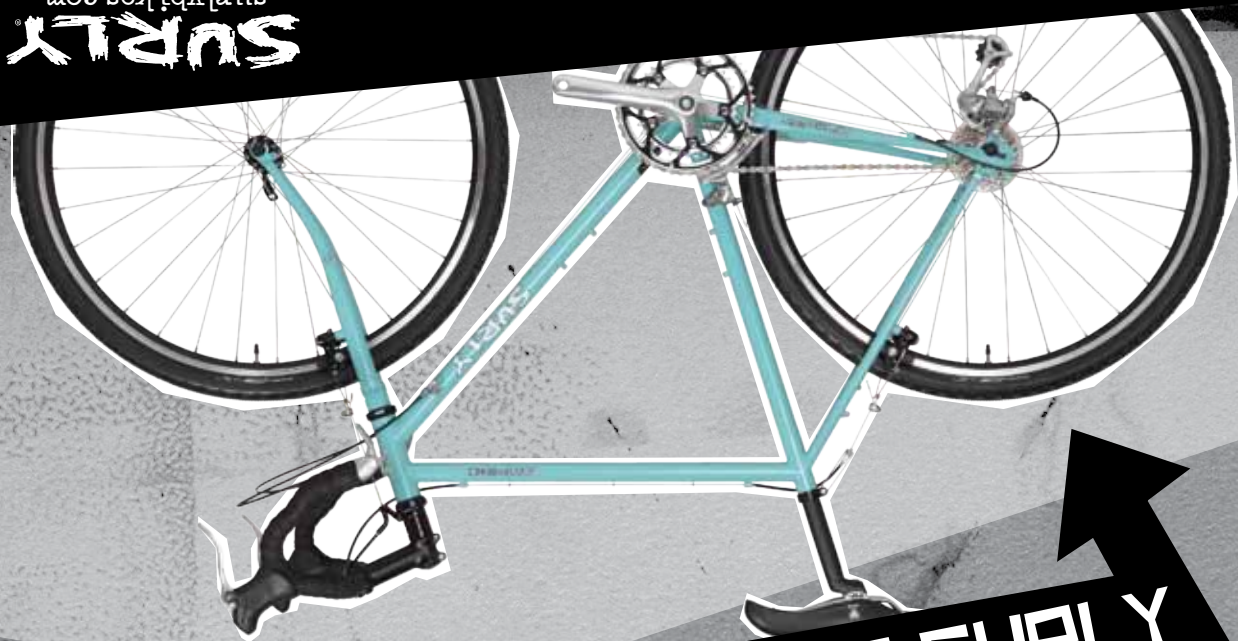
“Make room for more cyclists,” announces Officer Gordon Helper over his car’s loud-speaker. Rather than shut down the race, Officer Helper and the officers that accompanied him would be pacing the race to ensure safety along the route and liaise between the marathon organizers, and other city agencies involved in the street closures.

With a 4 am start there would have been plenty of time for every rider to cross the finish at Ocean and Montana before the runners would even be on the course. But as the crowd grew, so did the anticipation, and at roughly a quarter to four something at the southern end of the mass triggered a false start, and the crowd took off south down Vermont. What typically happens is the group heads out in a rolling start, up to Elysian and Sunset, where the marathon course starts. Crash Race organizer Roadblock, whose physical stature defines his name, took up post in the center of the road and made every-one stop, effectively restarting the race.

The mass of bikes lit up the dark night like a roving beacon as the group stretched out across the route that would leave them at the ocean’s edge. During the race there were several crashes, including one before the restart.

“A guy slid out in a corner right next to me and just about wiped me out!” Kapri Gonzales told me. After avoiding several more crashes

SURLY
surlybikes.com



Cross-Check Stock Build

BUILD YOUR OWN... BE SURLY

Cross-Check Custom Build



SURLY
surlybikes.com

RESULTS



KAPRI



JO



EDGAR



ROBBIE

Women's Fixed Gear

- 1st **Kapri Gonzales** (Arizona)
- 2nd **Kelli Samuelson** (LA) (CBNC)
- 3rd **Becca Cohen**

Women's Geared

- 1st **Jo Celso** (1st Women's Overall) (San Diego)
- 2nd **Sam Bell**
- 3rd **Lindsay Nelson**

Men's Fixed Gear

- 1st **Edgar "Willo" Juarez** (Long Beach)
- 2nd **Scott Piercefield**
- 3rd **James Zaldua**

Men's Geared

- 1st **Robbie Miranda** (1st overall) (Chula Vista) (RAD)
- 2nd **Evan Stade**
- 3rd **Tim Mcgee** (Predator)

Dead Fuckin' Last

Tina Pham

throughout the race, the 20 year-old Cat 2 racer from Tempe would end up finishing first in the women's fixed category. That first crash took out the back half of front pack and held up many others, foretelling a sketchy race ahead.

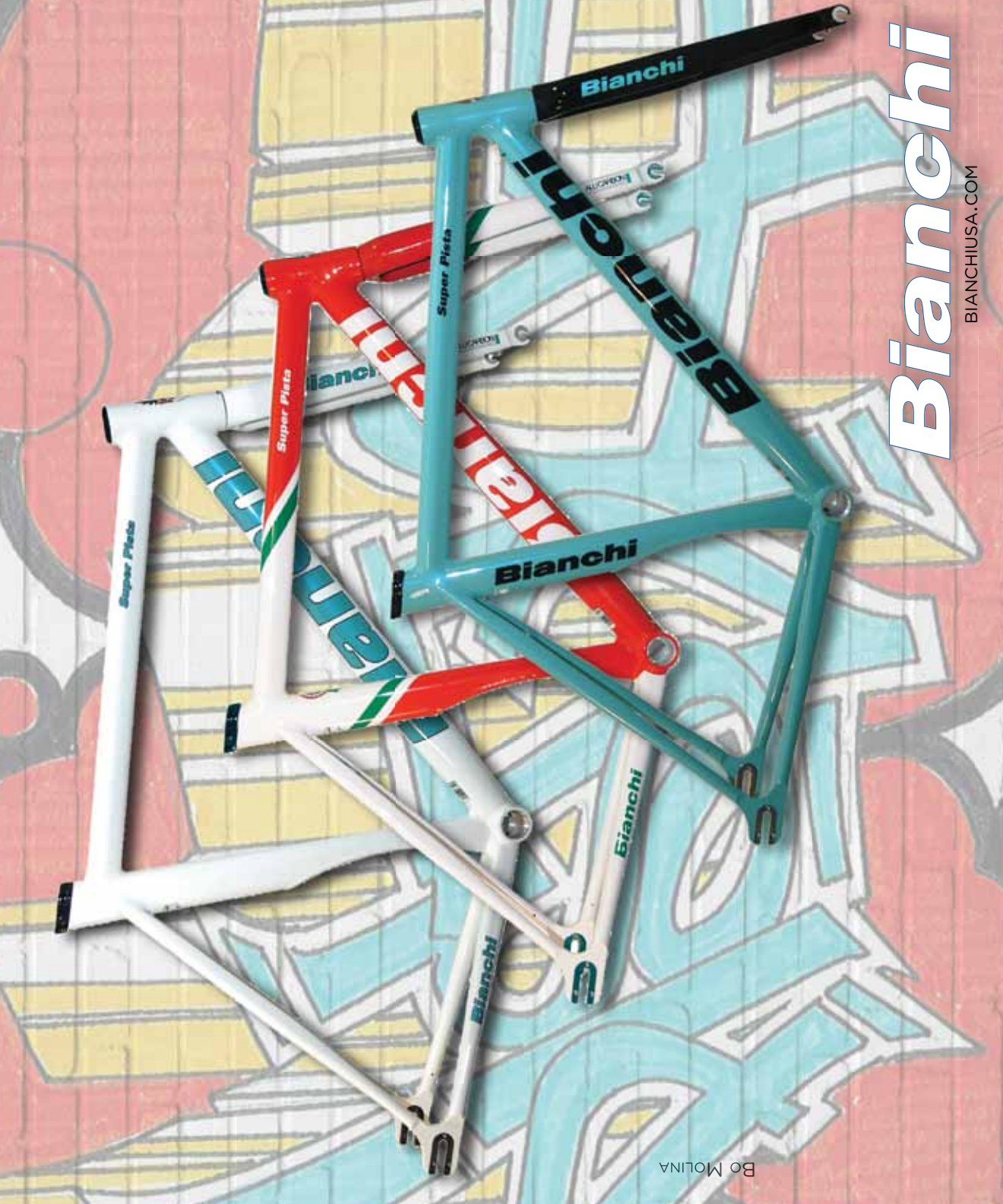
As a result of the early crashes, the race overall was steadily paced, with no real large gaps between groups, and riders reserving their heavy pedaling for the last stretch.

