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# URBAN VELO

Bicycle Culture on the Skids

Issue #41 • April 2014



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Issue #41

April 2014

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**On the cover:** David Joachim has authored more than 40 cookbooks and regularly rides his bicycle wearing a unicorn mask. See more from Bilenky Junkyard Cross on page 62, and visit Dave at [www.davejoachim.com](http://www.davejoachim.com). Photo by Brad Quartuccio

**Co-conspirators:** Anthony Benavides, Rob Rovira, Rie Sawada, Steve Smith, Kelly MacWilliams, Matilda Hedberg Dowdle, Takuya Sakamoto, Cara Eddo and Andy Singer

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

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Contents: Gene Oberpriller gets rad behind One on One Bicycle Studio just shy of his 53rd birthday. Read about Shopbike Shootout on page 17. Photo by Brad Quartuccio

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# EDITOR'S STATEMENT

By Brad Quartuccio



It has been an exceptionally long off season around these parts. Dropping the winter issue for greater distribution of the spring through fall issues of Urban Velo was planned, but we could not have anticipated the never ending winter that accompanied the change. Our part of the world is just emerging from a deep freeze that kept many a bicycle wheel indoors for months at a time, or used sparingly on those precious few days where the cold barely loosened its grip. Even the most die-hard commuter and winter time riders saw their ride time impacted by the below normal temperatures and above normal precipitation. It took some effort, but we still managed to get out and turn the inspirational gears.

With our 41st issue we are introducing our new City Report section, featuring our hometown in the first installment with more to come as the year goes

on. Urban Velo has always been focussed on the people that live in the cities of the world and the way they use bicycles to navigate them, and our latest section shines a spotlight on the urban centers that people simultaneously use as home and playground. There is nothing like finding the secrets of your hometown, and few things better than showing them off to a visiting friend. We're not looking to unveil every secret of our town or yours, but hope to pull back the curtain enough to make a two wheeled visit that much more enjoyable.

This promises to be a big year for cycling, with bikeshare expanding to more cities than ever and dedicated bike infrastructure becoming more normalized with each passing day. I look forward to the local and national changes in store by the next time my tires touch snow.



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





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# PUBLISHER'S STATEMENT

By Jeff Guerrero



Maybe I'm just getting old, but this winter seems like it was the hardest I've ever experienced. Along with a near constant barrage of ominously named winter storms, the Weather Channel kept reminding me that it was something called the Polar Vortex that was keeping the air temperature far below zero, not to mention the wind chill factor.

And so here I am writing this a few days before the vernal equinox, lamenting the added pounds around my waist and the lack of snap in my legs. Taking the long way home has been a wretched thought the past few months, whereas the lure of takeaway curry and kung fu movies on Netflix has become increasingly hard to resist.

But while there aren't quite any buds on the dogwood trees and the greasy snowbanks along Liberty Ave haven't fully melted yet, there's no doubt that spring is in the air. And for cyclists in some cities, the arrival of spring comes on the heels of another exciting bit of news.

The national organization PeopleForBikes has announced that six US cities will receive funding for not only physical bike lane implementation, but for the study of protected bike lanes. The Green Lane Project has had a significant impact on the proliferation of protected bike lanes nationwide, with the number growing from 80 to more than 140.

"Drivers like knowing where to expect riders, and pedestrians report fewer bikes on the sidewalk," posits PeopleForBikes, "The lanes make roads safer for all users, reducing bike, auto and pedestrian injuries by up to 50%."

Cyclists in Atlanta, Boston, Denver, Indianapolis, Pittsburgh and Seattle have been abuzz with this news, and rightly so. The cycling infrastructure improvements in my city have undoubtedly improved my quality of life, making commuting a safer, more convenient option. The notion that things could get even better is incredibly exciting.

Learn more at [www.peopleforbikes.org](http://www.peopleforbikes.org)

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# i ♥ riding in the city



FonCB

**NAME:** Roz Patterson

**LOCATION:** Brooklyn, NY

**OCCUPATION:** Graphic Artist at Somerville Sports

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

I live in Brooklyn, New York. I've biked in dozens of cities all over the United States and New York is unique to any other city traffic. In most cities cars are pretty passive and will avoid being close to cyclists. In New York, cars hold their lines and go much faster, which in my opinion is much better. They are way more predictable and are not just going to randomly shoot over lanes, unless it's a cab coming to pick up a fare. There are also local races in New York. Park races are held multiple times per month in Central and Prospect Park so you don't have to venture far for a race. There is also races every week at Kissena Velodrome in Queens. It's nice having so many races so close to

home and not having to drive two hours or so out to the middle of nowhere.

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

I love riding in Boston because there is never a correct way to get somewhere, just a new or different way. So you never get stuck with the same route to and from. It makes the rides a bit more interesting.

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

I love riding in the city because of all the different bike people you can meet.

Check out [pedalporn.tumblr.com](http://pedalporn.tumblr.com)



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# i ♥ riding in the city



**NAME:** Eric Mott

**LOCATION:** Denver, CO

**OCCUPATION:** Application developer

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

I live and work in the Lowry neighborhood of east Denver. I ride to the office every day no matter what. On evenings and weekends I cruise the city's extensive grid bike routes and river trails while exploring the old neighborhoods and historic landmarks, then I find a microbrewery and relax before heading back home. It's hard to lose weight biking in Denver because each ride results in a search for beer.

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

Besides Denver, the place I grew up: Mason City, Iowa, because kids like me could go anywhere in town by bicycle, be safe doing it, and your mom wouldn't care unless she had a premonition about a river. About

thirty-five years ago the Winnebago River swallowed my green Schwinn Stingray with the banana seat. It's probably reached the Gulf of Mexico by now—if you find it, let me know.

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

When you drive you plan your route in advance and worry about where you're going to park. When you ride you plan on getting lost and worry about not remembering all the cool new hangouts you spotted along the way.

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

Spandex sucks. Flannel is cool.

photos Kevin Sparrow



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Event organizer, Roadblock, and his megaphone. Photo by Rob Rovira

## Marathon Crash Report

Every Marathon Crash event comes with its own surprises, and this year had its own unexpected circumstance. From the very first one being an impromptu event, announced upon discovery that the longstanding bike tour was no more, to the false start of 2012 and the sudden cancellation of the 2014 race and last-minute reinstatement of the ride portion of the event.

Who knew that several hundred cyclists would show up to a guerilla street race at 3 am? Five years ago, that was the lesson to be learned. Five years later, and the Crash Race Ride continues to be educational. Perhaps the biggest lesson this year is that the passion to ride is a powerful force. That's what the City of Los Angeles learned, when more than a thousand cyclists showed up to ride on the morning of March 9th.

Even though the race was cancelled, local and visiting cyclists who had marked their calendars for this night long ago weren't willing to call off their plans just because they didn't have the city's support. After all the ground that race organizer Don Ward (aka Roadblock) had gained over the years, the City Attorney saw the the Crash Race as too big to continue existing without the requisite red tape throwing an event in Los Angeles requires.

Here's how things went down the night of: There were no dog tags, but everyone won (unless you were gunning at a chance at earning a pair of dog tags for risking life and limb in the most chaotic street race—hundreds of riders of novice, amateur and pro status competing for space and speed on semi-closed streets—and couldn't let go of your dream without bitterness). Competition junkies were able to get their fix on Saturday night, at Hernan Montenegro's Plan B Alleycat, which provided all of the shenanigans a good race should.

