



# URBAN VELO

Bicycle Culture on the Skids

Issue #34 • November 2012



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# URBAN VELO

Issue #34

November 2012

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Win if you can, lose if you must, but always cheat.  
—Jesse “The Body” Ventura.

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Urban Velo is disappointed by the findings and conclusions in the USADA report regarding Lance Armstrong. Given the determinations of the report, Urban Velo today is terminating our long distance relationship with Lance Armstrong. We are also disappointed that Barry Bonds choked in 1992.

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**On the cover:** The crew from Pedal Consumption hopped across the pond for a tour of Europe. See more on page 40. Photo by Jason Finn, [www.jasonfinnphotography.com](http://www.jasonfinnphotography.com)

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**Co-conspirators:** Eric Wolfe, Aodan Higgins, Kurt Boone, Dyami Serna, Colin Arlen, Brendan Kevenides, Andy Singer, John Greenfield, Mikael Colville-Andersen, Mary Embry, Jennifer Walz and Adam Herstein.

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Urban Velo, PO Box 9040, Pittsburgh, PA 15224

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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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Bike sharing in Antwerp, Belgium.

Left: Long live the now defunct Santa Cruz Polo Dojo. Dog soccer!  
Photo by Brad Quartuccio

# EDITOR'S STATEMENT

By Brad Quartuccio




“The difference in Europe is we want to get more people onto bikes. You really sense that in America the general focus is getting people into helmets. We want to reap the benefits of the public health when people ride bikes.”

Helmets are a controversial issue—when we run a photo of a rider without a helmet someone is sure to tell me about it, while at the same time perfectly reasonable adults go around daily choosing to go without for one reason or another. Some, like Mikael Colville-Andersen of Copenhagen Cycle Chic, are against helmet use in daily bicycle riding believing that they discourage further bicycle adoption and limit the safety that comes in numbers.

The above quote pulled from an interview with Mikael on page 28 more or less sums up my views of helmet use. Wear one, or not. You might want to consider it, all things equal a helmet is inexpensive if not infallible insurance against head injury. Not

wearing one feels incredible until your head meets the ground. Giving it ultimate weight in discussions about safety is a dead end however.

One of the first things typically noted in bicycle traffic death news reports is helmet use. Bicycle advocates and the public alike have given such weight to the notion that a helmet will protect you that not wearing one is seen as akin to a death wish, even a blame-the-victim mentality. Infrastructure that allows cars to reach highway speeds in dense cities and the lax enforcement that has enabled a might is right mentality on our roads is the problem. Time is better spent preventing the accident than preaching helmets as a crutch for a deadly car culture. The numbers will continue to follow as the streets are made safe to travel.

If asked, I'd still recommend you wear a helmet. It probably won't hurt, it might really help. Ride safe. 

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



The times, as they say, are changing. Five years ago it seemed as though bikes would never get any respect on the road, and my attitude was, “If you can’t beat the cars in their blatant lack of regard for road rules and etiquette, you might as well join them.” I felt that running red lights and weaving through standstill traffic was just a matter of getting even—of making up for the courtesy that wasn’t shown to me.

Although we’re not quite living in the utopian world of ubiquitous bike lanes, separated bike paths and public cycling amenities, five years after starting this magazine it’s undeniable that there are more cyclists on the city streets. And while that’s unquestionably a great thing, there are some drawbacks for the urban cycling community.

Years ago it wasn’t really a big deal that the average motorist regarded anyone with a messenger bag as a scofflaw. Right or wrong, motorists expected to see us rolling through stop signs and jumping red lights—or ignoring them altogether. Now with so many cyclists making use of the city streets, motorists are becoming increasingly vocal about their opinion of urban cyclists. Attitudes range from a relatively understandable disdain for those of us who bend the law to suit our needs, to outrageous wholesale condemnation of the entire cycling community.

Here in Pittsburgh, a member of our cycling community recently experienced one of the most extreme examples of road rage I’ve ever heard of. An enraged motorist followed the cyclist across town, exited their car and attacked him with a knife. The cyclist suffered numerous stab wounds and a slashed throat, but thankfully survived the attack.

Now certainly the motorist (who incidentally has not been identified) could not have been of sound mind. But this incident is really just a more savage example of the kind of road rage that goes on every day. And it’s really quite a twisted notion that if the attacker had just used their automobile to run down the cyclist, the police might not have even considered the incident an attempted homicide.

So what does this mean for the rest of us? I don’t at all mean to imply that we need to avoid angering motorists for fear of a knife attack. But if you’re one who hopes for a better cycling infrastructure in the future, it might be a good time to take a look at how the cycling community is presently perceived. In other words, if the local newspaper is full of letters to the editor bemoaning the addition of bike lanes, arguing that such facilities only benefit a small group of less than desirable citizens, eventually the same politicians that signed off on those bike lanes are going to take the dissenting opinion into consideration.

More immediately, it stands to reason that if you ride the same route regularly, you’re encountering many of the same motorists on a regular basis. So if you don’t exactly ride to the letter of the law, it may be worth considering who you’re irritating on a regular basis, and how that affects your daily commute.

Or not. I don’t know if I’ll ever be able to sit at an empty intersection where the green light is activated by the presence of an automobile. I’m also fairly certain that we’ll never see the day where the posted speed limit is treated like anything other than a minimum speed suggestion. But at the end of the day, one thing is for sure—sharing the road involves two user groups. One of those user groups has a two ton metal shield around them, and the other one doesn’t.

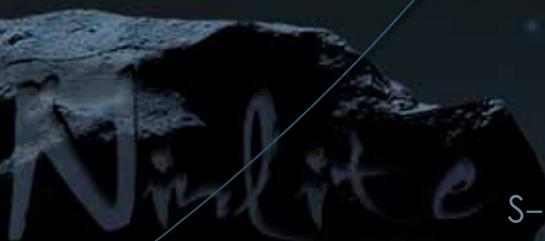


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# i ♥ riding in the city



**NAME:** Nona Varnado

**LOCATION:** New York City, NY

**OCCUPATION:** Bike Fashion Designer

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

I live in Brooklyn, work in Manhattan and ride every kind of bike that I can get. I've raced alleycats, road and cyclocross, but love commuting around the city.

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

It used to be NYC, but things are a mixed bag as the city evolves its biking culture. Berlin is always wicked fun, Budapest was insane and awesome for a few years when I lived there and I've loved riding in the Bay Area and I recently discovered LA has a lot of good city riding if you know the right people to follow around!

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

I do love playing in traffic, being aggressive when I need to move fast or being the pretty girl on a bike that stops traffic.

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

To know me is to love riding in the city, it's fundamental to who I am. Poetry escapes me, but if there's an option for a sculpture project, I could manage.

Check out [www.nonavarnado.com](http://www.nonavarnado.com)

Photo by Eric Wolfe



All photos by Kelly Mac



All-City + Bandit Cross

# i ♥ riding in the city



**NAME:** Jerod Walz

**LOCATION:** Chicago, IL

**OCCUPATION:** Co-Owner Wondercoat Powder Coating

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

Currently my home is on the northwest corner of Humboldt Park in Chicago. Chicago has always been a challenging ride for me; wind, weather, and traffic make up for the utter lack of hills. Day to day though, in the middle of my commute, I always find myself smiling and enjoying something about my beautiful city.

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

Without question, Omaha, NE. Anyone who thinks Nebraska is flat hasn't ridden a bike in it. Omaha was where I cut my teeth on bikes as more than entertainment, and commuting there made me the cyclist I am today. The hills and roads of that great city were a constantly changing, always welcome challenge.

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

I love riding. I love riding in the city because I'm riding. It's the same way I feel on a polo court, a deserted highway, the side of a mountain, or in the alley behind my apartment. Bikes fascinate me and everything's a little better when I'm on my bike.

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

I have searched, and I have found that happiness comes in a long ride home after a good day of hard work to pet your animals and kiss your wife. Also a few good friends and a cold beer don't hurt none.

Check out [wondercoat.blogspot.com](http://wondercoat.blogspot.com)

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# i ♥ riding in the city



**NAME:** Pavel Mylnikov  
**LOCATION:** Smolensk, Russia  
**OCCUPATION:** Teacher

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

Currently I'm living in the small city of Smolensk, in western Russia. There are not so many cyclists here due to several reasons. First, the infrastructure is rather poor (no bike lines on roads, narrow sidewalks and not-very-bike-friendly drivers). Second, the landscape makes it a bit difficult to ride as the city stands on 7 hills—often you have to go up and down then up and down again to reach the place you're riding to.