At 5:14 am with not a drop of water in the air nor the promise of sunlight, X-Games gold medalist Robbie Miranda headed the front pack coming down Ocean Street, virtually flying across the finish line at Montana Avenue as the fastest crash racer of 2012, and earning his first set of coveted winning dog tags. Two minutes behind Miranda came Jo Celso, who would be taking first place women's overall and geared dog tags with her back to San Diego. The win was an emotional one, and a huge confidence boost for 23-year-old Celso, who was diagnosed with Hodgkin's lymphoma in 2011 and had just come out of chemotherapy in January.

Riders continued to stream in, high on adrenaline, soaked in sweat and hobbled by cramping calf muscles. With such a tight pack of riders rushing across the finish line, it took some time to confirm the top finishers. Eventually every category was determined, save for first place women's fixed, which required video revision and was announced several days following the race. Gonzales' dog tags have been sent to her in Arizona.

As the sun rose that Sunday morning, the countdown to next year's crash race began.





Bianchi

BIANCHIUSA.COM

BO MOLINA

Can bike shop deserts bloom on

CHICAGO'S SOUTH SIDE?

By John Greenfield

Photos by Allison Williams - www.allison-williams.com

Pedaling down Halsted Street into Chicago's Englewood neighborhood, I smell the unmistakable aroma of Harold's Chicken as I pass an outpost of the South Side chain whose logo features a chef chasing a rooster with a hatchet. After an SUV speeds by me blasting hip-hop, I pull up to John's Hardware and Bicycle Shop and admire the old-fashioned painted sign, featuring John Stallworth's smiling, bearded face and his no-nonsense slogan, "If we don't have it you don't need it."





In business for 43 years, John's is the city's oldest black-owned hardware store, and it's an oasis in a bike shop desert. If you study the Chicago Bike Map, there are almost 50 bike stores marked with a wheel icon on the denser, generally wealthier North Side of the city, usually spaced within a mile, or even just a couple of blocks, from each other. While the South Side has roughly twice the area, it has only about a dozen shops. John's is about three miles from the nearest bike store, and in some underserved neighborhoods there is no bike store for almost five miles in any direction.

As I enter the hardware shop R. Kelly's percolating R&B hit "I Just Want to Share My Love" is playing on the sound system. A few older men sit at the front of the store eating Harold's and conversing, barbershop-style. A hundred or so bike wheels hang from the ceiling above racks of plumbers pipe, buckets of paint, electrical supplies, toilets and galvanized washtubs. On one side of the shop two dozen used road, mountain and kids' BMX bikes are for sale. At the back, cranks, chainrings, cassettes, brake pads and pedals hang from pegboard. Whenever someone comes in the front door a loud schoolbell-type alarm rings to alert the employees.

John's son, Johnny, 41, is manning the front counter, wearing work pants, a striped light blue shirt and eye protectors. He's been working here since he was a kid helping patch inner tubes. "My dad always said, 'If you're old enough to walk you're old enough to work,'" he tells me. I ask Johnny why he thinks there aren't more bike shops on the South Side. "Walmart did major damage to the bicycle community here," he says. "They're able to sell so cheap that people choose to buy a \$99 bike instead of investing \$99 in a \$500 bike that they have."

Folks are getting keys made and buying rolls of duct tape. A mom brings her young daughter in to buy a new white tire for her purple BMX, followed by a pre-teen boy with a fauxhawk who rolls in his ride with purple anodized pegs on the front and rear wheels and pictures of skulls on the saddle. The bike has loose handlebars but he doesn't have enough to pay to get them tightened, so he asks one of the old-timers for fifty cents. "Here you go," says a man, with a long, white beard and a camouflage cap. "Enjoy yourself."

When John, 67, arrives, I see his beard is a bit grayer than in the portrait on his shop sign and in the photo on the bottles of his house brand carpet shampoo, paint strip-



SKULLY®



Solar

K2

S-L126S



Battery
version:

K2

S-L126B



by S-Sun

www.skully.com.tw

FLY FOR FUN

Some part of people are good at picking up the inspiration from the surrounding of the life. To have your own style is full of fun, excitement and the sense of humor. Thinking skull light was using for illumination of the bike. Afterward, we found as long as the place which can tie up, it can be the application scope. Remember to use your imagination and think about how the light can be use in your life.



per and floor wax. But he's still a youthful man with big, calloused hands and a gentle voice who does most of the bike repairs himself. In addition to the sixty hours a week he puts in at the shop and his contracting business, he's also a deacon at the Rock of Ages Baptist Church in the south suburbs.

Sitting on a spool of wire, John tells me the history of the shop. After working here as a teen, he bought the hardware business in 1969 and started selling bikes a year later. "Kids kept coming in asking for bike repairs," he explains. "My brother had a bicycle shop in Englewood, California and he suggested I get into the business." Ever since a Home Depot opened nearby a few years ago it's been tougher to sell hardware, but John says bikes help him keep the shop open because no one else around here fixes them.

Asked why there aren't more bike shops on the South Side John says, "Most bike shops don't like to work on low-end bikes. Here that's all we get. With a department store bike you fix it and a couple days later the customer brings it back with another issue." But he adds that more people are riding bikes on the South Side then ever before because of rising gas prices. "Last year we couldn't keep up," he says. "Sometimes I had to stay hours after closing time."

Bicycling offers a slew of benefits for people who live in low-income communities: cheap recreation and transportation to jobs and schools, improved physical and mental health, and a positive activity for youth. But when these neighborhoods lack places to buy a dependable bike or get a flat fixed, it's a major deterrent.

For more clues on what's keeping entrepreneurs from opening shops on the South Side, I contacted Ron Kozy, owner of a local chain of bike stores, all in the more affluent half of the city. His father opened the first Kozy's Cyclery in 1944 in the blue-collar, South Side McKinley park neighborhood. Ron grew up two blocks away and took over the business around 1960, but decided to close the original store in the nineties. "By the time we closed the store most people on the South Side were buying their bikes from K-Mart," he explains. "We were still making money but not as much as my stores on the North Side. It was slowing us down. There's no question in my mind that it was a good business decision, but it was hard for me because it was my dad's store."

EIGHTHINCH

Scrambler

Photo by JustinSmithPhotography.com



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



Murals at Blue City Cycles

Quality bikes can be a hard-sell in low-income neighborhoods, agrees Alex Wilson, executive director of West Town Bikes / Ciclo Urbano, a bicycle education center and retail shop in Chicago's Humboldt Park, a largely low-income neighborhood on the North Side. It's one of five nonprofit community bike shops and bike ed centers spread across the city, helping to get inner-city youth interested in bicycling. West Town serves about 1000 kids annually, largely through classes on mechanics and safe cycling taught offsite at schools and community centers, and also offers maintenance classes for adults at its headquarters.