The Crash Ride was easily half the size of the previous year's, although the number still broke 1000 cyclists. The cops protected every intersection along the route, so riders never stopped once—although the course was somewhat abridged and skipped the section through the downtown area. The Santa Anas blew hot, so this early morning ride was surreal in its warmth—a warmth that describes more than just the weather, as the feeling was familial, with nothing at stake but Sunday agendas.

The ones who trained could still claim all the strength and skill and personal improvement they had gained, and those who feared the dangers of the racing clusterfuck could breathe a sigh of relief. Some of us stayed up all night, and got a hand up from Daylight Savings, which washed away 2 am in the blink of an eye. Others set alarms for the oddest hours, rolling up to the start still foggy-eyed. To train harder and eat healthier in preparation, or commit to making a marathon out of the night itself, with antecedent adventures and another round to kick off at the edge of the sea, as the sun rises and alcohol wears off.

"Thanks everyone for coming out!" announced Roadblock, sporting a grin big enough to swallow all the anguish of the days preceding. At the end of the line, where the land met the Pacific, he spoke through a megaphone, a high-rise human among a sea of cyclists who just came out to ride, "Who wants to go to the beach?"

And without a doubt, the sunrise was the sweetest reward, as if the ride itself wasn't a boon enough. I can't even tell you how many cyclists posted "Best life ever" in their statuses throughout the following day.  
—Krista Carlson





Back alley madness in Minneapolis. Photo by Brad Quartuccio

## Getting Rad at Shopbike Shootout

When there is a party in the back alley of One on One Bicycle Studio, it is not to be missed. Over the years 117 N Washington St has become the hub of Minneapolis bike culture and beyond. I first met Gene and his right hand man Hurl as a teenager, and it was an eye opening experience that I look back on as one part of making it all click together for me. An early 2007 visit to One on One is truly what set the wheels in motion to making Urban Velo happen—we owe much of our inspiration to interactions with Gene Oberpriller over the years.

A frigid weekend in February was the the first Shopbike Shootout held in the alley behind One on One and Handsome Cycles. Put on by the big brains at Chrome, it was a cold weather party and short track race on the icy pavement. Think barrel fires, sidehack BMX, and brakeless freewheel bikes. Rip it over the snow bank and around the short course, winner takes all. The party ran late, the riding was treacherous, and Gene pulled off a wallride as his 53rd birthday approached (see page 6). Good times as always in the alleyway, with images all that remain. —Brad Quartuccio

## Indianapolis Radder Day Rides



Organizer Nathaniel Tact has begun throwing monthly, casual bike rides around downtown Indianapolis called Radder Day Rides. Simply for the love of riding and communing with other cyclists, these rides are not

billed as Critical Mass, alleycats or any other such association. They do, however, give you the chance to take home raffle prizes from local businesses—just for showing up! Maybe I'm getting soft in my old age, but I really like the idea of a no-stress bike ride that still gives everyone something to take home.

If you're in the Indy area or just passing through, join in on the fun. Check out the Radder Day Rides Facebook page for all the updates and prize offerings. —Scott Spitz

## Drive With Care Campaign

"Drive With Care." That's the message to drivers coming from this Bike Pittsburgh campaign. 2012 was a particularly harsh year for riders in Pittsburgh and this campaign was born out of a desire to humanize bike riders in the face of multiple hit and run incidents and open hostility. As the campaign states, "The people behind the windshield and under the helmet are our nurses, carpenters, children, and sports heroes, but the overwhelming perspective seems to be that bike riders are in-the-way nuisances who have no right to the road." A successful but relatively short billboard and bus stop promotion was well received in town and around the web, and now an Indiegogo campaign has been launched in an effort to increase the reach further than before. Learn more at [www.bikepgh.org](http://www.bikepgh.org). —Brad Quartuccio



# PRODUCT SPOTLIGHT



**Fietsklik** began simply enough when a group of school friends dropped a case of beer from the back of a bike. The Amsterdam based Fietsklik team is familiar with bikes as daily transport, and felt they could design a better modular system for getting beer and other daily needs home safely.

At its most basic Fietsklik is a plastic base that fits on most standardized rear racks that then allows various side bags to snap into the sides, and a large cargo box to fit on top. Each accessory securely snaps into place and can be locked down with a barrel style key to prevent the whole bag or box from going missing. Even without the keyed lock, the bags and box are securely fastened in place. The box is sized perfectly for a case of 24 bottles, and features a handle and wheels for use in the grocery store. If you don't have anything at all to carry, the box collapses flat. A child carrier is in the works, but the next round of safety testing is expensive.

It's a pretty slick system, and not priced outrageously like some other system solutions can be. \$99 gets you the Klik rack adapter and a single bag or cargo box, with various tiers for other bag and box combinations. [www.fietsklik.com](http://www.fietsklik.com)



The **Cinelli** Bootleg Hobo touring bike features Columbus steel tubing and a Tange steel fork. The 31.8 drop bars are outfitted with bar end shifters. Component highlights include Tubus front and rear racks, Vittoria tires, a San Marco saddle, FSA cranks, and Shimano Deore drivetrain components. Available in sizes 46-61 cm (the 46 cm features 26" wheels). Retail price is \$1850. [www.cinelli-usa.com](http://www.cinelli-usa.com)



The new **Fix It Sticks** Replaceable Edition looks a lot like the original version, but the body is made of steel instead of aluminum, and it features interchangeable magnetic bits. A total of eight bits are included, as well as a carrying case made from upcycled inner tubes. The expected MSRP is \$36, and it's possible that powder coated version may become available, as well. [www.fixitsticks.com](http://www.fixitsticks.com)



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Up until the advent of disc brakes track ends were the gold standard for single speed use, but disc brakes can complicate wheel removal if the disc interferes with the caliper when sliding rearward, and aligning the caliper and rotor can get complicated, and easy to do improperly in a rush. The new **All-City** Nature Boy Disc sports the pictured sliding caliper design that has an integrated chain tensioner for perfect caliper to rotor alignment every time. If you're really looking to nerd out on the design of this dropout head on over to the All-City blog for detailed posts by lead engineer Anna Schwinn complete with napkin sketches and CAD renderings. [www.allcitycycles.com](http://www.allcitycycles.com)



Meant for those bent on taking their road bikes off of the blacktop, the **Panaracer** Gravelking is clearly targeting the burgeoning gravel race scene though it should go over well with real-world riders looking for a serious tire with more flat protection than standard road rubber. The pictured 28c version weighs just 267g. Available in 700 x 23, 26 and 28 sizes for about \$50 each, with larger volumes promised in the pipeline. [www.panaracer.com](http://www.panaracer.com)

The new **Surly** WorkRide pants sound like some no-B.S. trousers. The all cotton duck-cloth pants come in black or brown and have a number of bike-specific features. Articulated knees, reinforced wear areas, a U-lock keeper and a pair of snaps on the right leg to keep the cuff out of your drivetrain. Available in sizes 30" and 32" x 32" inseam, and 34-40" x 36" inseam. Retail price is \$95.

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



**Chrome** is getting into the commuter adventurer pannier game with the Knurled Welded Waterproof Rolltop bags. Waterproof and lightweight are the key features of commuter and touring bags, and these are submersible up to the opening to protect whatever it is that you need to carry on a daily basis. Loops on the outside allow you to carry bonus gear and accessories, and an included quick release rail system allows the bags to securely snap on and off of the bike. Guaranteed for life. Retail price is \$160.