## Why do you love riding in the city?

It often saves me time (in old and small cities with winding streets you reach your place faster by bike than by car or bus) and a bit of money (maintenance doesn't cost much). Some physical exercise, too! And it's a good way to observe a city, to absorb into it. Not just for travelers—you may find some neighborhoods you've never thought existed in your own city!



# 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?**

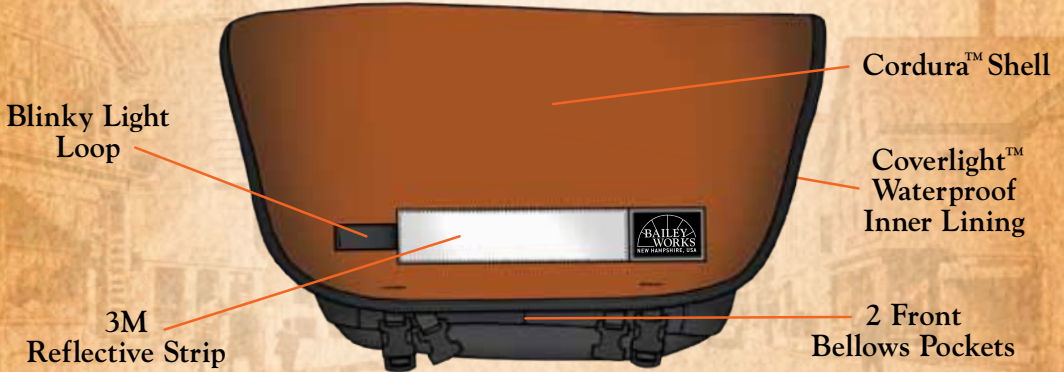
**Why do you love riding in the city?**

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

*Email your responses to [jeff@urbanvelo.org](mailto:jeff@urbanvelo.org)*

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# i ♥ riding in the city



**NAME:** Maria David  
**LOCATION:** Milan, Italy  
**OCCUPATION:** Writer

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

I have recently moved to Milan where there is a strong cycling culture. Although Italy is considered a big cycling nation I was a little daunted by cycling around Milan. The prospect of negotiating tramlines, riding over very bumpy paving stones, and the Italian style of "creative driving" did not give me confidence. In fact, cycling through Milan has turned out to be quite fun and motorists generally give way to cyclists.

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

I'm from London, and I must say I really enjoyed cycling there. My commute to work involved cycling past famous landmarks in Westminster like Buckingham Palace, Big Ben and Trafalgar Square. I felt lucky to be able to ride past these places and take in the sights at a relaxed pace rather than being with stressed commuters on a crowded bus. Thanks to the efforts by the local authorities to improve facilities and encourage cycling, more people are choosing to travel by bicycle. Even the bike-sharing scheme (Boris Bikes) is very popular. Things are definitely rolling in the right direction, and this is probably also helped by the fact that the current Mayor of London is a keen cyclist.

[2wheelchick.blogspot.com](http://2wheelchick.blogspot.com)





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# i ♥ riding in the city



**NAME:** Christopher Ryan

**LOCATION:** Helsinki, Finland

**OCCUPATION:** Writer

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

Helsinki, Finland, is one of the best places to ride in the world, even in the winter when a fleet of trucks keeps the paths (mostly) clear. Cyclists and pedestrians are fully considered in just about every component of the infrastructure, resulting in paths and routes that crisscross the city. One has to venture into rural outreaches if they want to ride open roads alongside cars, but even then there are often separate paths and cycle tracks. Nearly everyone rides here, be it a grandmother with groceries in the basket of her ancient Helkama, a tiny kid scooting up and down the driveway through the dark-free summer night, or some dreadlocked fixed-gear aficionado circling the velodrome while soccer teams practice on the infield.

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

Portland, Oregon is still my favorite city for cycling. There's nothing like that place: the exotic bike culture, the competitive atmosphere, the paths and bridges, trails and hills, the cycling-centric businesses... it's unparalleled. While the attitude in Helsinki is, "We have lots of cyclists; I suppose we must install some racks and build many paths," the attitude in Portland is, "We have lots of cyclists here! Let's lay down a shitload of paths and give people places to race, places to store their bikes when they go for coffee or beer, places to buy and sell bikes for five bucks or ten thousand, and while we're at it let's host bike parties, bike festivals, bike shows, bike museums... etc." Helsinki could learn a lot from that city.

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

I just love riding, be it in the city or the woods. It's a privilege to be healthy and capable, to own a decent bike, and to live in a city that wants me on its paths, so I take full advantage of that. If we don't use the facilities provided, they will go away.

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# JASON CLARY

By Kurt Boone

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**A**t Interbike 2012 I sat down with Jason Clary to talk about his life and innovation in urban cycling among the young set from sponsorship to fixed gear freestyle. When I was a college student in the mid 1980's, if you had a bicycle you rode around campus and that was pretty much it. Not so, today. The young set is riding their bicycles everywhere around town, not just on campus, and is taking it a step further defining it as it's own urban lifestyle.

Jason Clary was born in 1982 and raised in the East Bay Area of San Francisco. His father was a motorcycle racer and a member of the American Motorcycle Association. Well versed in how dangerous motorcycle riding was, his father started Jason out on a bicycle when he was in diapers and at two years old on his first motorcycle. At seven years old Jason entered the BMX racing scene and was a member of the American Bicycle Association, competing in BMX racing into his teen years. In addition to BMX racing, Jason was very active in skateboarding. Due to his competitive nature in two action sports, Jason accumulated a lot of injuries and picked up a KHS Aero in 2000 to cross train and help him better adjust to competing without injuries. Riding the KHS Aero track bike he began to develop a love of the urban bicycle.

In 2005, commuting to his job at a car dealership, his love for the single speed bicycle solidified itself. He went out and bought a Cannondale track bike, went to a screening of the seminal track bike riding movie

MASH, and got involved in the messenger scene by racing in alleycats and doing a few messenger runs himself in San Francisco. He was soon hooked on riding a brakeless track bike to ride, to race and to do tricks. Through all of this activity he would pick up his first sponsor in Broakland Bikes in 2005.

At its outset fixed gear freestyle was guys from the alleycat scene doing tricks on track bikes like wheelies, bunny hops and bar spins. Jason defined fixed gear freestyle as the transition from full out track bikes, to doing tricks on the bikes we race on, to a genre of tricks straight out of the BMX scene. As the tricks got bigger, the bikes got stronger so that they could withstand the abuse of bigger tricks, bigger aeriels and harsher landings than traditional track bikes were ever meant to handle.

As a street rider Jason has had many sponsors over the years, but is now focused on representing Macaframa, a collective of urban bicycle riders, designers and filmmakers. The Macaframa team that includes legendary urban rider Massan is now working on completing the second Macaframa film, designing the second Macaframa x Raleigh frameset and adding new riders to the Macaframa team.

When Jason won the first ever Red Bull "Ride N Style Event" it opened many more doors for him in the urban cycling scene. With the work he is doing now he could be considered a brand ambassador for the urban cycling scene worldwide.



Photo by Dyami Serna

## ON WHAT BIKE TO RIDE ON A GIVEN DAY

“I have a Broakland, I have a Low, I have a Raleigh cross bike, I have a couple of different BMX Bikes. It depends on how I feel that day. I jump on my Broakland, I jump on my Low. It’s usually whatever bike that doesn’t have a bald tire in the back to tell you the truth.”

## ON WHEELIES

“My dad can wheelie, my whole family rides motorcycles, my dad can shift through the gears on his sport bike on the freeway. And there is this uncanny ability in my family, my cousin can wheelie like a madman and I don’t know, it’s kind of like, hate to say it, but don’t give a fuck attitude. Just go out there, wheelieing 35 mph down a hill and you know you can do it. It’s one of the best feelings in the world to ride fast on one wheel.”

## ON CITY RIDING

“The bikes are our paint brushes and the streets are our canvas.”



## ON THE EARLY DAYS OF FIXED GEAR FREESTYLE

“I have skills in multiple facets, so when I got into the whole alleycat genre, back then you could race the alleycat and do the trick comp on the same bike, because that was pre-fat tires. We were still out on 23c, 26c, 650 front wheels, doing bar spins and flat ground tricks. In the early 2000’s, it was really fun because you could show up, comp in both events and be competitive in both events. Right now, you have to have two separate bikes. It’s gone so much in the BMX direction. With pegs, negative drop bottom brackets, fat tires, bigger stair sets and bigger rails. In that you can’t ride a Keirin, track or race bike to do the tricks.”