"Quite often bikes are seen as an expensive form of recreation," Wilson says. He adds that seeing bikes as a respectable form of transportation is a privileged point of view. "There's a lot of stigma associated with riding a bike as transportation, especially in low-income neighborhoods," he says. "This is where nonprofit bike shops makes a really good bridge."

Working Bikes Cooperative, another nonprofit store that collects old bikes, fixes some up for sale and uses the proceeds to ship the rest to sister coops in developing

nations, purposely chose a location on the South Side in the low-income Little Village Neighborhood, says founder Lee Ravenscroft. "We went for cheap rent instead of a high-traffic location," he says. "We got 30,000 square feet for a good price. At first we were worried that people wouldn't follow us down here from the North Side but they did."

Clare Knipper, co-owner of Blue City Cycles, a for-profit shop in the blue-collar, South Side Bridgeport community, agrees with Wilson that biking is often frowned upon on the South Side. "If you're riding a bike a lot of people assume you got a DUI," she says. Because people are less likely to spend a lot on a bike, it's harder to make money running a bike shop here, she says. "We fix a lot of Huffys, but that's a \$10 hammer job, and it doesn't exactly pay the rent. We're OK with that but we prefer doing \$200 repairs."

Leroi Ricks, owner of the for-profit shop The Bicycle Clinic, located in the middle-class South Side neighborhood of South Shore, says there's not as much demand for bikes on the South Side as there should be. "A lot of people don't know the benefits in terms of health," he says. "And a lot of people don't know you can hop on your bike and go down the Lakefront Bike Path to the Blues Fest or the Taste of Chicago in an hour. You get exercise and you don't have to worry about parking or gasoline."

Bike shop deserts seem to be an issue in New York as well, says Patrick Tomeny, who manages the East Village location for Recycle-A-Bicycle, a nonprofit that runs two community bike shops and youth education programs in all five boroughs. He notes that while the New York City Cycling Map lists 61 shops in Manhattan and 41 in Brooklyn, there are only six in the blue-collar Bronx. Tomeny says one way his organization helps provide bike shop





services to folks who might otherwise not have access is Bike Bonanzas, festivals where kids can swap their rides for larger ones and get free tune-ups.

Martin Lopez-Iu, volunteer and outreach coordinator for the Los Angeles County Bicycle Coalition, doesn't think bike shop deserts are much of a problem in L.A. "We have a pretty good population of stores run by low-income people who have found a way to make it work," he says. "A large part of that is due to the fixed-gear scene. A lot of kids in underserved neighborhoods are really into it and are willing to save up their money for a cool frame. So there are a good amount of small, family-run shops in East L.A. or South L.A. They don't necessarily have the nicest stuff but they're out there."

One shop that fits this model is Downtown L.A. Bicycles, which does a brisk business in fixed-gears. Why do fixies appeal to inner-city youth? "They like the choice of colors, the sense of acceptance among their peers and the fact that you can go really fast from point A to point B," says manager Daniel Farahirad. "If someone opened a shop like ours on the South Side of Chicago they'd get really busy really quick."

In Richmond, Virginia, Books on Wheels addresses the bike shop desert issue by offering free books and

free bicycle parts and repairs out of school bus that visits low-income communities. "Our focus is to work with people not living near bicycle stores and those who do not have ways to get to local shops, as well as not being able to afford the expense of repairs," says co-founder Shelly Briggs.

Wisconsin-based DreamBikes is another nonprofit that provides bike shop services where they otherwise wouldn't be available, by opening used bike shops in underserved communities, staffed by young people from the neighborhoods. Currently they have locations in Madison and Milwaukee and they are looking into opening stores in Chicago, Cleveland and Washington, D.C.

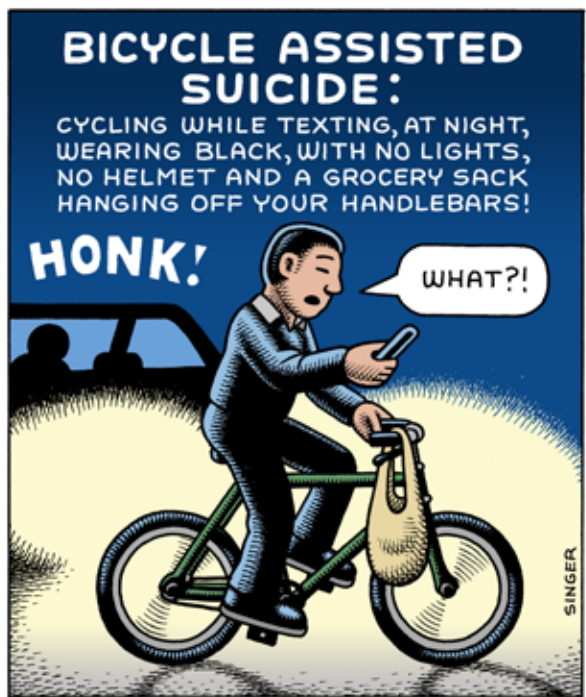
I ask Erik Lee, manager of the Madison shop, how DreamBikes is able to open bike shops in neighborhoods that other retailers might reject as unprofitable. "Our business model is quite different from your average bike shop," he says. "We strategically place our stores in low income, underserved neighborhoods to provide transportation alternatives to our neighbors, but also to be accessible to our kids so they don't have to hike across town to get to work. Because all of our bikes have been donated to us, we have already eliminated a major cost of doing business."

Milwaukee employee De'Aundre Lee (no relation), learned to wrench at the Valid Bike Shop, a vocational program run by the Bike Federation of Wisconsin. "DreamBikes is a chance for youth and other individuals to come here to learn the tricks of the trade," he says. "It's a learning experience for everybody involved."

I ask Erik Lee if DreamBikes is considering opening a shop on Chicago's South Side. "We're always on the lookout for new opportunities but we like to take our time in choosing where we will go next," he says. "I do believe that Chicago offers plenty of opportunities for DreamBikes to open up shop and have a positive impact, and the South Side makes a lot of sense."

Back at the hardware store, John sends me off with a firm handshake and a warm smile. Back on the street I notice a teen in a White Sox cap straddling a too-tall Diamondback mountain bike talking to friends outside a grocery store. On the next block a little girl in braids rides alongside her mother on a BMX with training wheels. Then a neatly dressed older man rolls past me on the sidewalk pedaling a candy-apple red Schwinn cruiser with big chrome fenders and dice valve caps. It's clear that folks on the South Side and other underserved urban areas can benefit from more bike store services. As new community cycling initiatives launch every year, hopefully bike shop deserts will eventually be eradicated once and for all.

NO EXIT © Andy Singer





English Cycles
Builder: Rob English
www.englishcycles.com



RiBMo

Ride Bike More

RiBMo PT = Ride Bicycle More!