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# PITTSBURGH

By Jeff Guerrero

Photos by Rie Sawada



Cyclists can enjoy car-free cruising along Pittsburgh's North Shore, with views of the stadiums and downtown.

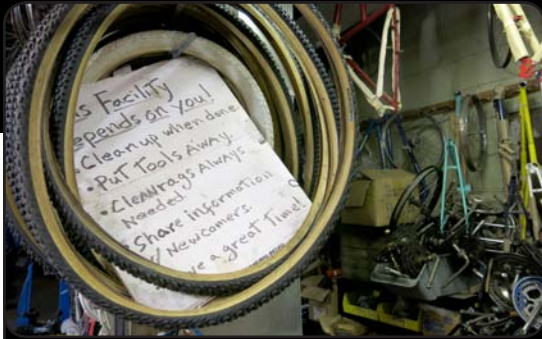
**City:** Pittsburgh, PA

**Nickname:** The Steel City, the Iron City, or the City of Three Rivers.

**Claim to Fame:** Pittsburgh is home to the six-time Super Bowl champion Pittsburgh Steelers. It's a drinking town with a sports problem, or vice versa.

**History in 100 Words (or less):** Pittsburgh began as a fort during the Seven Years' War between the French

and British. The British won, and Fort Pitt became a city, which in turn became famous for the production of iron, then steel, then the development of aluminum. Pittsburgh played a significant role in the development of nuclear power, and today stands as one of the world's foremost medical and technological centers. It's also a big time food city, owing to an early influx of eastern European immigrants, followed by the more recent proliferation of Asian cuisine.



The no-cost, do-it-yourself area of Kraynick's bike shop.

**Random Fact:** Mr. Rogers is from Pittsburgh. His neighborhood is a fictitious amalgamation of Pittsburgh neighborhoods, but the show featured a who's who of Pittsburgh citizens, including regular appearances by storied jazz musician Joe Negri as Handyman Negri.

**City's Terrain:** Pittsburgh is hilly with narrow streets and lots of bridges. As part of the Rust Belt, road maintenance takes a backseat to other public interests, but bike lanes continue to pop up as the economy continues to rely more on the education, technology and medical fields. As a relatively small city, Pittsburgh is very "bikeable" as long as you're either young or strong, or you stick to the bike lanes and the bike paths which are flat and run along the rivers.

**Weather Forecast:** Pittsburgh sees the best and worst of all four seasons, but the climate is generally pretty mild. Expect snow and ice in the winter, and hot, humid summers, but it's seldom as extreme as the conditions in cities like Minneapolis or Tucson.



Over The Bar Bicycle Café has good beer and lots of bike parking.

**Top Shop(s):** Hands down, the most famous shop in Pittsburgh is Kraynick's. The top two shops for urban cyclists are Thick Bikes and Iron City Bikes. But Pittsburgh has more than a dozen individual shops, several of which have numerous locations, such as Trek of Pittsburgh.



A Primanti Brothers sandwich and the most popular local beer.

**Best Watering Hole(s):** In this writer's opinion, Kelly's Bar & Lounge is the finest dive bar in Pittsburgh, but we would be remiss to overlook Over The Bar Bicycle Café, which now has two locations. D's Six Pax & Dogz, a hotdog shop located right next to the mountain bike trails of Frick Park, is a beer lover's dream. Also, the Church Brew Works is a stunning repurposing of an old church that now serves craft beer that's brewed on site.

**Authentic Local Food:** It's hard to talk about Pittsburgh without mentioning Primanti Brothers, home to the greasiest, messiest, most delicious sandwich in America. You don't get fries with it, you get fries on it. As well as coleslaw and cheese. French fries and provolone cheese are common toppings for salads in Pittsburgh, and if you order a fried fish sandwich, be prepared for the filet to extend way beyond the bun.



Bicycle Heaven is Pittsburgh's bicycle museum.

**Best Coffee Shop(s):** Pittsburgh has numerous high-quality coffee shops, but the most notable is Tazza d'Oro, who sponsors weekly group rides dubbed Team Caffeine and Team Decaf. There are also several local coffee roasters, including PrestoGeorge in the Strip District.

**Must See:** The Pittsburgh skyline is beautiful, and the city plays host to a number of cultural attractions including the Andy Warhol Museum and its many professional sports complexes. There's also a bicycle museum just a stone's throw from the casino.

**Must Ride:** If you only have an hour or two, you'll want to take advantage of Pittsburgh's most famous bike path, locally known as The Jail Trail. It runs from downtown to Oakland, where you'll climb out of Panther Hollow up to the University of Pittsburgh. Stop and eat some fries at The O, then head into the East End, or back down and across the river to the Southside for drinks.



D's serves up high end beer with gourmet hot dogs and fries.

**Best Time to Visit:** The spring and fall are beautiful, but nobody loves fireworks like the residents of Pittsburgh, so come on July 4th and party outside with the locals.

**Need For Speed:** Pittsburgh has a rich history of bike racing, including the infamous Dirty Dozen hillclimb race. There are regular crits during the summer, and more mountain bike races than you can shake a stick at, as well as cross races and alleycats. Pittsburgh also has a storied BMX history.

**Two Wheeled Celebrities:** Pittsburgh's most notable bike celebrity is known as the Bumper Bike guy. He has several bikes, each with an automobile bumper lashed to the handlebars, making for an unusual but unforgettable sight.



Dave at PrestoGeorge knows coffee like the back of his hand.

**Top Tourist Attraction(s):** Sports, sports, sports, sports, sports. The Carnegie Museums are world class, including the aforementioned Andy Warhol Museum. The city hosts numerous gallery crawls, a large annual arts festival, a regatta, and countless theatrical, musical and other cultural events.

**Advocacy:** Pittsburgh's advocacy organization, BikePGH has been named the national advocacy organization of the year. With strong support and equally strong leadership, the local non-profit has made big changes in a city that's deeply rooted in car culture. To date there's an ever-increasing number of bike lanes, and bikeshare is scheduled for summer 2014.

**Locals Only:** The city has three rivers, and their shores are an excellent place to congregate on warm summer nights. Locals can show you secret party spots, rope swings and more.







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# BANANA CA

# ALLEYCATS

By Steve Smith

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

Photos by Kelly MacWilliams



**D**omestically, outlaw bike races have enjoyed an off-road, off-stage spotlight since the days of the Repack events on Mount Tamalpais back when Saber Tooth Tigers and Woolie Mammoths roamed the earth. Alleycats have been an urban cycling mainstay for almost two decades. In that time, roving bands of cyclists have eschewed traditionally organized events with insurance coverage and astronomical entry fees. The Bay Area has long been the home for off the grid events in every discipline of bike racing, and having a long and sordid history with these races, I was intrigued when Minneapolis resident and All-City Brand Manager Jeff Frane began organizing his own cyclocross series through the network of roads and trails along little traveled banks of the Mississippi River. Having watched the development of his races from afar, I was thrilled that one was to coincide with a previously scheduled trip to the Twin Cities.



Bandit Cross organizer Jeff Frane

## THE TENETS OF BANDIT CROSS

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Attitudes tend to be much better at free events.

### NO PRIZES

Kindness shows through with only bragging rights on the line.

### REQUIRE A WAIVER

Legal counsel has advised that a waiver can help out in a pinch.

### HAVE FUN

Don't wait for somebody else, make it happen.