## ON RIDING A TRACK BIKE IN CITY TRAFFIC

“Nothing surpasses the feeling of riding a brakeless track bike in traffic—it’s a natural high.”



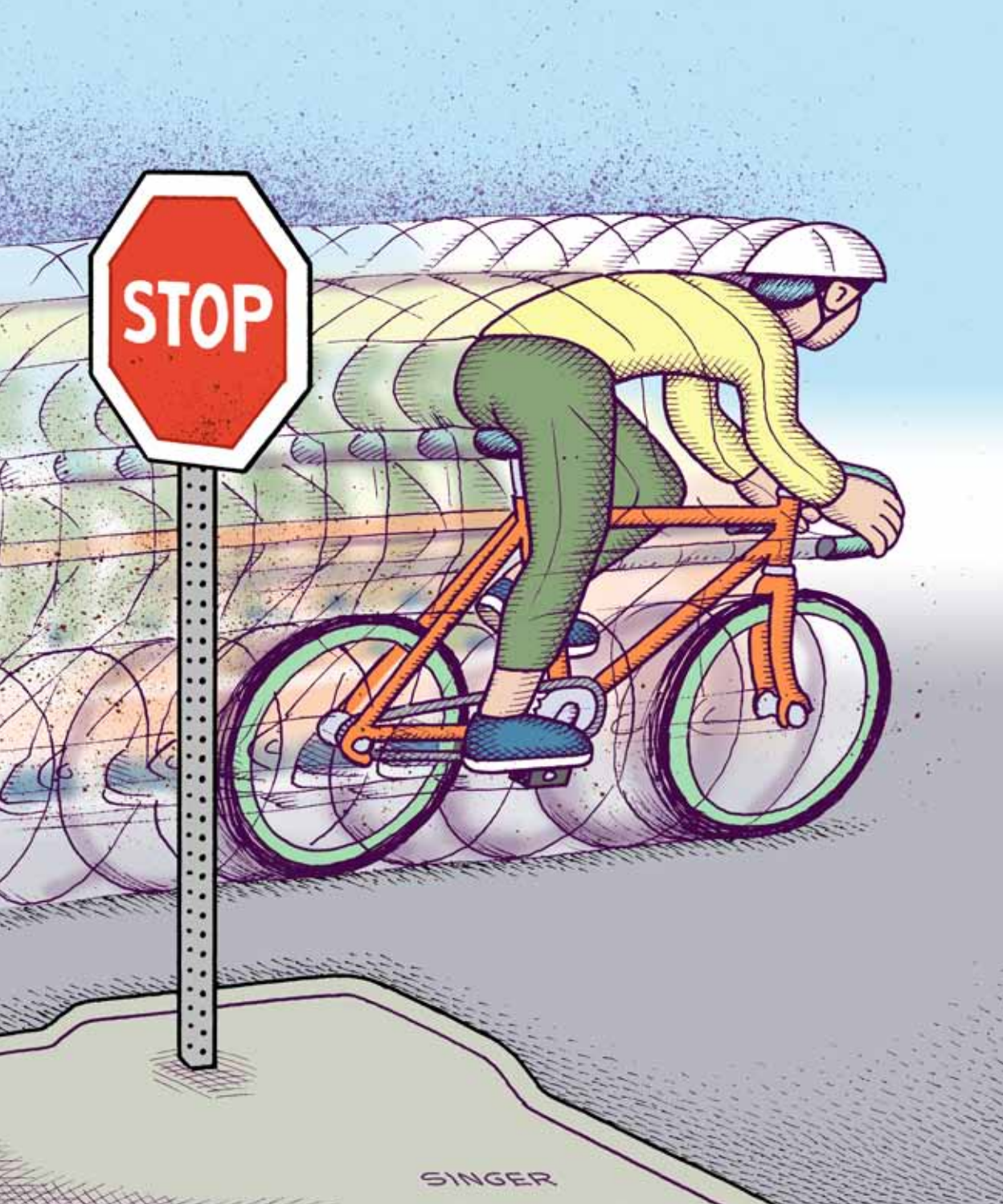
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# The Way You Ride Is Probably A CRIME

By Brendan Kevenides

**M**ost state vehicle codes require bicyclists to stop at every stoplight and every stop sign. Every single time. How many cyclists do that? If you are like most reasonable urban bicyclists you stop and wait for the light to turn at busy intersections. You never “blow through” stop signs. You always look for traffic when approaching even the quietest intersections. But you do not always stop. You consider yourself a safe cyclist.

There seems to be a disconnect between what the law presently is in most American cities, and the way many reasonable cyclists ride. To be sure, there are risk taking adrenaline fiends riding the streets who run lights out of a desire to go fast, or perhaps just, because. But many others do it because the rule of staying alive trumps the rules of the road. City cyclists share the road with speedier and heavier motorized vehicles. Staying safe often means staying away from cars, trucks and buses which can poleax a bicycle and its rider in an instant. Controlled city intersections often provide the bicyclist with a good opportunity to break away from traffic, to acquire that little, if brief, cocoon of space so prized in the urban streetscape.

One Chicago bicycle commuter who identified himself as Dan, explained his reason for taking such an approach. “I like to jump out ahead of traffic not just for the extra buffer but for the extra visibility, especially downtown. If you need to take the lane for any reason, it’s nice to know that the driver behind you has plenty of time to make a decision about how to react to your presence in the lane,” he said.

But criminalizing the way many reasonable bicyclists ride is bad for cycling. Doing so neither helps broaden the appeal of urban cycling nor the image of bicyclists in general among the non-biking public. Now, however, there seems to be a movement afoot to change this.

More places are seriously considering allowing bicyclists to yield at stop signs and lights. If these initiatives take root, cyclists would not have to stop at intersections under certain circumstances. To be clear, no one anywhere is seriously talking about allowing bicyclists to recklessly blow through traffic lights and stop signs. Rather, under measured consideration is permitting cyclists to yield if traffic is present at an intersection, but not waste time by stopping when nary a car

is in sight. These proposals have been enacted to some degree, or are under serious consideration, in London, several cities in France, in Virginia and in Arizona. In London, under consideration at some 500 or so intersections is the possibility of giving bicyclists an “early start,” according to The Guardian. Each intersection or junction is to be separately assessed by Transport for London (equivalent to the DOT) to determine if permitting an early start makes sense given the existing conditions and risks to bicyclists. The plan could “include the installation of traffic lights set with an ‘early start’ phase for cyclists, allowing them to move ahead of the mass of motor traffic.” In June, the city’s first bicycles only traffic light was installed in one East End neighborhood. In France, permitting cyclists to treat lights and stop lights as yield indicators is under consideration, according The Telegraph. The relaxed rule is being tested at 15 intersections in Paris and at locations in the cities of Bordeaux, Strasbourg and Nantes. The law requires that “cyclists yield to pedestrians and opposing traffic,” and bicyclists will, of course, need to rely on their own self-preservation instincts to avoid calamity with motor vehicles. So far, “these experiments have led to no rise in the number of accidents,” The Telegraph quoted Paris’ town hall as stating.

Some will scoff at these overseas measures. Those goofy Europeans; so permissive. However, last year, Virginia became the second state in the nation to permit bicyclists to yield at traffic control devices. For some time Idaho has permitted bicyclists to do so. Since July 1, 2011, throughout the Old Dominion a bicyclist may proceed through the intersection on a steady red light after coming to a “full and complete stop at the intersection” and waiting two minutes. Sensibly, the revised traffic code requires bicyclists to yield the right of way to motorists approaching the intersecting road and to only to proceed when it is safe to do so. Presently, the Arizona legislature is considering a similar measure, but without the somewhat random two minute waiting period. If passed Arizona House Bill 2211, a bipartisan measure, would permit bicyclists 16 and older to slow to “a speed reasonable for the existing conditions” upon approaching a stop sign and “yield the right-of-way to any vehicle in the intersection” before proceeding. The bill, sponsored by Rep. Daniel Patterson (D) and Rep. Vic Williams (R), in its

present state would also establish that, “If after riding past a stop sign without stopping the bicycle rider is involved in a collision in the intersection, the collision is prima facie evidence of the bicycle rider’s failure to yield the right-of-way.” In other words, if a cyclist proceeds through a stop sign and gets hit, it would be presumed that he or she is at fault for causing the collision. One supporter of the bill told [azcentral.com](http://azcentral.com) that the proposed law, “Isn’t a green light to blast through a stop sign.”