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

Panaracer

www.panaracer.com

NAHBS 2012

Photography by Brad Quartuccio



Cherubim
Builder: Shin-ichi Konno
www.cherubim.jp

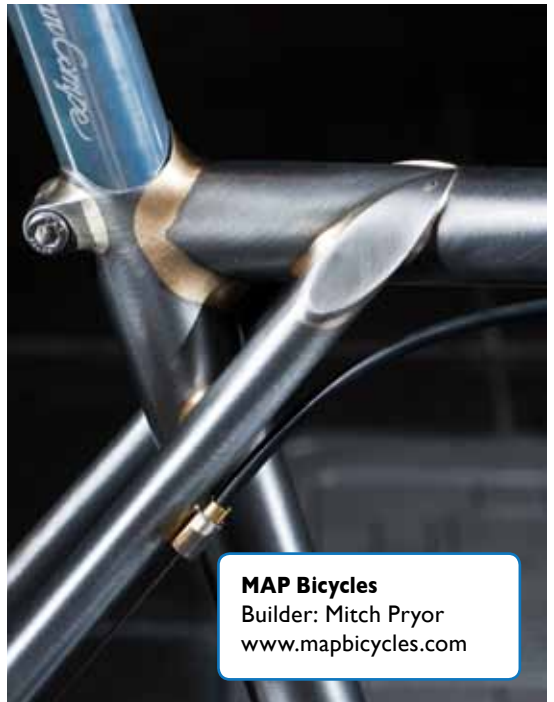


Peacock Groove
Builder: Eric Noren
www.peacockgroove.com



NAHBS 2012

Photography by Brad Quartuccio



MAP Bicycles
Builder: Mitch Pryor
www.mapbicycles.com



White Industries

ENO

single speed cranks



www.whiteind.com 707.769.5600



A.N.Design Works A-Lee 645

A.N.Design Works is a Japanese brand whose bikes are influenced by life in Tokyo, a metropolis packed with more than 30 million people. In such a dense urban environment there arises both a need to stand out and to fit in. The A-Lee is designed to do both.

At first glance the A-Lee 645 looks like other contemporary single speed city bikes—color matched components, deep-section rims, riser bar, etc. Upon closer inspection its main design feature is revealed. With just a few turns of a 6 mm hex wrench, the frame folds neatly in half. This serves to allow cyclists to bring the bike onto public transportation and facilitates storage inside a small apartment. It also means that the bike fits easily into the trunk of most automobiles, which could really be a boon to suburban commuters.

Aesthetically, the A-Lee 645 isn't going to be everyone's cup of tea, but it can't be denied that each color scheme stands out in a crowd. I do wish they could have matched the gold tone a little closer on the different components, but I suspect that doing so would have increased the retail price, which is a very reasonable \$398.

The A-Lee 645 rides like you would expect with no

surprises. Unlike folding bikes with small wheels that can transmit every bump straight to the rider, the 700x28 tires do a great job of soaking up road vibrations. The high-tensile steel frame might not sound exciting on paper, but—for the money—it definitely does the job. And really, you're not going to be racing or doing tricks on a folding bike, so performance isn't really the primary design consideration.

Around the bike, the components are all on par with those found on other entry-level bikes. The saddle stands out as pretty attractive, and it's comfortable as well. The grips, on the other hand, look good but are far too soft for serious riding. I have to admit, I've rather enjoyed having a bike with a kickstand for a change. And I was pleasantly surprised with the brakes, which offered good stopping power right out of the box.

Speaking of the box, the A-Lee 645 comes fully assembled and includes everything you need, including 5 mm, 6 mm and 15 mm wrenches. The A-Lee 645 fits riders 5' to 5' 9" tall. The A-Lee 653 is the same bike, only larger, and fits riders 5' 5" to 6' 4". Each model is available in several color schemes. Check out www.and-style.us



Timbuk2 Especial Tres Backpack

The Timbuk2 Especial Tres is one of the most well thought out backpacks I've ever used. And it seems like I keep discovering another feature, benefit or reason to give this bag two thumbs up.

The Especial Tres is large enough to be my only bag, but not so big that it's unwieldy. It's noticeably well constructed, and features a molded back pad that provides comfort and ventilation. The bag takes advantage of Cordura's 500D fabric, which is 35% lighter than their stalwart 1000D, yet is nearly as strong and durable. So even at 14" wide x 20" tall x 6" deep, the bag only weighs 4.3 lbs.

The bag features a rolltop closure for the main compartment, which is great for keeping things water tight, but it's not the most convenient entry point. Thankfully this bag features a full length waterproof zipper down the side, so you can sling the bag around for easy access. There are exterior pockets that are even more convenient, albeit not completely waterproof like the main compartment. Inside the bag there's even more organizational pockets, including a waterproof vinyl laptop compartment.

The bag features zippered gussets that allow for a moderate amount of expansion, and compression straps to keep the bag compact when it's not full. The compression straps are also set up to be used for attaching things to the outside of the bag, like wheels or odd sized packages. The shoulder straps are padded, of course, and they feature routing for headphones and/or a hydration system.

Then there are the little touches... The compression straps feature Velcro tabs to keep things neat and orderly (I always find it annoying when a bag has tons of excess nylon straps flapping about). There's a side pocket that's just right for a u-lock or a water bottle. The sternum strap is not only removable, but it features a little bit of elastic to allow for additional comfort. The waist strap is also removable, though not quite as easily re-attached as the sternum strap. And there are plenty of tabs for hanging tail lights.

On the bike, the Especial Tres feels like a smaller backpack in that it's comfortable and non-obstructive. Even when it's fully loaded, it feels well-balanced and stable. I really put the bag to the test this Spring when I organized an alleycat, and I carried 50 t-shirts, plus all of the spoke cards, manifests and more in just one bag.

And, lest we forget, there's a bottle opener on the shoulder strap!

The Especial Tres retails for \$209.

Check out www.timbuk2.com



knog.
Blinder

WATERPROOF.
RECHARGEABLE.
BRIGHT.
BIKE LIGHTS.





Keen Springwater II Cycling Shoes

Keen first entered the cycling shoe market with an SPD compatible version of their popular sandals. The Springwater II is Keen's second-generation closed-toe SPD compatible cycling shoe. The major changes over the original version are improved fit and a lower price point, but many of the features remain unchanged. They feature a three-strap Velcro closure system, a full-length support plate, moisture-wicking lining, a non-marking rubber outsole and uppers made from synthetic materials.

What interested me in these shoes was the desire for a slightly more performance oriented shoe for city riding, as well as a slightly more casual shoe for mountain biking. Because as much as I appreciate the styling of my urban SPD shoes, there are reasons that high-performance cycling shoes don't have shoelaces. And as much as I appreciate my carbon fiber soled mountain bike shoes, if the whole point of riding is to end up at a bar or restaurant, it's nice to be able to walk across a tile floor without sounding like a bad imitation of Gregory Hines. Besides, there are many rides that involve time off the bike, whether it be in the city or elsewhere. In those situations, these shoes excel, yet they're still stiff enough to put power to the pedals and resist "hot spots" associated with riding in soft shoes.

In addition to commuting and general urban riding, I took these on a vacation where I spent several hours at a time riding mountain bikes in the desert. I never felt any

noteworthy foot discomfort, and I found that they were not only sure-footed, but that the ample rubber toe cap offered additional protection while hiking over particularly rocky stretches of trail.

Interestingly, I typically find that Keen shoes run a little large, and Keen says they find that the Springwater II shoes run a little small. The result? A perfect fit for me. I also especially like the feel of the insole, which has a lot of arch support.

If I had to level any complaints it would be that the sole could have more space around the cleat. This could be solved with a utility knife, I know, but I personally hate hacking away at expensive footwear with a razor. And perhaps the top strap could be a little longer, though it makes enough contact to do the job. I do kind of wish that Keen would offer an even more subtle color scheme (or at least do away with the bright yellow accents) but I'm happy with the look of these as they are.

I've also been very happy with the wear resistance of Keen's cycling shoes. The Coronado Cruiser shoes I reviewed two years ago are still going strong, with no sign of fading anytime soon. And that's despite a legitimate amount of abuse on the bike polo courts.

The Springwater II shoes are available in black/yellow and grey/red. They retail for \$110.