To a casual observer, the planning stage often happens with rapid-fire spontaneity with promotion always occurring though word of mouth and a single heavily circulated flyer. Too much planning can result in critical eyes being directed to the effort and pulling one off stealthily is always the call. Behind the scenes however, a very different picture exists, as Jeff methodically plots the course in his head and then in real time as he arrives long before the impending revelers. As he carefully marks the course with natural features, and takes care of light trail work in an effort to minimize any impact, the fruits of his efforts begin to take shape.

In response to wanting to race cyclocross, but being



turned off by the high entry fees, and occasional dour attitude of some fellow competitors he encountered, it was three years ago when Frane finally decided that the best course of action was to simply organize his own events. After years of hosting alleycats and various messenger races, putting the Bandit Cross events on was a simple transition. So far the premiere race has been the only one that has had an entry fee required, the funds from which were ultimately invested in trail care equipment. Secondly, the idea of riding a cross bike on the local courses of finely manicured parkland never was of interest, however riding one on sketchy single track, and through rocky creek crossings added

an element of excitement and adventure that was infectious. Harkening back to the days of “Jungle Cross,” Frane found inspiration and applied it in the natural setting of the local trail network.

With a background solidly set in a more punk rock, DIY aesthetic, the motivation for these functions is to not simply rest on any laurels and wait for someone else to create an event for you to attend. And Jeff’s not alone in this mind set. Fed up with traditionally organized competitions, people the world over are taking the proverbial bull by the horns and embarking on their own visions of how they think a fun event should be realized.



The Bandit Cross participants were of every skill level and on nearly every kind of bike. There we were all racing our bikes together and at the conclusion of which was a social time for taking on various forms of nourishment and talking with fellow competitors about favorite aspects of the course. Everybody is here for the exact same reasons and without exception, egos were checked at the door.

Post race, participants and spectators alike stood en masse around a hollow in the forest commiserating on the course, life, loves and all topics in between.

Voices echoed through the trees, and the sounds

of excited laughter resonated in all directions as the sun set on another successful fiasco.

With a crisp fall bite in the air, Jeff and I walked through the woods together after my inaugural Bandit Cross, clearing course marker tape and traffic cones and he said "I always get stressed out before these go off, but then people come and the race happens, there's no trail conflicts, and everyone has a fun time. Really, and I know it sounds corny, but these things just give me faith in humanity, you know?"

After having finally seen it for myself, I totally do.



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ARC 1.7 - 170 LUMENS



ARC 5.5 - 550 LUMENS





**Clockwise from left: Peacock  
Groove, Independent Fabrication,  
Broakland, Cherubim, Sycip**



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***Clockwise from left: Sunrise Cycles, Airtight Cycles, Don Walker Cycles, Six Eleven Bicycle Co, Breadwinner Cycles, Argonaut Cycles, Alternative Needs Transportation***





**Clockwise from left: Lundbeck Cycles, Cykelmageren, Engin Cycles, Ti Cycles, Zukas Cycles, Retrotec Cycles**



## Pure Fix Kilo

The fixed gear bandwagon pulled out a few years ago, and in its wake left a number of inexpensive complete options. Long gone are the days of retired track frames and hard to find parts, today there is no shortage of complete bikes to choose from at most any price point. Pure Fix sells complete fixed gear bikes consumer direct and through shops complete for \$325 (\$400 as shown with glow in the dark paint), making them an attractive entry point for price conscious buyers such as students, first time adult bike buyers, and people looking for a secondary city bike.

The bike looks the part with aggressive lines, deep section rims and riser bars. Where some color matched complete bikes can be garish, I'll give Pure Fix credit with having choices that match the aesthetic seen on much more expensive builds. Good looks aside, the bike remains an entry level bike at an entry level price with a high tensile steel frame and mostly no-name parts spec to match. Both a freewheel and

fixed cog setup are included, but only a front brake, leaving single speed riders to budget \$25 for a matching rear caliper and lever. The bike isn't a lightweight—the hi-ten frame, deep rims, steel chainring and other parts mix mean that our 58 cm Pure Fix weighs in at 25.75 lbs. The frame has a single bottle mount and has mounts for a fender, though the fork does not have dropout eyelets. It was nice to see the frame ship with chain tensioners to aid keeping the rear wheel just right, and reasonably sized 28c tires for city riding. Five sizes between 47-61 cm are offered, making Pure Fix an economical choice for people of a wide variety of heights.

In the name of a proper test we handed off the Pure Fix Kilo to Jet Messenger rider Shane Montgomery for a few weeks of daily duty, figuring a month of courier work is worth a year or more of riding from an entry level consumer. "Overall, the geometry felt pretty good. For the fun-ride or short commute and

casual rider, it'd be a great ride. Wheels roll as they should, and the BB is actually buttery for a no-name. I had to replace the brake as the quick release came off in my hand as soon as I opened it to swap the brake pads for more reliable stopping on the non-machined rim (accompanied by a crowd-splitting, loud squeal). Glowing worked well as long as it was set under bright lighting just before night riding, though the paint had a few pock marks and was easily chipped."

While Pure Fix does have a number of dealers and recommends professional assembly, there is no doubt that many of the bikes are going direct to consumers for unboxing and assembly. In that light it is worth noting that the rear triangle of our test frame seemed askew—it was difficult to place the rim evenly between both the chainstay and seatstay, no matter the placement the rim was off-center in one or the other part of the rear triangle. A skilled mechanic would catch this upon assembly and it would be covered under warranty, but a consumer purchasing direct may fail to notice.



As a starter bike meant to give the single speed or fixed gear world a try, the standard Pure Fix bikes can prove a reasonable choice, especially with professional assembly. Lowering the barrier to entry into bikes is a good thing all around, and alignment and brake quick release issues aside if the Pure Fix Kilo can handle a few weeks of harsh courier use it can handle more entry level riders. It's easy to point towards bikes "only" \$100-150 more that are undoubtedly better, but that is not an insignificant sum as compared to the \$325 base Pure Fix price. In fact, Pure Fix themselves now offer a \$450 option with a 4130 chromoly frame, and nicer fork, wheels, and tires for those looking for upgrades out of the box. [www.purefixcycles.com](http://www.purefixcycles.com)



Red taillights are an important piece of dusk and nighttime riding safety. Some would even argue for their use in daytime hours, just in case. Rechargeable lights are increasing popular choices for daily commuters tired of purchasing batteries, with USB becoming the near universal power interface. Runtimes listed are as claimed by manufacturer, your experience will vary with use and condition.



## Planet Bike Superflash USB

Price: \$35

Modes: Steady / Superflash

Runtime: Up to 36 h in SuperFlash

Mount: Clip and bike mount

Charging: Mini USB

Weight: 50 g (with seatpost mount)

Features: Low battery flash pattern for last 20 min of charge.

When the Planet Bike Superflash was introduced it instantly became the gold standard by which other blinkies are judged. This year it has been updated to a USB rechargeable model while retaining the familiar Superflash form. The clip mount isn't as elegant as a built in band, especially when the bike mount is left behind empty, but it does allow you to clip it to your clothing or bag and is compatible with aftermarket rack mounts. The side recharging port helps to keep the electronics away from tire overspray.

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



## Cateye Rapid X

Price: \$40

Modes: High / Low / Flash / Rapid Flash / Pulse / Vibration

Runtime: 1 / 5 / 30 / 16 / 16 / 8 h

Mount: Silicone band

Charging: Micro USB

Weight: 24 g

Features: Mounts to 12-32 mm diameter tubes, auto low battery 1 h flash mode, smart button.