Recently, Illinois’ legislature has demonstrated an understanding that traffic laws may require revision to reflect sensible human tendencies. Earlier this year, a new Illinois law went into effect that permits bicyclists outside of Chicago to pass through red light controlled intersections where the light fails to detect their presence and when no other vehicles are present. While obviously not as far reaching as the other initiatives described above, this sort of law is an important step because it recognizes that it sometimes does not make sense to treat bikes just like cars. Safety should not require a bicyclist to wait for a light to change when good sense and the circumstances permit safe passage through an intersection.

At the moment many state traffic laws criminalize the way sensible, careful bicyclists ride. This sends a terrible message and gives fringe anti-bicyclists something to scream about every time a cyclist rides through a light. Cyclists should not be legally permitted to blast through stop signs, but let us consider where it might make sense to revise the rules of the road.



*Brendan Kevenides is an everyday city cyclist and licensed attorney. His Chicago law practice is dedicated to representing cyclists injured by the negligence of drivers, government officials and equipment manufacturers. He is also the creator and author of The Chicago Bicycle Advocate, a popular blog about bicycling and the law.*

*He is active with bicycle advocacy organizations, including the Active Transportation Alliance and the League of American Bicyclists. Check out [www.mybikeadvocate.com](http://www.mybikeadvocate.com)*



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# Danish Modern

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AN INTERVIEW WITH COPENHAGEN CYCLE CHIC'S MIKAEL COLVILLE-ANDERSEN

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By John Greenfield

Photos by Mikael Colville-Andersen

**A**s “The Pope of Urban Cycling,” Mikael Colville-Andersen is one of today’s leading bicycle advocates, but also one of the most controversial. He’s known as the kingpin of the stylish cycling movement via his award-winning photo blog Copenhagen Cycle Chic ([www.copenhagencyclechic.com](http://www.copenhagencyclechic.com)). The site mostly features candid photographs of attractive, well-dressed women on wheels, for a largely female readership. For his day job as CEO of Copenhagenize ([www.copenhagenize.com](http://www.copenhagenize.com)), a nine-person transportation consulting firm, he travels to cities around the world, advising politicians, planners and advocates on ways to emulate the success of the bike-friendly Danish capital.

Mikael’s blogs have a global following—Cycle Chic has inspired some 150 spin-offs in other cities. He’s also a sought-after public speaker who gave the keynote address at this year’s Pro Walk Pro Bike Pro Place conference in Long Beach, California. But he’s not without his critics. His outspoken opposition to helmet promotion troubles many North American advocates. And at least two female bike bloggers have critiqued his Cycle Chic aesthetic and rhetoric as being sexist, elitist and counterproductive for encouraging regular folks to ride.

In July I visited Copenhagen for the first time and, as advertised, it’s a biker’s paradise with mellow traffic, grade-separated bike lanes on all major streets and good-looking, stylish people on classy Dutch cycles everywhere you turn. I met up with Mikael, a bright-

eyed, energetic man, at his flat in the Frederiksberg district. We sipped cans of Carlsberg as his young kids Felix and Lulu practiced soccer and picked flowers in their lush back yard. Mikael and I discussed his views on helmets, the differences between Copenhagen and Amsterdam, why he’s underwhelmed by Portland, and why bikes should be marketed more like vacuum cleaners.

**I saw you recently ran a letter on the Copenhagenize blog from a doctor arguing against passing a law requiring helmets here. He said science shows that there’s X amount of health benefits from cycling and studies have proved helmet laws cause Y reduction in cycling, and therefore there’d be a net loss in health.**

The difference in Europe is we want to get more people onto bikes. You really sense that in America the general focus is getting people into helmets. We want to reap the benefits of the public health when people ride bikes.

**I think we both agree that in a town like Copenhagen you really don’t need to wear a helmet to be safe on a bike. But in a less bike-friendly place like Chicago, where I live, maybe it makes sense to wear one?**

That’s possible, but promoting helmet use also tends to scare people off of bikes. Right now you’re sitting in the only city in the western world where cycling levels have fallen in the past five years. We compared it with the Netherlands—you can’t compare Copenha-



gen with anything else—and their levels were rising or stable, and here we went from 37 percent bike mode share in 2008 down to 35 percent, and the only thing that's changed is the city started promoting helmets. [A report by the city government blames the drop on recent harsh winters.]

**I have seen more people wearing helmets here than I thought I would.**

Three years ago there were none.

**Which is interesting because it does give you the impression like, "Huh, should I be wearing a helmet—is this safe?"**

That's it, for every helmet you see here you're scaring somebody off a bike, potentially. And after the helmet law proposal we sent the letter to all the members of parliament and to all the newspapers. Last Sunday I was dancing because one of the national newspapers ran the headline, "Bicycle Experts in Collective Front Against Helmet Laws." It was brilliant.

**When it comes to cycling it seems like you favor things being very simple and intuitive. You advocate for riding in everyday clothes and you've written, "If anyone tells you you need anything other than a bicycle, they probably want to make money off you."**

Well, what you're seeing here in Copenhagen is not bicycle culture, it's vacuum cleaner culture. Everybody has a vacuum, everybody uses it. We don't give them names. We don't wear vacuum cleaning clothes. We can't repair



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our own vacuum cleaners. If you want the mainstream to ride like they did from 1885 until the 1950s, in cities around the world, a little subcultural group doing the talking is not going to get us there. It's all about selling cycling like we sell every other product on the planet.

I also use the bowling metaphor. We don't want to make a whole nation of bowlers or synchronized swimmers. We want people to use a bike like they don't give a shit about it. I mean, we have nice bikes here in Denmark but they have rusty chains, they're squeaky. That's 'cause a bike is just a tool, man.

So Cycle Chic is bicycle advocacy 2.0. In 2006 the bicycle didn't exist in the public consciousness anywhere in the world. There was a slight rise in cycling levels in cities. Then I took that one photo that started that. Some journalist called it "The photo that launched

a million bicycles."

**I've probably seen it. What is that photo?**

Oh, it's a crappy photo. I was on my way to work. I wasn't taking a photo of a girl on a bike, I was just taking a picture of my morning urban scene. And I ended up starting the blog and some journalist researched, "Why is the whole planet talking bikes now?" and she went all the way back to that photo, and I knew that. And then Copenhagenize helped push it. There were no blogs on the planet for "citizen cyclists," as I call them, when I started Copenhagenize. Now it's everywhere.

**By any chance have you stumbled upon Chicago's bike style blogs? There's a photo blog called Bike Fancy ([www.bikefancy.com](http://www.bikefancy.com)) by Martha Williams and Lets Go Ride A Bike ([www.letsgorideabike.com](http://www.letsgorideabike.com)) by**



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**Dottie Brackett and Trisha Ping that's a couple of women writing about their daily bicycle adventures.**

Oh yeah, I know Dottie and Trisha. We had a Cycle Chic bloggers conference in Barcelona last year and we're having another one in September in Budapest where all of the bloggers from around the planet meet up and we drink, basically, but we also talk about the movement. They were going to come to that but they couldn't make it unfortunately. And the other one, Bike Fancy, isn't a Cycle Chic blog simply because we have rules that if you want to start one we don't want any helmets in the shots. So I said, "That's fine, just call it something else." So Martha said, "OK, I'll call it Bike Fancy," which is great.

**I'm visiting Amsterdam next, which is the one city in the world that competes with Copenhagen in terms of being bike-friendly. What's the difference between the two cities?**

With Copenhagen and Amsterdam all the stats are identical. They're the almost exactly the same population, with about the same amount of people biking, although we're down to 35 percent mode share and they're at 38. There's the same amount of public transport use and the same amount of cars. They have the same harsh winters. It's 55 percent women biking here, 45 percent men, just like in Amsterdam.

So it's the "same same but different." Actually maybe it's the "same different different." It's simply a question of urban planning. There's no city like Amsterdam in



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the world. You have Venice, which is a similar weird layout. But Amsterdam was planned in circles with all the canals like a hundred centuries ago. Riding a bike in Amsterdam, I find it to be a very human experience. I call Amsterdam Fantasyland and Copenhagen Tomorrowland.

**You think Copenhagen is more applicable to other towns?**

If you squint your eyes you'll see your own city here because we have wide boulevards. Most of Copenhagen outside of the city center is a Twentieth Century invention. So there's massive motorways leading in but they all have cycle tracks along both sides and wide boulevards in many places. We also have the narrower streets like some of the streets in Amsterdam, but it many ways Copenhagen is like a North American city. Amsterdam, you can't replicate it.