Check out www.keenfootwear.com

Introducing the all new Mako™ Series

**Raising the bar for what cyclists should expect from a
non rechargeable bike light**

- **Class Leading Lumens - up to 130**
- **Class Leading Run Time - up to 300 hours**
- **4 Models**
- **Red Side Lighting**
- **Proprietary Optics**
- **High Performance**

CREE 
LEDs



Mako™ 2 Watt



Optional Helmet
Mount



NiteRider
Technical Lighting Systems

Follow Us 

Visit us at www.niterider.com



Chrome Midway Pro Shoes

Chrome's Midway Pro are SPD compatible, lace-up urban cycling shoes. They're quite similar to their popular Kursk Pro shoes which I reviewed online a while back. Both shoes feature a full-length nylon midsole that creates a stiff platform for transferring power to the pedals without causing undue pain to your feet.

As I've said in my review of the Kursk Pro, this type of shoe can't really compete with high-performance cycling shoes, but they're not really meant to. They're designed to look good while providing higher performance than standard street shoes, and to function reasonably well off the bike as casual shoes, as well. In that respect, they hit the nail on the head.

Unlike the low-top Kursk Pro, the aptly named Midway Pro are mid-ankle height. This does seem to provide a bit more support, helping to prevent the heel from lifting inside the shoe. The Midway Pro is also made with suede leather in addition to 1000 denier nylon, which in my humble opinion makes for a more stylish shoe.

The Midway Pro is only available in black and retails for \$110.

Check out www.chromebagsstore.com

Full Windsor FoldnFix

The Full Windsor FoldnFix fender is the more permanent version of the QuickFix (reviewed in Urban Velo #30). It addresses the concern some people might have about not being able to mount the fender as securely as they wish. With its three zip tie mounting system, this is relatively easy to accomplish, though results may vary from frame to frame.

The downside to the FoldnFix design is that it's not removable without some form of tool, and the mounting system (zip ties) is not designed to be reusable. For the money, you could buy a fender that's similarly permanent that performs arguably better. Still, the FoldnFix is unbelievably easy to install and very lightweight, so it's not out of the question to keep one on hand for emergency use.

The FoldnFix is available in six color choices and retails for about \$19 (three zip ties included).

Check out www.full-windsor.com





 **PURE FIX**
CYCLES



PUREFIXCYCLES.COM
REPS & DEALERS WANTED • (424) 234-9435



Pearl Izumi Select Barrier WxB

I had been using the same Pearl Izumi rain jacket for nearly 12 years when I decided it was high-time for a new one. I chose the Select Barrier WxB jacket because it seemed appropriate for a commuter, not only because it's reasonably priced but because it's billed as "looser cut." Unlike my old-school shell which was made from pretty basic nylon with a rubberized coating, the new jacket features a decidedly technical feeling fabric. It's not only soft to the touch, it stretches to allow a full range of motion.

The quality of the construction is very high, with reflective accents, sealed seams and a waterproof zipper. The cuffs are elastic and the waist features an elastic draw cord. There's an optional extended drop tail that stays buttoned up inside the jacket when not in use, and the detachable hood fits over your helmet.

My one big nit to pick with this jacket—it doesn't have pit zips. Perhaps the designers felt that additional zip-pers would negatively affect the jacket's water-resistance. Maybe it was a price point issue. Regardless, there have been several times that I've wished for a bit more breathability, yet I didn't want to unzip the front of the jacket and let the rain get to my core.

The Select Barrier WxB jacket is available in black, true red (pictured) or screaming yellow and retails for \$150. It comes with a limited lifetime warranty, too.

Check out www.pearlizumi.com



VeloSolo 15mm Wrench

An aluminum take on the classic, and sadly out of production, Campagnolo peanut butter wrench, and nothing more. I've been carrying around this VeloSolo wrench for a few months now—overall I prefer having a 15mm wrench on me that doesn't have any bells and whistles besides leverage. The box-end wrench doesn't feature a bottle opener or chainwhip, but is available in black, silver, gold, red or blue to match your rims. The size can interfere with certain dropouts or rack/fender combinations, but there are always going to be times where a given tool doesn't fit the job. The wrench is noticeably lighter than common steel versions at just 75 g, and it makes people coo when they first see it. I like it, and while I wouldn't recommend an aluminum wrench for everyday shop use, it seems no worse for wear after a few months in my repair kit. Available for \$24 including shipping.

Check out www.velosolo.co.uk




Bicycle Belts

There's no shortage of people repurposing and recycling bicycle parts. And that's a good thing. These belts are made from a variety of tires ranging from 1 to 1.5" and they're "one size fits all" at 50" in length with holes punched for 31" to 36" waists.

The construction and craftsmanship seem spot on, and I can't really imagine a better material for a belt. I mean, if you consider the abuse a bicycle tire is designed to withstand, it's quite likely that this belt will last a lifetime. Belts retail for \$25 including free shipping in the US.

Check out www.bicyclebelts.com

 Torker is transit.



Lightweight 6061 aluminum frame, with kid friendly 7speed twist shifters and reach adjust brake levers. Alloy wheels, crank, bar, stem, & post bring the weight down to just 20 lbs. MSRP \$389.

INTERURBAN 20

TORKER[®]
torkerusa.com



The \$770 **Globe** Roll 8 features the same styling and geometry as their single speed offering, but comes with a wide range 8-speed rear cassette and single front ring. www.specialized.com/globe



Rickshaw Bagworks

just released the fully reflective Zero messenger bag. Available for \$120 in either orange or silver, the entire outside surface of the medium sized bag is completely reflective. A 13" laptop sleeve is available as an

option, and the bag itself is made to order completely in Rickshaw's San Francisco factory. www.rickshawbags.com

VP has expanded on their well-received VP-59 pedal with the VP-69. It features an extruded and machined aluminum body, chromoly axle, sealed bearings and one more pin on the outside edge of the pedal for additional security. They weigh in at 378 g per pair. www.vp-usa.com



White Industries has widened their line of \$120, USA made trials freewheels. Previously only available in 18t, they're now available in 20 and 22. www.whiteind.com



The SPD compatible **DZR** Minna is named after the gritty alley in San Francisco that their office calls home. The shoes are all black, made from a mix of leather and canvas and retail for \$95. www.dzrshoes.com



The **Blaq Design** 841 series is limited to 25 bags, individually numbered, made in-house in Portland. Bags start at \$166. www.blaqdesign.com



Fixcraft has introduced a bike polo specific ball that's designed to be consistent and long lasting. Recommended for temperatures above 60° F, the high-density PVC ball retails for \$3. www.fixcraft.net



Sure, the **Burro** Party Belt isn't for everyone, but chances are, if it's for you, you're already asking, "How much is it?" The answer is \$35. www.burrobags.com