The Cateye Rapid X is a featherweight contender and by far the lightest of these four lights. Coupled with the low profile design, the Rapid X is as at home on sleek road bikes as on the evening commute. Given the mounting style, it is however impossible to change the angle of the light for optimal visibility though the curved lens body provides a wide angle of view. Where other lights boast of side visibility, the Rapid X is nearly as bright from the sides as from the back. Leave the band on even when removed from the bike and you'll be sure to not lose the rubber back panel that covers the body and USB port. [www.cateye.com](http://www.cateye.com)





**Portland Design Works Aether Demon**

Price: \$49  
 Modes: Steady / Dance / Breathe / Group Ride  
 Runtime: 3.5 / 8 / 8 / 175 h  
 Mount: Clip and bike mount  
 Charging: Mini USB  
 Weight: 53 g (with seatpost mount)  
 Features: Epic Group Ride mode runtime at 10% power, smart button.

When it comes to ultimate run time, the PDW Aether Demon wins hands down with its seemingly never ending Group Ride mode. Helpful to not blind your friends behind you, it's also a great bail out mode to have when you know you haven't recharged as recently as you should have. The smart button prevents accidental pocket battery drains, and is easy to find and operate with gloves on. Just make sure the USB charging port is securely plugged before riding in the rain as it is in line of the tire spray. The Breathe mode is maybe the most eye pleasing and Dance the most eye catching—nice combo. [www.ridedpw.com](http://www.ridedpw.com)



**Knog Blinder Road R**

Price: \$60  
 Modes: Steady / Fast / Chaser / Peleton / Eco-Flash  
 Runtime: 3.5 / 4 / 5 / 13 / 20 h  
 Mount: Seatpost silicone band  
 Charging: Male USB plug, includes cable  
 Weight: 53 g  
 Features: Completely submersible, cordless charging, smart button.

No matter the weather, the Knog Blinder Road R will continue to shine—it can go through an entire charge submerged in water. The Blinder does not need a cord to recharge, it plugs directly into a USB port, though it can be a tight fit in some configurations. The silicone mount and metal clasp make it easy to remove for charging or lockup, and are very durable as long as you don't overstretch, though have no adjustment for better viewing angle. The battery indicator comes on too late to be much use and the button is hard to operate while riding, but this remains my most used taillight. [www.knog.com.au](http://www.knog.com.au)



## Bern Morrison

Bern has been a mainstay in the urban cycling scene for some time now, and they've been successful in the skate, snow and watersports markets, as well. So it only makes sense that they would eventually branch out within the bike world with the \$99 Morrison, their first mountain bike specific model. Essentially the same as the new Allston (with a visor), the Morrison is designed to be lighter and more ventilated than previous models.

Bern's signature Zip Mold Plus construction pairs a PVC shell with liquid injected polyurethane foam, as well as six nylon ribs molded into the foam. Their latest design allowed them to shave some weight off without sacrificing strength (it meets ASTM F 2040, CPSC and EN 1078 standards).

The Morrison features a removable rubberized visor and comes in a variety of color schemes. Touches like contrasting or color-coordinated chin straps show Bern's commitment to aesthetics as well as safety. After all, a good looking helmet encourages people want to wear one.

I've always had good luck with the fit of Bern helmets, but they've switched up their sizing for this model. I started with a L/XL Morrison, which felt great on the showroom floor but proved to be a bit too tight in the fore/aft dimensions (side to side it was OK). I wound up needing the largest of the three sizes, XXL-XXXL. The dial at the back of the helmet doesn't seem to offer as much adjustment as I might like, but since I have a pretty big head, I don't need to snug the helmet down very much. It's kind of interesting that the chin strap does not adjust at the ear junction, yet it doesn't seem to negatively effect the fit.

At 451 g the Morrison is a bit heavy compared to comparable mountain helmets. On the bike, the helmet feels well balanced, and the weight and coverage actually lends to a feeling of security.

The construction quality is top notch, and I especially like how the main part of the helmet liner connects via snaps, not just little tabs of Velcro. [www.bernunlimited.com](http://www.bernunlimited.com)

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## WOHO Ninja Ninja Deluxe Gloves

WOHO's Ninja Ninja gloves feature a smooth, breathable Lycra shell with a synthetic suede palm material. The palms feature a non-slip silicon coating and SBR foam padding which feels thin until you grab the handlebar, then it feels quite substantial. Overall they're a very comfortable pair of gloves. I also like that these don't use a Velcro wrist closure—unless it's a compression strap for wrist support, it just seems unnecessary.

One of the major features of the long-fingered Ninja Ninja gloves is the use of touch-screen friendly fabric on the index finger tip and thumb. In fact, this may be my favorite feature. It's a simple convenience that's probably going to be ubiquitous in a few years. Another interesting feature that's only on the fingerless version are small pull tabs on the middle two fingers. This seems a little less necessary to me, personally, but might make some people quite happy.

I do feel that the Ninja Ninja gloves run small, so you'll want to double check with WOHO's size chart, and perhaps order one size up if you feel that you have rather large hands.

The Ninja Ninja Deluxe gloves come in a variety of solid colors, all accented with color-matched elastic bands with a subtle silicon logo. The long fingered gloves retail for \$31 (\$28 for short fingered) and come in sizes S-XXL. [www.wohobike.com](http://www.wohobike.com)

## NiteRider Lightning Bug 100 USB

The Lightning Bug 100 USB is NiteRider's idea of a high-quality light for the practical commuter. Meaning that it's affordable at \$39, yet powerful. It features trickle down technology from their Lumina and Mako lines, yet retains the simplicity of the original Lightning Bug.

As the name implies, it features a 100 lumen maximum output. There's also a half power mode, and a flashing mode intended for daylight safety. The 800 mAh battery charges in 2.5 hours via USB, and provides an equal amount of runtime on high mode (6 h on low, 26 h flashing).

The simple, tool-free silicone mounting system is convenient and easy to use, even with gloves on. You don't need to stretch the band terribly tight to make the light stay put, which bodes well for it not snapping after extended use. The whole unit feels like it's built to last, which is generally the case with NiteRider products.

The beam pattern is pretty soft and wide, which I personally appreciate. Of course in this day and age of 1000 lumen commuting lights, the humble Lightning Bug isn't nearly the brightest light on the road. But many of us remember when 100 lumens was considered super bright, and it's still enough to get you around town at night. [www.niterider.com](http://www.niterider.com)



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# Bicycling Art In A Melting Pot

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*Bicycle artist? Perhaps not an obvious profession. But Tahlia Lempert is just that. And finding inspiration is not difficult in a bicycle metropolis like New York City.*

---

By Matilda Hedberg Dowdle

Photos by Takuya Sakamoto

**A**n anonymous door below a green marquee with the number “35” in modest letters marks our destination. It’s a cold winters morning in Williamsburg, Brooklyn, and we’re happy to get inside. Up old industrial stairs to the third floor, and we knock on the door. The clock has just chimed eleven.

Until the 1960s, this was an old toy factory. Today, the third floor houses a huge studio and apartment. With dented doors, dusty windows and old wooden beams lining the ceiling, this is where Tahlia Lempert lived together with her boyfriend. Both bicycle enthusiasts, she’s an artist and he owns a bike shop over in Manhattan.