In Amsterdam a lot of the cycle tracks are two-way, so you're meeting people's eyes all day long.

You're riding along and someone's gotta go, is that you or me, and you're looking and they smile. So you have this human experience. Here it's an autobahn because of the layout of Copenhagen. It's all radial, it's all leading to the city center. So you don't meet other people's eyes, you just see their asses, basically, while you're passing them or they're passing you. "Ding! Get out of my way." "OK, I'll pull in." Voom.

It's all much more structured and kind of boring compared to Amsterdam, but it's very efficient. If you'll see rush hour on Nørrebrogade, the western world's busiest bicycle street [with an estimated 35,000-plus bikes each day], you'll see everything that you need to see. That's where we have the "green wave" for cyclists, where we have the lights coordinated so that if you ride at twenty kilometers [12.4 miles] per hour you'll hit every green.

**In Chicago the city's planning a 645-mile network of on-street bike routes, but because of things**

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**like business streets that can't be improved without taking out car parking, a lot of the routes will be on side streets, which are already very pleasant places to ride. I tend to detour onto them anyway. But car drivers aren't asked to take circuitous routes to get where they're going. Chicago is a total grid where there's always a straight street you can take, so I wish there were more direct, bike-friendly routes.**

That's human nature. It's A2B-ism, as we call it here at Copenhagenize. It's one of the keys for promoting urban cycling. You make the bicycle the quickest way from A to B in a city, any city on the planet, and people will do it. That's all it takes. It's basic anthropology.

**So who's doing that now? Barcelona is now pushing four percent mode share. Budapest is pushing four percent. Paris is at 2.5 percent but some neighborhoods look like here—there are bikes parked everywhere. It's an amazingly bicycle-friendly city. Dublin, Seville.**

The thing that all these cities have in common is, compared to the States [where most major cities have less than two percent bike mode share], there were no bicycles in these cities six years ago. In New York and Chicago you had your bike messengers. That's where the subcultural thing started, which has given you the subcultural attitude towards cycling.

Why have all these European cities taken off where American cities are lagging behind seriously behind so much that so that it's embarrassing? That's because they didn't have any subcultures. Paris—who started riding Vélib' [the local bike-sharing system] when they put it in? The first 2.2 percent of mode share came

from the Métro. Because that was the quickest way from A to B. It was the same in Barcelona.

Here in Copenhagen we spent 35 years becoming a bike-friendly city again but five-to-ten years is possible for any city with the vision to fire their traffic engineers and hire new ones who are little more on the ball about human cities as opposed to traffic flow and data, and to build the infrastructure, which is really inexpensive. It just requires politicians who have the cajones to do this. So some cities are kicking ass and some cities aren't, and there are really no excuses anymore.

**Why do think a town a town like Portland, Oregon, which is the leading U.S. bike city, has only has about a six percent mode share after all these years of promoting cycling?**

And they count that during their bike week in June. I was there in November going around with the head of the department of transportation and I'm going, "Where the fuck are your bikes man?" Forget Portland man. There's a TV series about it, "Portlandia," which is so appropriate. They're all bike geeks in that city and eco hippies. And I'm making fun of them in a friendly way, but that's the demographic there, right? But they still have a major problem with increasing the level of cycling. They do have great infrastructure and it's a nice city to ride a bike in, but it's not all that. I think Chicago and San Francisco will be the next great American bike cities, if all their plans become reality. But right now Montreal is the premier bike city in North America. Montreal has a bicycle rush hour like you see nowhere else. My god, it's amazing.



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# Lurking in Europe

photography by Jason Finn





# Lurking in Europe

photography by Jason Finn







## Fairdale Weekender

Fairdale is a young company headquartered in Austin, TX. The driving force behind Fairdale is Taj Mihelich, a former world-champion BMX rider, artist and musician. In 1998 Taj co-founded the BMX company Terrible One, which helped him gain considerable insight into the business side of the bike industry. Fairdale is also in cahoots with Odyssey BMX, which lends manufacturing and engineering expertise to Mihelich's vision.

To many people who ride fixed or singlespeed bikes, the Weekender's name makes perfect sense. After commuting all week on just one gear, it's nice to have a few gears for long weekend rides. The upright riding position says, "I'm not in a huge hurry," and the rack and fender mounts signal a green light for light touring and bike camping.

Of course that's not to say the Weekender is a one trick pony. It goes pretty much as fast as you want to, it's got disc brakes that will lock the wheels up in any situation, and you can pop wheelies on it until the cows come home.

When I first threw a leg over the Weekender my initial reaction was that I wasn't going to like the highly swept back Archer Bars, but I was wrong. Combined with the super-sized Odyssey grips, the cockpit just feels unique in a fun and comfortable kind of way.

One of the main features of the bike is the 1x9 drivetrain. The idea here is to keep things simple. The SRAM X-5 derailleur and trigger shifter have a crisp, positive feel and worked like an absolute charm throughout the test period. The chain does rub against the front chain guide ever so slightly in the highest and



bike fork manufacturers started doing shortly after disc brakes became standard equipment. This design provides an additional measure of safety, as disc brakes can technically pull a wheel out of the fork end if the QR skewer is not properly secured.

As with the frame and fork, the components are all well thought out. Everything is high-quality, yet reasonably affordable such as the Avid BB5 disc brakes. The OEM wheelset features 28 mm deep rims and hubs with sealed cartridge bearings. The 27.2 mm Kallay setback seatpost gets the job done—no muss, no fuss. And the 32 mm Continental Contact tires will let you ride pretty much anywhere the weekend takes you.

So, yes, I'm a fan of this bike. It's not for everyone, but it's definitely a lot of fun to ride. Available in black with Kelly green, Kelly green or black with orange (tested), the Weekender retails for \$850.

Check out [www.fairdalebikes.com](http://www.fairdalebikes.com)



lowest gear, but it's not so bad that I'm complaining.

The 44 tooth crankset is matched with an 11-34 cassette, which has been pretty much perfect for going up and down the hills of Pittsburgh. The small frame (tested) comes equipped with 170 mm crankarms, while the medium and large come with 175s.

The frame and fork are 100% 4130 double-buffed chromoly. The frame features a chainstay mounted disc brake, and specially bent seatstays that make it easy to mount racks and fenders. The seatstay shape is also a nod to classic Robinson BMX frames. The fork features a one-piece machined steer tube with a built in integrated headset race. This makes for an impressively strong fork, and a side benefit is that you don't need to press fit the lower headset race. It also features forward-facing dropouts, which is something mountain





## DZR H20

The new H20 from DZR Shoes is a seam-sealed, highly water-resistant, SPD-compatible cycling shoe. Like their other shoes, they're practically indistinguishable from casual street wear, yet they pack cycling-specific features like a nylon shank in the sole, reflective accents on the heels, and an elastic loop on the tongue to batten down your laces. And the sheepskin leather uppers feature a water resistant treatment.

I'm hesitant to refer to the shoes as waterproof, because water has a way of working its way into almost anything, but the inner membrane itself is. The first thing I did was take the garden hose to the H20's. As long as I didn't spray above the collar, no water got in. Then I stood in a puddle for several minutes to see if they leaked around the SPD cleat. No seepage. Next I went mountain biking and stood in a swift moving creek with the water just below the ankle cuff. Again, not a drop of water got in.

Of course these are all controlled conditions, and

in actual downpours some water may be able to enter at the ankle cuff. But in my experience when they're securely tied, the amount of water that enters in a light to moderate rain ride is negligible.

Aside from the waterproof features, the H20's are good looking and functional cycling shoes. They're comfortable from day one, requiring virtually no break-in time. At 950 g, they are a bit heavy, but it's not something I typically notice until I take them off. The sole is stiff enough for good power transfer, yet has just enough give to let them pass as all-day footwear. It's also deep enough to keep most cleats from making contact with the ground while walking. The trade-off is that when the cleat is recessed this far, it can lead to difficulty clipping in and out of your pedals. I run Crank Brothers pedals, and use their thin plastic shims underneath the cleats because of this. You may or may not need to do the same.