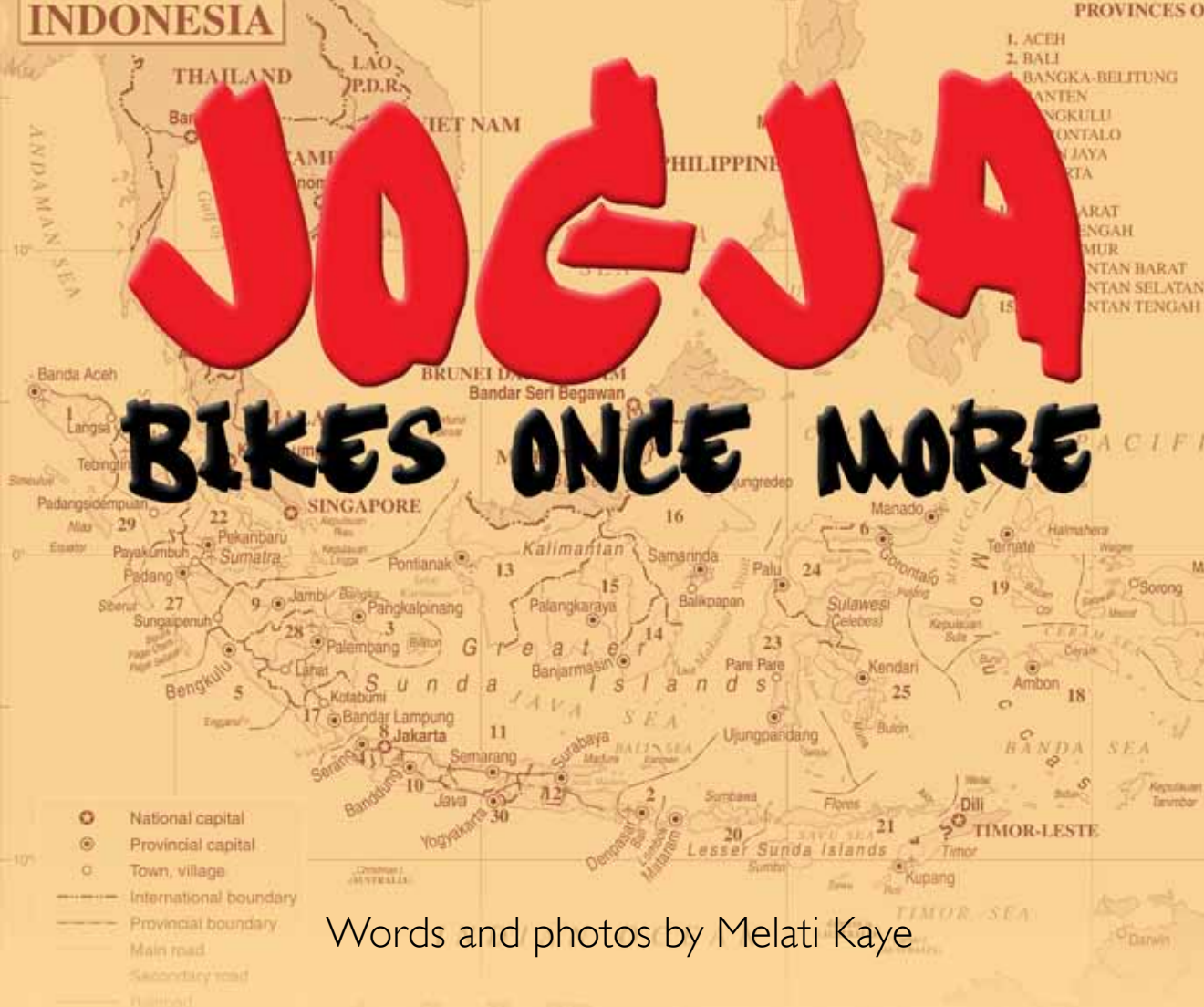
photograph by Peter Di'Antoni

Milwaukee
Bicycle Co



JOGJA

BIKES ONCE MORE



Words and photos by Melati Kaye

Friday, 9 pm, Jalan Sudirman, Yogyakarta, Central Java—a crew of kids on fixed gear bikes pull down the main drag. Among them is a girl sporting a *chilbab* (Indonesian for headscarf), skinny jeans and a bright yellow bike emblazoned with the Playboy Bunny.

Bandana clad teenagers test out new tricks to the bemusement of a homeless family settling in for the night. And along the sidewalk, between the *warungs* (street-side eateries), bikes splay out by the hundreds. Tall bikes, 1950's era Dutch makes, and low ride cruisers with neon green fur-lined seats. Their owners sit alongside participating in the time honored Javanese tradition of *nongkrong* (or bullshitting time away).

Yogyakarta has the title of Indonesia's art and culture city. At one time, back in the 1950's, bicycle central was another popularly used moniker. But that title disappeared in the 1980's and 1990's as a generation of Central Javanese rose to middle class status and turned to motorbikes and private cars. Last year, Indonesia ranked as the world's third largest market for scooters. And Yogyakarta's streets—packed with cars and trucks—reflect the national motorized boom.

Recently though, Yogyakarta's once vibrant bicycle culture has been on the rebound. Fixed gears have become all the rage, and generated much of the enthusiasm for a resurgence.



“Used to be that everyone bicycled to work, even the governor,” said one avid old school biker, Suprapti. Despite her fifty-some years, Suprapti still delivers donuts downtown by bicycle. “Don’t know why people like motorbikes. They are so boring [to ride].”

Suprapti has her delivery system down—a simple bicycle with five square plastic tubs stacked one on top of the other on her bike rack. Chocolate glazed donuts make up the base. Three layers of vanilla and sprinkles donuts above that. A tray of taro muffins tops off the rig. Her set up seems precarious amid the congested traffic that has now taken over Yogyakarta’s streets but she remains undaunted. The hot sun is a bigger issue on her ten kilometer commute from the suburbs downtown now that she has lost her wide, woven bamboo farmer’s hat.

In downtown Yogyakarta, at a busy intersection close to the end of Suprapti’s commute, on the white washed wall is a life-sized stencil of a *becak*, or Indonesian pedicab. Its driver has on a gas mask that sucks in black clouds of smoke from above his head instead of keeping the smog out.

“Machines, the smoking killers” is the name of this piece explains its creator, a 24 year-old local graphic design student who pens graffiti under the name Anti-Tank.

Part of a growing movement of Indonesians concerned by the pollution and traffic jams frequently experienced in the island nation’s cities, Anti-Tank says he wonders if there is a place for *becaks* anymore.

“*Becaks* (and bicycles) are iconic to this city,” Anti-Tank says. “You used to find them from Sumatra to Papua. Today, most people use vehicles though—buses, motorbikes.”

The graffiti artist himself rides a fixed gear bicycle, like many others in the local artist community. Anti-Tank says that they supplanted BMX bikes as



LOOK HONEY THE CARPET MATCHES THE DRAPES

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

banjobrothers.com ★ facebook.com/banjobrothers 



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

I
N
D
E
P
E
N
D
E
N
T
I
F
I
C
A
N
T
I
F
I
C
A
N
T



ifbikes.com
55 Main Street #214, Newmarket, NH 03857 | 603-292-5673



the younger artists' mode of transportation a few years ago. "It can get you further," he explained, "and we need to do that to put up posters." Plus, Anti-Tank explains that fixed gear bikes appeal to his Do-It-Yourself punk sensibility.

It is not just the counter-culture art community that is propelling bicycles back into Yogyakarta culture though. As Indonesia's middle class swells (to half the national population, according to the World Bank), there is growing awareness of the health and environmental benefits of bicycling. Amidst Indonesia's middle class consumer boom for motorized vehicles and electronics, a growing number of Indonesians are returning to a more humble form of transport. In February of this year, a local Indonesian investigative magazine, Tempo, reported bike advocacy in the form of "bike to work days" had become a middle class cause.

A stop at a store on Yogyakarta's bicycle parts street demonstrates that bicycles are indeed a popular purchase once more. When asked about fixed gear bicycles in particular, store keeper Nyonya Chandra says that trend seems to be fading out of the Javanese bike market and into the cycling communities of the countries' outer islands of Sumatra and Kalimantan.

"Bicycle styles here switch as quickly as shirt changes," Nyonya Chandra explains.

Peer through the fleets of cruisers, hanging bicycle rims and tricycles of Nyonya Chandra's store though and you'll see plenty of customers. Two middle school students wait patiently in blue batik shirts (which are mandatory school uniforms on Friday) as a shop assistant changes a tire on their fixed gears. Meanwhile a five-year-old boy has arrived with his mother to choose a mini-bike with training wheels.