*The bike is such a central part of our society. It’s a very interesting form of transportation, Tahlia says.*

We’re seated at a huge wooden table in the middle of one of the rooms. The smell of oil and paint is lying thick in the air, and light manages to find its way into

the building through the old windows, getting some help from a couple of lamps. Just next to us is a great deal of Tahlia’s artwork. While Tahlia also makes jewelry, it’s paintings and screen-prints that today are on display. In the middle of it all, a large painting of a red Crescent catches our eyes. Next to it, a grey mountain bike with a thick frame is waiting to be the next victim. It has been sent to Tahlia from a guy in Boston.

*Many people send me their bikes so that I can paint them. It’s how I like to work. I want to have the object physically in front of me, not a photograph.*

Growing up further north in New York state, Tahlia headed to the Big Apple during the 1980s. She studied to be an artist at New York University and started bringing the city’s atmosphere into her work. When she bought a bike and left her Metro Card at home, her new form of transportation became a central part of her art.



I focused a lot on painting portraits of people at the beginning. Then it was people with bikes, and now I just paint bikes. I showcase my art at bike festivals and markets; it's a way to get my art out there.

The city of New York is a great place for inspiration, and it's not difficult to nurture your interest if you're a fan of the bicycling culture.

You could say that the sport is more popular in New York than you think. Bike rounds focused on women, projects to get young people more involved in the sport, there's a velodrome in Queens that's very popular. And alley cat races are huge here.

And when taking a tour of Tahlia's apartment, you can really tell that her and her boyfriend's interest in the sport of cycling is huge. Not just because of the large Crescent painting, or the pile of screen prints. But when we move into another room, it becomes more apparent.


Bamboo frames, tires to infinity and a collection of old bottles from various cycling teams. Huge old gears, worn out straps that one day held down leather cycling shoes. Away from all of the paintings and prints, there's

a room filled with bikes. This is a gold mine: there are bikes from the early 20th century to present time. Tahlia shows us around and picks out different things from piles and points of different models. Bob Jackson, Hampsten, some unmarked. Many of the bikes are so entangled in each other that it's difficult to see what brand they are, or how old they are.

Most of the bikes belong to my boyfriend. Some he has put together himself. We both collect bikes, work with them, I use them in my art. They're very interesting, especially the really old ones.

Interesting is just the start. But I can't help but wonder if this is forever? Art can surely be changed; will bikes always be the main focus in Tahlia's art? The answer I simple.

Well, as long as I'm interested in it, I'll continue painting bikes.

We say our goodbyes, preparing to head off into the chilly winds and, despite the bitter cold, brightly shining sun. The heavy door closes behind us. The smell of oil and paint still lingering over our heads. 





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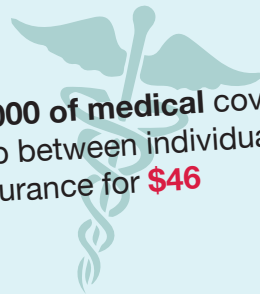
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# ANYTHING COULD HAPPEN

## How Bicycle Insurance is Protecting Cyclists from The Unexpected

By Krista Carlson

**F**or many, bikes occupy a huge chunk of their lives. More than just a means of transportation, our bikes give people a way to move around, connect with their communities, and stay healthy. As a result of spending infinite hours in the saddle, cyclists often treat bikes like children: We name them, we groom them, and we protect them with our lives—but just like any good parent, you can't always be there for your bike.

When Jonathan Matz had his bicycle stolen outside his Manhattan office, he knew he'd be able to replace it. Valued at \$3000, his VeloOrange Polyvalent was a labor of love, composed of hand-picked components to perfectly suit his needs and taste.

"Someone beat a New York Kryponite lock," he says. "It's still a mystery to me to this day, but I'm not sure I would have been able to contemplate replacing [the bike] if I didn't have the Velosurance policy."

Studies have shown that many bicycle theft victims do not buy a replacement, and that fear of theft may actually discourage bicycle use. Despite the deep connection between bikes and their riders, bicycle insurance typically exists in the periphery of their minds, after the wish list of shiny new parts and visions of ideal infrastructure improvements.

"Everybody understands why you get car insurance," says Matz, who purchased policies on both of his bikes last year when he found out about bike insur-

## THINGS THAT ARE COVERED

- You hit a dog and have to pay vet bills.
- A riot breaks loose and your bike is set on fire.
- The shop bike you are borrowing is stolen (locked properly).
- You've been in a hit and run and have a broken leg and a totaled bike.
- Your brother rides your bike to the store and brings it back with a broken fork (family by blood or marriage living at the same residence are covered).
- You pack your bike up all nice and safe and the airlines manage to brutalize it anyway.

## THINGS THAT ARE NOT COVERED

- You shotgun a 12 pack and ride your bike into a tree (as with driving a car, DUI for any controlled substance disqualifies).
- Your bike is confiscated while you're camping on BLM land.
- You're a courier and you get hit (commercial use is not covered).
- Your GoPro comes loose from your handlebar, falls off and gets run over (digital equipment affixed to your bike may not be covered).

ance. "I know people who have wrecked their bikes on rides, and obviously bike theft is unfortunate but a very real thing. It seems foolish to think that neither of them would ever happen to me."

Not only is bike theft a real possibility, but it's more likely than having your car stolen. The International Crime Victim Survey found that bicycle owners are more than twice as much at risk of having their bikes stolen than car owners their cars. As sales of new bikes increase and commuting by bike becomes more popular, bike theft has seen an uptick as well. According to the FBI Crime Statistics Report, bike theft rose 3% in 2012. Additionally, data from the National Highway Traffic Safety Administration reports an increase in collisions involving bicycles and cars.

"There's never a day I don't get a report," says Velosurance CEO Dave Williams. "There's always a bicycle accident somewhere."

Until recently, cyclists seeking to insure their bike had to rely on patchy coverage from policies designed for other purposes. While some protection is provided through homeowner's, renter's, auto and health insurance, dedicated bicycle insurance can provide much more comprehensive protection.

"Homeowner's insurance does a very poor job at insuring bikes," says Williams, adding that coverage under these policies is typically limited to fire and theft. "Very few bicycles are going to burst into flames."

Restrictions on where the theft occurs is also problematic. Other types of insurance, such as health

or auto, may provide coverage for injury or liability, but not both. The bigger problem, however, is the lack of protection against uninsured and hit and run motorists, which until now has been unavailable to cyclists who are not also car owners.

"This is a patently unfair situation," says BikeLaw attorney Bob Mionske. "Is there any rational reason that one cyclist has access to uninsured motorist coverage, simply because the cyclist owns a car, while another cyclist does not have access to that insurance? Of course not—the requirement to own a car is entirely arbitrary."

## How It Works

When Matz found his bike missing the first thing he did was call Williams. "He said 'Actually, you should call the police.'"

Theft is just one instance in which insuring your bike can mitigate financial loss. On any given day the best case scenario is a perfect bike ride: No flats, mechanicals, crashes, or run-ins with cars, perfect weather and no coming out of a store to find nothing but a broken lock. Bike insurance can't protect against bad weather, but it can ease the sting of mechanical failures, hit and runs, and crashes, which are likely to hurt financially as well as physically.

"Now a cyclist can not only protect their bicycle but can protect themselves from the unfortunate risks when riding," says Craig Dawson of Spoke. "Cyclists share the same rights and responsibilities as other road users but didn't share a lot of the same benefits until companies like Spoke came along."

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Specialized insurance for bicycles has been available in Australia, South Africa and the UK for some time, but has only come available to the U.S. public since 2013. A few of the carriers covering cyclists in the U.S. today are Spoke Bicycle Insurance, Velosurance and Markel.