The DZR H20 shoes retail for \$159. Check out [www.dzrshoes.com](http://www.dzrshoes.com)



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## Road Runner Bags Drafter

The \$25 Road Runner Bags Drafter is couldn't be easier to install—wrap the single strap through both saddle rails and close the flap. The bag stays closed securely with the 2" wide Velcro strip, and the way the strap wraps around the rails allows you to tighten it down and prevent rattling and most movement. Without a seatpost loop the bag does move back and forth, but not enough to notice on the bike—I wouldn't add a seatpost loop, even if I was king. I would do away with the added weight of the waterproof liner, the Cordura is water resistant enough on its own, and the bag doesn't fully close anyway. The reflective tab on the back doubles as a blinkie light loop, a nice touch. I find the bag just the right size for a 700c tube, small multi-tool and patch kit, which is all it can hold. Perfect for the minimalist kit, and combined with a pump enough to get me home 99% of the time. Like everything Road Runner, each Drafter is made to order in the USA and completely customizable.

Check out [roadrunnerbags.wordpress.com](http://roadrunnerbags.wordpress.com)

## Polar Bottle Insulated Sport

The Polar Bottle Insulated Sport bottle keeps liquids colder than a standard water bottle (thanks to its double-wall construction) and the drinking valve is removable to facilitate more thorough cleaning. It's also BPA-free, made in the USA and both freezer and dishwasher safe. When I reviewed the original model I noted that the plastic felt especially stiff, and Polar Bottle has since updated the plastics making it easier to squeeze. The entire bottle is completely recyclable, though Polar Bottle claims it can easily last 10 years. To back that up, they offer an unconditional lifetime guarantee.

The Insulated Sport bottles come in 12, 20 and 24 ounce sizes and retail for \$10 to \$15.

Check out [www.polarbottle.com](http://www.polarbottle.com)



# Milwaukee Bicycle Co



**Marc Engelhardt**  
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## Knog Blinder 4V

Rechargeable lights are booming right now, and with good reason. Brighter than ever, with batteries that hold a charge for more than a single ride, and easy USB power interfaces, the latest crop of commuter lights are a far cry from the comparatively clunky and dim lights we were all using just a few years back. The Knog Blinder 4V has been my go-to light over the summer—the LEDs are rated at 44 lumens according to Knog, and I tend to get 3-4 hours from a charge out of the brightest, most frequent flashing modes. The attachment system is one of my new favorites, easily moving bike-to-bike or into my pocket for extended lockups and showing no signs of premature wear after months of solid use. Like the other Blinders the 4V is completely waterproof (I ran it through a charge submerged in a glass of water) and recharges with a flip

out USB plug. Perhaps my only complaint about these lights is that the USB plug can be hard to use depending on your computer or USB hub configuration—luckily USB extension cords are relatively inexpensive, though it would be nice if the light came with a short one to make charging more convenient.

In use I love the extended button push needed to turn the Blinder on/off, as it both prevents accidentally turning it on in your bag but allows you to turn it on or off on your bike without having to cycle through all of the modes. The light remembers which of the 5 modes (steady, fast flash, flash 1, flash 2, eco-flash) the light was in when switched off, and with up to 50 hours of run time per charge in eco-flash mode gives you some control of battery usage. The light is a mere 39 g and retails for \$45. Check out [www.knog.com.au](http://www.knog.com.au)



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## Crank Brothers Components

### Cobalt Lock-On Grips

At just 65 g the Cobalt grips certainly don't disappoint in the weight department. I once scoffed at foam grips, thinking that they were kind of cheesy and certainly not up to the task of serious bike riding. I was wrong—they allow you to sink your fingers in for a solid grip and they seem to work well with sweaty hands, even without gloves.

The grips measure 130 mm across, which should be wide enough for most people. Much of the construction is plastic, but the lock rings are anodized 6061 aluminum alloy. The bolts are of the T10 torx variety, and a wrench is included. Available in blue, gold, silver and red, the Cobalt grips retail for \$25.

### Cobalt 3 Stem

The Crank Brothers Cobalt 3 stem is without a doubt one of the best looking stems on the market. It features a two-tone color scheme, matte and gloss surfaces and has no faceplate. At less than 140 g, it's light enough to satisfy all but the most die-hard weight weenies.

One of my few nits to pick with the Cobalt 3 stem is the lack of a faceplate means you need to wiggle a

riser bar through the clamp. Try as I may to avoid it, I ended up scratching the handlebar in during the installation. The Cobalt 3 stem is available in four color combinations and in standard lengths from 80 to 120 mm. All lengths come with 6° of rise which can be inverted. It retails for \$100 and carries a 5 year warranty.

### Cobalt 2 Handlebar

The Cobalt 2 handlebar is available in numerous configurations of flat or low-rise, with widths ranging from 600 to 720 mm. They're only available for use with 31.8 clamp diameter stems, and you can have any color you want, as long as that color is black.

The Cobalt 2 handlebars are made from 2014 aluminum alloy whereas most entry-level bars are made from 6000-series aluminum alloy. In layman's terms, 2000 series alloys are harder than 6000 series, though not quite as hard as 7000 series (though presumably not as expensive, either). At 300+ grams, the Cobalt 2 bar isn't setting any records for light weight, but at \$50 it's not exactly breaking the bank, either.

Check out [www.crankbrothers.com](http://www.crankbrothers.com)

I N T R O D U C I N G





## PDW Dios Thronous

The Dios Thronous saddle is unlike any I've seen before, primarily made with injection molded EVA foam. This is the same stuff Crocs are made of, meaning the saddle is waterproof, scuff resistant and relatively lightweight. The durometer of the foam is easily tuned during production, in this case to make a comfortable saddle as tested by the PDW crew and friends. Portland Design Works is appropriately located in the Pacific Northwest where rain can be an every day reality, and saddles with a bag over them is a common sight at the bike rack. No one likes a soggy saddle, and

that is the inspiration at work. The Dios Thronous cannot absorb water—leave it out in the rain, wipe it off, go ride. The saddle feels firm but not rubbery, and the texture is neither smooth nor tacky, though it is stickier than I prefer. People who like stitched leather or synthetic non-slip saddles will love it, those who like to freely slide around and reposition may find it takes some getting used to. The Dios Thronous has steel rails, weighs 295 g and is available in red, black, white or neon green for \$40. Check out [www.ridepdw.com](http://www.ridepdw.com)



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## BaileyWorks Whalemouth Duffel

For daily use or world travel a rugged bag is clutch. Long ago I eschewed traditional luggage in favor of a giant messenger bag whenever possible—all the easier to handle on trains and on foot, weatherproof, and I'm able to ride if the opportunity presents. I always thought a giant duffel would do the job better, but even military ones didn't meet my spec and I never found one I could comfortably ride with. Enter the Whalemouth Duffel, made by BaileyWorks right in New Hampshire. Available in four sizes and 21 colors, I chose the large, 4200 cubic inch size in black, and was warned upon ordering that it is a pretty giant bag for carrying far too much stuff. Sounds good—hook it up with a light colored, waterproof liner for those times I can't help but put my bag down in a puddle I replied. The bag is a simple, cavernous space with a small fold over pocket on each end and a zipper that opens up to one and half times the length of the bag for easy stuffing and no inaccessible corners like in

standard duffels. A pair of handles allow you to carry it by your side, while a quick release shoulder strap lets you carry it messenger bag style. After spending a few weeks more or less living out of this bag you can color me impressed. You definitely don't need anything that doesn't fit, and even completely loaded down it was as comfortable as a 50 lb bag is going to be on the bike. When walking from place to place with it fully stuffed I did occasionally have issues of the quick adjust strap slipping and would prefer if the reflective patch was on both sides of the bag for right or left shoulder use. And while it's easy to add a wish list of smaller zippered pockets or pen holders on the inside, the beauty of the bag is truly the no frills giant space. For daily use I'd opt for a size smaller, but for travel I've rarely wished for less carrying capacity. The large bag retails for \$129, with the optional waterproof liner adding a couple of pounds of weight and \$40. Check out [www.baileyworks.com](http://www.baileyworks.com)

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## Continental Bicycle Belt Drive System

Continental Tires is entering the belt drive market for 2013 with an aramid fiber reinforced belt with deeper teeth than the competitor's version which allows it to be run with significantly less tension, providing both longer and more efficient bearing performance in the hub and bottom bracket. The deeper tooth profile however does preclude the use of small cogs, as the smallest diameter rear cog is a rather large 24 teeth forcing larger front rings as well for the given desired gear ratio. The belt and cog profile is an open standard that is already in use in other applications, meaning that other manufacturers are welcome to use it to create compatible belts and drive rings.