Whatever the new trend might be, the youngest members of Indonesia's consumer class are definitely choosing to be riders.



If it doesn't say
OURY
on it - then it isn't!




www.ourygrips.com

Urban Pedal Pushers

Woven Stretch Cycling Knickers

<http://store.aerotechdesigns.com/commuter.html>



 [aerotechdesigns|cyclewear](http://aerotechdesigns.com/cyclewear)

Helmet Tech

By Brad Quartuccio



Humans been aware of head injury risk for some time, as there is evidence of helmets in wartime dating back some three millenia. Combat helmets were common up until widespread firearms, largely fading from use as weaponry rendered them useless but for ornamentation until advances in World War II. Bicycle crash helmets of some form have been around since the days of the ordinary, first with the common pith helmets of the day and then moving towards arrangements of padded leather strips, evolving into the hairnet helmets that lasted into the 1970's. Bicycle helmets have come a long way since, with a myriad of choices available today.

Protection

Most everything we know about the modern age of protective helmets starts with post-World War II British motorcycle helmet testing. Up until that point tests were more or less limited to anecdotal evidence of helmets preventing injury, but with no statistically relevant information to judge outcomes or to serve as a base for further


design. Bicycle helmets took some time to develop, with the aforementioned hairnet helmets lasting well into the 1970's even though it was common knowledge that they did little to protect against impact, only serving to prevent road rash in a high-speed slide. The Snell Memorial Foundation was founded in the 1950's to serve as a non-profit helmet research and testing organization, and went on to publish the first USA bicycle helmet standard in 1970. Various helmet designs were on the market through the 70's and early 80's, some with hard shells and soft foam liners and others with the now ubiquitous expandable polystyrene (EPS) still in use today. It wasn't until 1984 that the American National Standards Institute (ANSI) published their first bicycle helmet standard, forcing the hand of the market to ensure that only helmets that met a minimum standard of protection were available. Since 1999 all helmets for sale in the US market must pass a standardized Consumer Product Safety Commission (CPSC) test. The testing seems to work—most peer reviewed studies show that in the real world bicycle helmets minimize or prevent head injury in many accidents, and most long term riders have anecdotes of a helmet saving their or a friend's life.

In the time since that first ANSI standard helmets have slowly transformed from large, unwieldy and poor fitting accessories only the most safety conscious and style blind would consider into the wide variety of styles and prices available today. One thing consistent across all helmet models from the big-box \$10 version to the \$250+ carbon fiber shelled racing model is that to be sold as a bicycle helmet in the USA they all meet the same minimum standard of protection. More money spent does not necessarily mean more protection—better fit, more ventilation, lighter weight, lower profile and more stylish all may come with more money, but more protection isn't typically on the list. While all helmets must adhere to minimum protective standards, there is little to no information comparing helmets on the other end of the protective scale, nor much beyond common sense to qualify any added protection from helmets with extended rear and side coverage. For instance, the consumer is left to decide on their own and based on manufacturers claims if a skate-style, hard-shelled bicycle helmet provides any additional protection in an accident as compared to a more road race inspired model.



GEAR BUILT FROM UPCYCLED MATERIALS

THE RUCKUS BACKPACK
EXPANDABLE TO 42 L
Available : GreenGuruGear.com



GREEN GURU™

BIRIA

Quality, Comfort, Style, Value



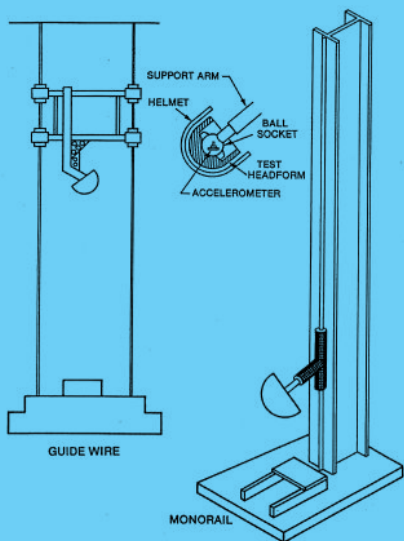
201.461.1980
biria.com



CPSC Test Standards

There are four CPSC tests that apply to bicycle helmets.

1. Peripheral Vision Test
2. Positional Stability Test
3. Retention Strength Test
4. Impact Attenuation Test



The impact attenuation test is carried out using an apparatus similar to that pictured, dropping a helmet mounted on a weighted headform from a predetermined height upon flat, hemispherical and curbstone anvils to simulate different impact scenarios, testing the entire surface of the helmet above a specified impact line. The typical drop height is 1.2 - 2 m to achieve an impact velocity of 4.8 - 6.2 m/sec depending on the anvil. A helmet fails if any sample under any condition shows a peak acceleration of the headform of more than 300 g.

For more information and a plain-language explanation of the CPSC bicycle helmet requirements see www.cpsc.gov/businfo/regsubmbicyclehelmets.pdf



Current Choices

The market for helmets today runs the gamut in price, style and features and can be roughly divided for the purpose of this article into road race inspired models, skate-style helmets and commuter models along with helmets that blur the lines between. Mountain, BMX, downhill racing, triathlon, track and every other cycling discipline has their own specific needs in helmets but the scope here is limited to the types most commonly seen in town. In general, no matter the category, with increased price you get lighter weight, more ventilation, easier fit adjustments and an overall more “finished” looking helmet through more expensive materials and production techniques.

Taking a good look at your riding and your budget is a good place to start. Don't be intimidated by some of the high prices, while the expensive helmets are really nice, \$60 or \$70 can buy you a lot of helmet these days. A hard-shell helmet with a mix of skate and commuter styling may be perfect for trips throughout town, but not the wisest choice for your next all-day ride. The opposite may be said for racier helmets that quickly get beat up in daily com-

RIDE ABOVE, M.D.
OFFICE HOURS: 24/7, 7 DAY WK, 365 YR
WWW.RIDEABOVE.COM

NAME Everybody
ADDRESS Anywhere

Rx INSTRUCTIONS:
**WORK LESS
OWN LESS
RIDE MORE**

Special as necessary,
No insurance required. *Dr. Ride Above*

RIDE ABOVE
WWW.RIDEABOVE.COM



RIDE

IMINUSD.COM



B1
bicycles
ride like a pro

OHIO PROUD
EST. 2007

www.b1bicycles.com




bike jerks

MiniMoto

Linear-pull CX brake
for short-pull levers



The Ultimate
in Side
Lighting
for the
Urban
Rider

Bike glow
SAFETY LIGHT

www.bikeglow.com



paulcomp.com



Check Your Fit

Your helmet should fit snug and level, without undue pressure on your head. The straps should be adjusted so that the Y is just below the ears and the strap tight enough so that when you open your mouth wide the helmet pulls down. The rear stabilizer, if there is one, should be taut against the back of your head.


Two easy fit tests are to shake your head around and to push against the front of the helmet with your palm. If the helmet moves around in either case you need to do some adjusting. Buying from a local shop ensures that you get some expert advice in finding the best fit—take advantage of their knowledge.

Replacement

Bicycle helmets are one-shot deals. In fact, that is one of the things that separates them from their multi-impact skate helmet cousins. Bicycle helmets are meant to absorb impact exactly once as their foam is meant to crush without rebounding, ultimately providing a much higher level of protection from a single blow than skate helmets with compressible, rubbery foam. Your bicycle helmet really should be replaced after any crash impact, even if there is no visible damage. There isn't much long term data on helmet degradation over time, but it seems wise to follow the manufacturer's advice or otherwise replace them every 5 years or so. Helmets are cheap insurance, it's always a good idea to look over your policy.