“Markel is constantly approached with new ideas for new products, and we received significant interest from the cycling community to look into bicycle insurance,” said Lauren Hernandez, product manager for bicycle insurance at Markel, a company that specializes in insuring recreational sports. “Markel Bicycle addresses the unique needs of riders such as coverage while racing, theft away from home, rental and event fee reimbursement and coverage for riding apparel and spare parts.”

Getting insurance on a bicycle is a lot like insuring a car. Under a typical policy, a bike can be insured against theft, damage, liability, medical, and uninsured motorists. Optional endorsements vary from one company to another, but generally include roadside assistance, trip interruption and worldwide coverage.

“Our policies cover anything accidental in the United States or Canada—if you’re taking a trip to Italy and you’re insured for worldwide coverage you don’t have to tell us,” Williams says.

Every policy is specific to a particular bicycle; multiple bicycles can be insured under umbrella-type policies and insurers may offer secondary policies for lower premiums. Typically policies have a minimum \$100 deductible. As with auto insurance, a higher policy

deductible lowers premiums. Bikes are insured based on a stated value, which should equate to either the amount paid for a bike, the amount it would cost to replace it, or the amount an individual would accept to purchase a replacement.

“The average homeowner is really purchasing the peace of mind that if something does go wrong, they are protected—and this peace of mind is exactly what cyclists are looking for when they purchase bicycle insurance,” says Mionske. “The peace of mind that if something does go wrong, they are protected, whether it be from a personal liability claim against the cyclist, from damage to their bike in a crash, or from being left stranded after a breakdown—or being injured by an irresponsible, uninsured driver.”

Rates are calculated based on a cyclist’s region of residence, financial responsibility and insurance history, their bike and their riding habits: commuter, recreational, competitive, or professional. Policy premiums average roughly seven percent of the value of a bike, says Williams.

“In Wisconsin it might be five percent; in Miami in might be eight. If you’ve got a bad insurance score it could be nine percent,” says Williams, describing how the country is broken up into three tiers that are based on how many months out of the year there is reasonable riding weather (higher in the Southwest and lower in the Northeast).

Matz’s insurance for both his touring/commuting and road bikes totals \$360 altogether. “It’s really just a matter of figuring what it would cost to fix or replace your

bike,” he says. “There are components that cost almost as much—changing my crankset is going to be not much less than my \$180 to cover one bike.”

Policy premiums start at \$100 through Velosurance; as partners, Markel and Velosurance offer the same policies and rates—the main difference is that Velosurance handles bike insurance only and is operated by cyclists. “When you call here you talk to someone who really speaks the same language,” says Williams.

Spoke Insurance, which is a branch of Sports Insurance Solutions, has established a yearly set premium for all bicycles valued at \$2000 or less. “If a cyclist was to take full coverage it would cost approximately \$22 per month,” says Dawson. “We offer the option to break up the coverage—for example, theft and damage only or liability only—but the difference in price is so small that it is more advantageous to take full coverage.”

It becomes economically feasible to insure a bike at \$750, says Williams. He says that while hit and runs are covered, there are few if any claims based on them, and notes that just like theft, a police report must be filed in the event of an accident in order to file a claim.

As for Matz’s disappearing Poly-Valent, “When it was all said and done I had a reimbursement for the full value of the bike and was able to purchase a new one,” he says. “It took about five weeks, though it was entirely down to the NYPD. I had to get a copy of the report. That held it up for maybe a week or two. All things considered it was pretty quick.”



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# CETMA

## AN INTERVIEW WITH LANE KAGAY

By Krista Carlson



**L**ane Kagay is the owner and fabricator behind CETMA, and builds racks and cargo bikes in Venice, California. He recently took in his first apprentice, to share his skillset and improve his own production process. It all began 8 years ago when he built himself a rack to ease his work as a bike messenger. Since adding cargo bikes to his line, they have been embraced by parents and business owners to make their lives go a little smoother as well, including the University of Kentucky's mobile bike shop, a bike rental and delivery business in Austin called Bikes on Bikes, and a coffee delivery business in Montana. We visited the CETMA shop recently to chat with Lane about his bikes; here's what he told us:

### **What's the first thing you do when you're getting ready to build a cargo bike?**

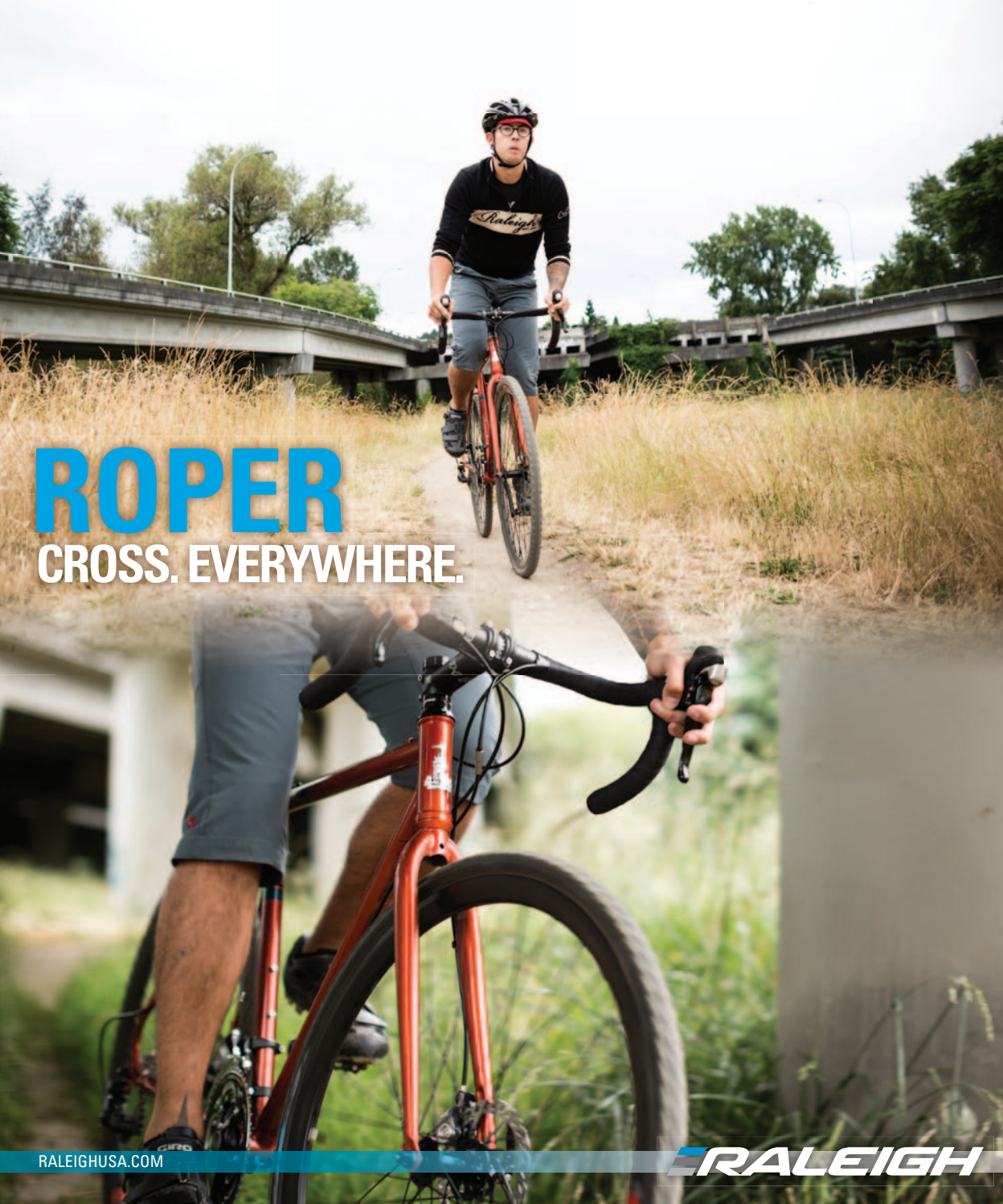
A lot of frame builders have this ritual where they'll meet with the customer and take their measurements and get them fitted for their bike; all my bikes are the same, which makes it easier to produce and more efficient—but the first thing I do is all the bending; I try to do all the bending for the bikes all at once. I have this stuff systemized, and we're almost at the point now where we can get a bike done in one day.