[www.conti-online.com](http://www.conti-online.com)



### Wellgo Kickstand Pedal

The C193 pedal has an outer cage that folds out as a kickstand. Not as foolproof as a traditional design, it does provide a sleek, functional kickstand that has next to no weight penalty. [www.wellgo.com.tw](http://www.wellgo.com.tw)



### Schwinn 4 One One I

This \$780 Schwinn has a 5-speed internal hub, disc brakes, large volume 40c tires and an integrated high-rise bar and front basket—all the makings of a serious city bike, just add fenders. [www.schwinnbikes.com](http://www.schwinnbikes.com)



### UBC Coren

This \$32,000 carbon fiber bicycle is designed and crafted by UBC in the same quarters as Formula 1 cars. Appropriately enough the 17 lb bike uses a Gates Carbon Drive belt system, and has custom parts all around to keep the unique look. I wouldn't expect to see this design in mainstream production next year, ultra-expensive bikes can shed a light on what will be more common in years to come. [www.ubc-coren.com](http://www.ubc-coren.com)



### Microshift Thumbshifters

Microshift has been quietly making thumbshifters that resemble the heralded Suntour XC Pro shifters of the early 1990's for a few years now, with 8-, 9- and new 10-speed Shimano compatible versions now available for about \$120 per pair. The 22.2mm clamp fits mountain bars, and the shifters are switchable from indexed to friction. [www.microshift.com.tw](http://www.microshift.com.tw)



## Abus Kranium Cardboard Helmet

Abus not only makes locks but has a full line of helmets available throughout Europe including the unique Kranium helmet, with a liner made from corrugated cardboard. This isn't a concept piece, it is on sale and passes European helmet standards. The cardboard crushes, though stays together in one piece to better handle crashes with multiple impacts. [www.abus.com](http://www.abus.com)



## SRAM Automatix 2-Speed Auto Shifting Hub

The \$90 Automatix hub uses a centrifugal clutch mechanism (like a seatbelt) to shift between two gears without any user input but overall speed. Available in a coaster or rim brake version, the hub may not be suited to serious urban riders, but on folding or utilitarian commuter bikes makes a lot of sense. A low gear to get going, a higher gear once you're rolling, nothing to think about but the ride. [www.sram.com](http://www.sram.com)



## Carrera Foldable Helmet

Inspired by the leather ribbed helmets of old, the Carrera foldable helmet has elastic between the EPS foam ribs to provide a more custom fit than rigid designs, and a more easily stowed package when off the bike. It passes European helmet standards, and will reportedly be less than 100€ . [www.carreraworld.com](http://www.carreraworld.com)



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## Chrome Shoes

Chrome has been in the urban shoe game for a couple of years now, and is upping the ante for 2013 with new models. The Truk (large photo) is SPD compatible with a two-stage nylon plate that is stiff until just ahead of the cleat with a flexible toe box for comfortable walking. There is also a new work boot (inset photo) available either with or without the waterproof Storm liner, made for platform pedals and everyday work wear though it doesn't have a steel toe for a proper worksite. [www.chromebagsstore.com](http://www.chromebagsstore.com)

## Sahn Classic Urban Helmet

The Sahn Classic uses an EPS foam liner bonded to a hard ABS shell with an integrated visor. There aren't any vents, but there are internal channels to help move air across your head to some degree. The \$140 helmet is available in three sizes all with a Swiss designed ratcheting fit system. [www.sahn.cc](http://www.sahn.cc)







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## Giro Air Attack Helmet



The Giro Air Attack is a serious road helmet (\$200) with a street style design. It uses air channels and a retention system that creates space between the head and the helmet to provide as much

ventilation as a standard cycling helmet. [www.giro.com](http://www.giro.com)



## Shinola Bixby

Legendary bike designer Sky Yeager is back with her latest creations, the Shinola brand out of Detroit. The \$2500 Bixby is a made in the USA frameset with disc brakes and a 3-speed hub for no-nonsense and minimal maintenance commuting. Each features internal cable routing, Shinola dropouts and chainguard, and a box crown fork. [www.shinola.com](http://www.shinola.com)



## Kryptonite Mini Chain Lock

Chain locks can be convenient to use but cumbersome to carry. The \$67 Evolution Series 4 1055 Mini Integrated Chain is just over 4 lbs and has 10 mm, 6-sided links to keep your bike yours. An integrated lock grabs the last link and means no more bulky pad-lock. [www.kryptonitelock.com](http://www.kryptonitelock.com)



## Lazer Sweet Helmet

The Lazer Sweet is a \$100 helmet brought over from the snow sports side of the industry. It has a smooth shell with closeable top vents, along with an adjustable fit system and integrated rear LED light. The visor keeps it stylish, internal venting helps keep it comfortable. [www.lazerhelmets.com](http://www.lazerhelmets.com)

## Iluminox Brake Light

This is simple and impressive, especially given the \$8 retail price—a tiny, brake actuated brake light perhaps most useful for other riders to know you are slowing down. [www.ilumenox.com](http://www.ilumenox.com)





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### Torker U-3

The Torker U-3 is based upon the successful U-District platform—a simple commuter bike, this time with drop bars and a 3-speed hub. Available in 4 sizes for just under \$500, the U-3 will be popular with stylish and utilitarian customers this coming season. [www.torkerusa.com](http://www.torkerusa.com)



### Pinarello MAAT Frameset

Everyone needs an \$8500 track frameset, and Pinarello has the answer with the MAAT. The price at least includes the matching carbon bar/stem combo. Someone, somewhere with more money than brains will end up riding this on the street. Otherwise go fast, turn left. [www.pinarello.com](http://www.pinarello.com)



### Yuba Boda Boda Cargo Cruiser

Yuba is introducing the Boda Boda, a shorter wheelbase cruiser cargo bike. The \$1000 bike is a mere 35 lbs due to the aluminum frame and sensible components, with a capacity to carry your 200 lb friend, or whatever else you may want to lash on the back. It features mounts for optional side mount runningboards, and braze-ons for a front basket. [www.yubabikes.com](http://www.yubabikes.com)



### Bern Cyclehawk Nino Helmet

Kids need cool helmets too—and with the success of their Cyclehawk partnership Bern has created a Cyclehawk kids helmet, appropriately enough with Squid's own 5 year old as the photo model. [www.bernunlimited.com](http://www.bernunlimited.com)

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# Riding With CONSCIOUS

By Jennifer Walz



**T**hursday evening, the night before Neill Townsend was killed while riding his bike; I was sitting with two of my friends telling them how, for this first time since I started riding regularly, I was afraid.

I had just finished up a really bad week with three close calls. The second incident involved a lady willing to nearly cause an accident with another vehicle in her determination to scare me into thinking she was going to run me over. She lives in my neighborhood, which only adds to my unease. The third was a woman who cut into the bike lane in an attempt to pass a car that was stopping (at a stop sign!) in front of her. She nearly

took me out, and then she yelled at me for being in her way. And where was I? In the bike lane. Where I'm supposed to be. My safety, my very life, was of little consequence to her.

Needless to say, I've been a little nervous lately.

Then Friday morning, at work, I read on the Chicago Tribune website that a cyclist had been hit and killed not a mile and a half away. His name had not yet been released.

The day before, I was in the copy room at the same time as one of the attorneys that I work with.

"I heard you've had a pretty rough week," he said as he gathered some papers from the printer.

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"Yeah," I replied. "I heard you had a near miss yourself."

"Almost was played across the hood of a car. This is the worst I've ever seen it."

We ended up talking (with a knock on wood thrown in) about how amazing it is that our workplace has had so few injuries from accidents with cars, seeing as how there are 100 some odd bike rides that go on to, from, and during a typical day here. A few people have been hit, there's been a dooring or two, and some people have been taken out by train tracks, but for the most part we've been lucky. No one has been hurt too terribly, no one has died.

The next day, that Friday, he and I are in the lobby, and a cyclist has been killed. "I just hope it's not someone I know," he says.

I know. I feel the same way. No matter who it is though, it's someone that somebody knows. That somebody loves.

I know my husband is alive, we've internet chatted since he got to work. "Who do we know who rides over there?" I question. I tell him to send out a roll call. The news updates. There is now a photo of the bike. The view is from a distance and the details are not clear, but I can tell it is not our roommate's because its rims aren't green.

Another coworker comes by my desk. "Did everyone show up for work today?" he asks. I tell him a photo of the bike has been released and pull it up on my computer so he can look. I'm sure he just wants to make sure he doesn't recognize it.

The phone rings. It's the wife of the attorney I was talking to earlier. "Have you seen my husband today?" she asks. "I heard some news that scared me." I assure her that he's alive and well. There is obvious relief in her voice as she says "Oh good. Then it's probably best he doesn't know I called."