Options such as light mounts, rear view mirrors and visors are available in the commuter realm, and for some riders are a near-perfect fit for their daily riding. If you have the means and participate in various cycling disciplines you'll find that a helmet for every occasion leads to a more comfortable, and barring accidents, longer helmet life all around. Personally I find the new school hard-shell commuting helmets perfect for around town as the shell can take more of a beating strapped to a bag going in and out of stores, not to mention some models that have winter kits or options for those of us that contend with four seasons. For longer rides I consistently turn to more Swiss-cheese looking road race helmets for their lighter weight and superior ventilation.

Like bikes and shoes, fit is important and such a nuanced thing that only by trying on different models from different manufacturers will you find the one meant for your head. In the effort of saving production costs many helmet manufacturers make their less expensive helmets in a one-size-fits-most mold with some sort of adjustable ring and/or swappable pads to adjust the fit. This system works perfectly fine for many people, but others find that they need or want a shell more closely fitted to their head shape. Some manufacturers make all of their helmets in various sizes, others only as you move up the line, but in nearly all cases the actual fit adjustments get easier to make, and easier to lock into place, as you go upscale. Locking strap yokes, pinch proof buckles and easily adjustable rear stabilizers can make a big difference in how securely the helmet fits, and how often you have to make adjustments to keep it that way.

Whatever helmet you choose, it is of utmost importance that you're comfortable in it. Not only from a fit point of view, but also in how it looks and how easily it fits into your everyday life. Style is more important than many would care to admit—a helmet you like that is on your head is far better than the goofy one you left at home. 

For more information about helmet construction and standards development visit the Bicycle Helmet Safety Institute at www.bhsi.org and The Snell Memorial Foundation at www.smf.org.



momentum

(smart living by bike)

www.momentummag.com

the original **wearable** bike lock



HILOK

Find your local dealer at 877-755-1334 or sales@hasgllc.com | hiplik.com

X FIRE

BikeLife

Create your own Path!

Soppari Alliance Prodigy, Inc.
24325 Crenshaw Blvd #310
Torrance CA 90505

Fax: 310.388.1600
info@soppariallianceprodigy.com
<http://www.thexfire.com>

Erg: an erg is the unit of energy and mechanical work in the centimeter-gram-second (CGS) system of units. It is the amount of work done by a force of one dyne exerted for a distance of one centimeter.

$$1 \text{ erg} = 1 \text{ dyne cm} = 1 \text{ g cm}^2/\text{s}^2$$

What would you rather do?
Study them or eat them?

ERG!

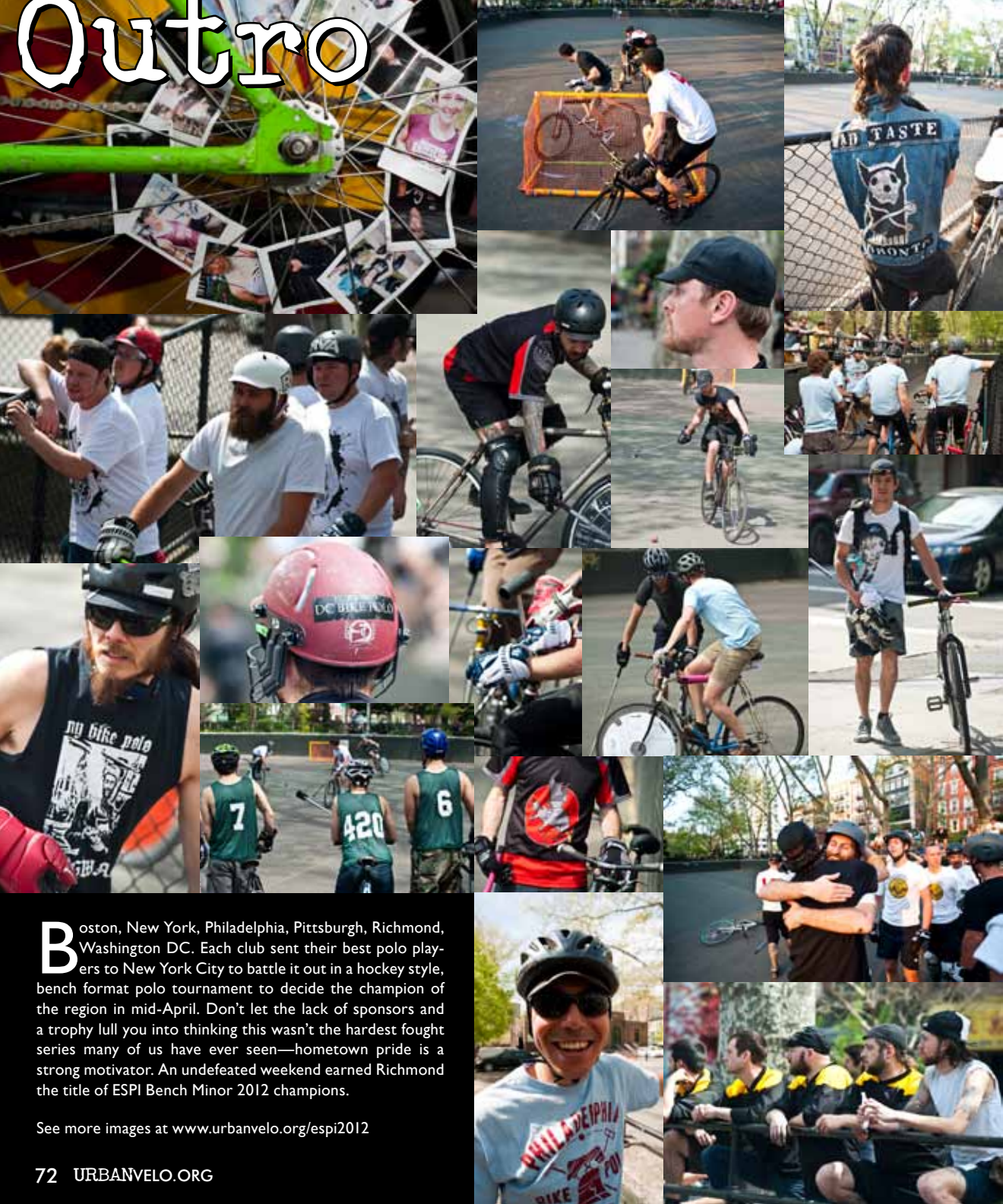
natural energy bar

on-line at www.erg-bar.com

harlot =
fresh cycling
apparel for
women & men

harlotwear.com

Outro



Boston, New York, Philadelphia, Pittsburgh, Richmond, Washington DC. Each club sent their best polo players to New York City to battle it out in a hockey style, bench format polo tournament to decide the champion of the region in mid-April. Don't let the lack of sponsorship and a trophy lull you into thinking this wasn't the hardest fought series many of us have ever seen—hometown pride is a strong motivator. An undefeated weekend earned Richmond the title of ESPI Bench Minor 2012 champions.

See more images at www.urbanvelo.org/espi2012

BASEURBAN

belt drive bikes are

sm  **th**

baseurban.com online shop now open

free global shipping

fast delivery to your door

satisfaction guarantee



GATES CARBON DRIVE
SHIMANO ALFINE
PHIL WOOD/WHITE INDUSTRIES
DIA-COMPE
FLYING MACHINE

FLYING MACHINE

BICYCLE DESIGN STUDIO
www.flyingmachine.com.au

fyxati★n

fyxation.com



Rodeo
pursuit bullhorn



Comet
track drops



Alterra
cafe bar