### **What ways are you expanding your operation this year?**

I have an extra brain and extra hands to help me; that's how I'm expanding. From the beginning I've never intentionally tried to go into business, or deliberately tried to expand.

The way this whole thing got started was I built a rack for myself in my garage, and people at my work wanted them. I was a bike messenger in San Francisco, so other people started asking me for them. Same thing with the bikes; I built one and put it online and people wanted them, so it just naturally grew into a business. It started as a weekend hobby, but I'm expanding because demand is going up. If people stop buying bikes and racks from me then, fine, I'll make something else. I don't have big inventory, I don't have a bunch of shit made in China, and I don't have a warehouse full of stuff that I have to try to sell to people. It doesn't work that way here—somebody makes an order and then we make the bike for them.





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## **You've lived in Chicago, San Francisco and Eugene. What drew you to L.A.**

Being a bike person in the bike industry, I was attracted to move to L.A. because it's like "Of course L.A. Why shouldn't bike builders move to L.A.?" That's where shit needs to be energized, where the traffic is the worst and people drive more than anything else. That's where bike builders need to be.

## **What are some of the trial and errors you've had building racks and bikes?**

One advantage to building each bike one-at-a-time is that each one can be improved from the last one, as opposed to having a factory somewhere make a thousand bikes for me. If there's something that needs to be improved I don't have to wait for the next batch; I can implement those improvements immediately.

Earlier this year I changed the head tube angle slightly on the bikes because I realized the handling needed to be engineered more to suit my most popular customer base. Originally I wanted my bikes to be for messenger use, for riding fast, but I realized that most of my customers are families, parents riding slow—not necessarily cyclists—so I changed the engineering a little bit so that the bikes can handle better going slowly. Aside from that the bike has pretty much been unchanged since its origins.

## **Do CETMA bikes fold?**

They don't really fold, but they bi-part in the center of the frame. There are a lot of benefits to it, but it's really about the shipping. It's also really useful for traveling. If you're gonna go on a car trip for the weekend you can easily bring the cargo bike with you.

It's easy for me to deliver these bikes too. I had a customer buy three bikes from me in Austin and the price to ship was almost the same as driving it there, so that's what I did. I was able to shake the guy's hand and put the bikes together and answer any questions he had in person.

It's also good if the bike is damaged. If there's an accident—if only one part of the bike is damaged you don't need to replace the entire bicycle; you can just repair or replace the portion that's been damaged.

## **Did the first bikes you made have the bipartible feature?**

The first prototype was a WalMart mountain bike.

Mike Gould took that, chopped it up, and used it as the first prototype. I owe a lot to that guy, Mike. He has a background in engineering, he's a real smart fabricator—so he went home and worked on the design—he's really the brains behind the original design of this bike. That was it, we worked on that together and I took pictures of it and put it on bike forums and started to get a lot of interesting feedback from people. Originally we weren't gonna make full cargo bikes; we were just gonna make fronts. The idea was that a customer could bring me an old mountain bike that they liked and we would modify it and turn it into a cargo bike. But then people online started saying "Why don't you just make rears? Why don't you just make the whole thing?"


## **Where does the name CETMA come from?**

CETMA is a goofy acronym that I invented, for "The Center for Electron Travel and Molecular Alignment"—when I first started I was a messenger in San Francisco and I was just a nerd in a garage with a welder, and people wanted to know what I called my racks. I wanted to come up with a name that would imply a big organization, so I called it something really long and silly. It refers to welding at the molecular level.

## **Do you get a lot of feedback from your customers?**

Yeah, quite a lot. There's a family who just received their bike in New Jersey, and they have three kids. And they're selling all of their stuff. They have two cargo bikes—one from me and one from another company—and they're selling all their stuff and their going to travel the country on cargo bikes and they're just gonna have a fun time with their kids and hopefully settle down in Portland. They have a blog about it at [www.dayswiththegrays.com](http://www.dayswiththegrays.com)

## **That is really brave.**

It's tremendous. It's a real victory for me, to make these bikes here in the shop, and put them all together and build a shipping crate and pack them carefully, ship it off and then get these pictures from families who are now unpacking it and assembling it with their kids, and they're gonna use it for years and years. That's easily the most gratifying part of what I do. I love making stuff, working with melding and welding. I love all that shit, but that's the part that's really cool. 

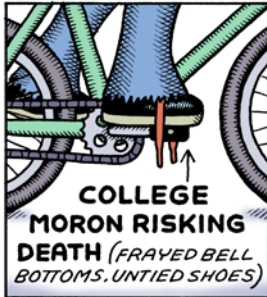
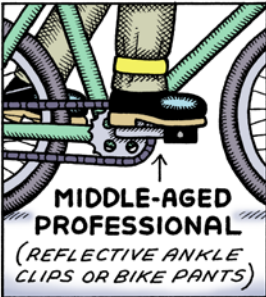
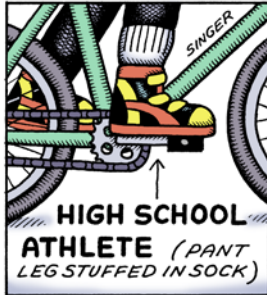
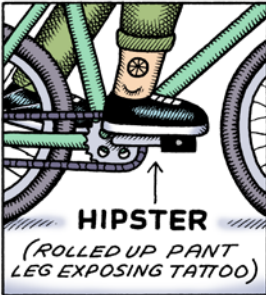
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# Multi-Speed Chain Length

By Brad Quartuccio



Determining chain length on a single speed drivetrain is straightforward enough, but proper chain length on a multi-speed derailer system isn't as brainless. Too short of a chain on a multi-speed system can lead to binding and potentially a broken chain or other components—it's important to have enough chain to wrap around the largest combination of front and rear teeth with space for the rear derailer. One popular way to determine chain length is to wrap the chain around the large chainring and largest cog, without going through the rear derailer, and pull it tight. Note the shortest length it could be joined and add two links (one inch) of chain to account for the rear derailer. If you are using a master link be sure to account for its length in your link addition.



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# OUTRO



Costumes encouraged, partying mandatory, rules optional. Bilenky Junkyard Cross is a less-than-formal bike race through the junkyard behind Bilenky Cycle Works in Philadelphia. The 8th annual event was held in conjunction with the Single Speed Cyclocross World Championships, acting as a qualifier for the main event. Ripping through the aisles of the junkyard, over a car and through a van riders raced in heats of about 15 a piece to vie for spots in the men's and women's SSCXWC main event. A near perfect event, though you may not want to jump your 'cross bike over the junked car. Photos by Brad Quartuccio





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Christina Peck, messenger Godspeed Courier, two-time NACCC Champion, San Francisco, CA



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