Another news update. His name is Neill Townsend. He is not someone I know. He was 32, an attorney. Reading his obituary on Saturday, I learned that he liked to read and was a transplant to Chicago. He and I have those things, as well as a love of bicycles, in common.

In reading the news, I have learned to avoid the comment section of cycling stories. I have had drivers tell me very directly that they wish I was dead, I don't need to see it in type as well, but even some of the

quotes in the articles left me shaking my head. From ABC7 News in Chicago, "'If you are going to ride a bike, it should be separate. Let them use the sidewalks or whatever, but not in here with all these trucks and traffic,' said one man." Or another, "People in the neighborhood are concerned about how many cyclists are on the street regularly." Cyclists have every right to use the streets, just like cars. Attitudes like that are damaging. The problem is not that cyclists exist, but in trying to find the best way to make roads safer for everyone.

People make mistakes, we all know that. I've made mistakes both in driving and riding that could have been disastrous. Not only does everyone make mistakes, but everyone, whether in a car or on a bike, has a family, people who love them, their crew. They are parents, siblings, friends, husbands and wives. They work in every occupation imaginable. Bike or car, some of us are caring and nice, some are total jackasses. Sometimes we're just having a bad day. The vast majority of us share a common goal in desiring to continue living. In making it to our destination without harming ourselves or anyone else. Imagine how it must feel to be the person who opened their car door and inadvertently ended a life? Devastating. Two seconds of carelessness, and for as long as you live, that is on your shoulders.

Once, while I was riding home, a woman nearly pulled out in front of me. "Whoa!" I shouted to get her attention. "Oh, sorry baby!" she shouted back, after slamming on her brakes. "It's OK!" I yelled back. And it really was. She will always be my favorite close call because she felt bad. She made a mistake and she knew it. She was grown up enough to admit it and apologize. She didn't want me to die. I bet she still looks twice for bikes.

This is just my plea to everyone to remember how fast life can change. How fast life can end. Pay attention. Give each other some room. Drive and ride with caution. And because he's more eloquent with words than I could ever dream to be, I'm going to go ahead and end here with a quote from Kurt Vonnegut:

*"Hello, babies. Welcome to Earth. It's hot in the summer and cold in the winter. It's round and wet and crowded. At the outside, babies, you've got about a hundred years here. There's only one rule that I know of, babies—God damn it, you've got to be kind."*







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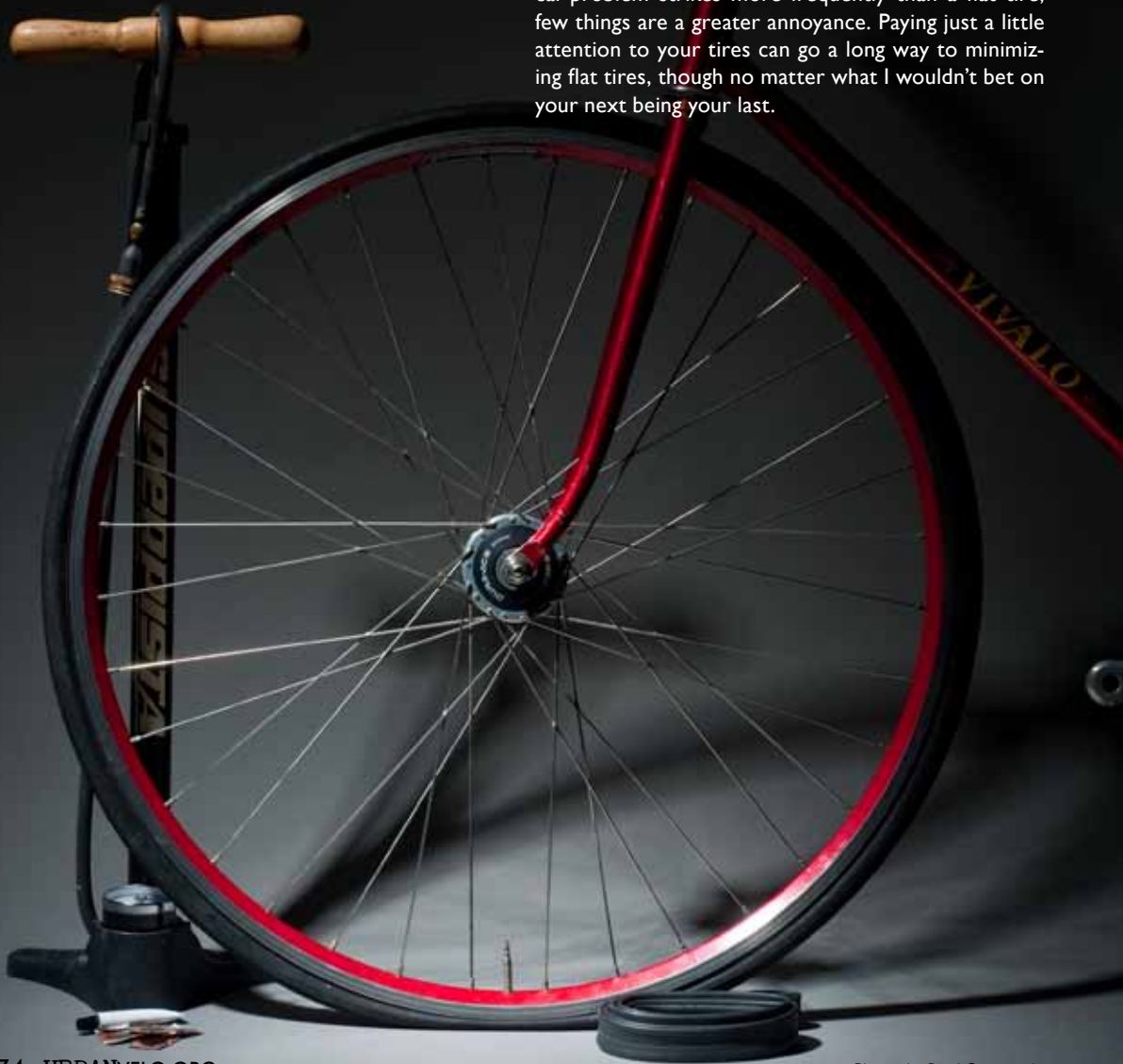
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# Flat Prevention

By Brad Quartuccio

**P**neumatic tires are the very reason bicycles are comfortable and easy to pedal, and simultaneously the bane of their existence. No mechanical problem strikes more frequently than a flat tire, few things are a greater annoyance. Paying just a little attention to your tires can go a long way to minimizing flat tires, though no matter what I wouldn't bet on your next being your last.





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## Inflation

Punctures and pinch flats happen less often with proper inflation. The thinner the tire the higher the pressure, and the more often you should check inflation levels. The range printed on the sidewall is a good place to start.

## Larger Tires

Higher volume tires not only smooth out the ride, but go a long way towards preventing flats. A large enough tire can roll over anything, a 28-32 mm tire can roll over most anything in the city.

## Tire Condition

Lightning can strike twice. The small slice from your last flat may be just big enough for another piece of debris to squeeze into—try to close it with superglue. Worn tread is more prone to flats, exposed threads is cause for immediate replacement.

## Flat Proof Tires Or Liners

The current generation of flat-resistant tires are exceptionally good at preventing common punctures, and well worth the investment. Tire liners are a reasonable, affordable substitute. A heavy, inflated tire is far better than a lightweight, flat one.

## Ride Light

Get out of the saddle over the rough stuff, and avoid debris prone areas when possible. Bridge sidewalks and unofficial trails, derelict playgrounds and parking lots all make great shortcuts, but accumulate broken glass. Ride with caution.

## Flat Diagnosis

Spending the extra time to be absolutely sure you found the cause of a puncture can save you from repeated flats. Make sure you remove any debris from the tire—look closely on both the inside and outside of the tire, it may be buried in the tread.



## Patch Away

There is no set limit on how many patches are too many. Patch on patch on patch, I've had tubes with a dozen patches holding it together before I finally tore it or broke the valve.

## Don't Pinch The Tube

When replacing the tube be mindful to not pinch the tube between the tire and rim. It's easy to do with skinny tires or tire/rim combinations that are unusually tight, and can lead to an unexpected and unpatchable blowout.

## Careful With That Valve, Eugene

Especially with presta valve stems, be careful when removing a pump head or using a hand pump. Be gentle and minimize sideways movement. It doesn't take much to tear a presta valve from the tube, or to break the delicate brass valve core.



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