



Your Digital Guide to Bicycle Commuting

# BIKE TO WORK

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*Carlton Reid*



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BIKE TO WORK BOOK  
 Digital Guide to Bicycle Commuting  
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## CONTENTS

<b>1: INTRO</b>	<b>13</b>
<i>Start cycling to work. Here's why.</i>	
<b>2: MYTHS</b>	<b>20</b>
<i>Explode the bike to work myths.</i>	
<b>3: CASH INCENTIVES</b>	<b>41</b>
<i>Cycle to Work Scheme &amp; Bicycle Benefit.</i>	
<b>4: WOMEN ON WHEELS</b>	<b>48</b>
<i>Cycle chic pix from around the world (and not much Lycra in sight)</i>	
<b>5: SECURITY</b>	<b>62</b>
<i>Lock it or lose it?</i>	
<b>6: THE FUTURE</b>	<b>71</b>
<i>It's already here.</i>	
<b>7: LEXICON</b>	<b>78</b>
<i>Learn the lingo.</i>	
<b>8: CLOTHING</b>	<b>82</b>
<b>9: CARRYING STUFF</b>	<b>92</b>
<b>10: QUOTES</b>	<b>94</b>
<i>The very best bicycle-related quotes.</i>	



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The Bike to Work Book is for those new to cycling or those attracted back to cycling thanks to the resurgence of the bicycle worldwide.

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The Bike to Work Book will also be available to purchase offline, via Amazon. Details on [www.biketoworkbook.com](http://www.biketoworkbook.com).



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# “Why?”

“I started commuting to lose weight but now I find that if I don’t ride that day I don’t feel right. My first jaunt out I got to work in less than 30 minutes, and the trip back, which has significant up hill sections, took less than 40 minutes. I was really amazed how easy it was. My times now are significantly better than they were that day. It is a great way to start your day. It really does change your life.”

**DON LESTER**  
Senior Engineer, Wenatchee, WA

“I need the exercise. This type of exercise doesn’t take much additional time or cost. I like the overall saving, one car, reduced fuel consumption. I feel better since I’m doing my bit for the planet.”

**DAVID TAFT**  
Senior Network Engineer - EDS  
Auckland, New Zealand

“I moved from a house that forced me to drive 45 miles a day to one less than two miles from my office, with the absolute intention of commuting by bike. It’s a wonderful way to start my day.”

**SARAH CARRICO**  
Research Assistant  
Thornton Oliver Keller Commercial Real Estate  
Boise, ID



“Exercise, pleasure, planet.”

**DR BRIAN SMITH (left)**  
General practitioner  
Newcastle upon Tyne, UK



“I commute by bike because I am a lazy pleasure-seeker. Biking is fun, fast, economical, and it puts a big smile on my face.”

**AMY WALKER**  
Publisher, Momentum magazine, [www.momentumplanet.com](http://www.momentumplanet.com)  
Vancouver, Canada

*L to R: Momentum Magazine’s marketing director Mia Kohout, publisher Amy Walker and associate publisher Tania Lo. All commute by bike.*

“Bike commuting lets me experience my city more directly than I ever did enclosed in a car, and get to know it in a whole new way. I see architecture, streets, people, and nature more clearly than ever before. I even smell the city – coffee roasting at local roasteries, the green and watery smell of the Spokane River as it runs through the heart of downtown, the lilacs for which our city is known.”

**BARB CHAMBERLAIN**  
Director of Communications and Public Affairs, Washington State University  
Chair of Bike to Work Spokane



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# “Why?”

“It’s convenient and environmentally responsible. Health reasons are big, too. Despite the poor weather here - with 60-inches of rain each year - Portland is one of the least overweight cities in America. It’s also one of the most progressive cycling cities. There is a connection.”

**DAVID ROWE**

Editorial Director, Ready To Ride.biz

Lake Oswego, Oregon

“I arrive at work awake and ready to go. I enjoy the ride as opposed to the drive, which takes about the same amount of time. I like to ride on the way home, even in foul weather. I like the feel of the wind, rain, sun and snow on my face. I like getting some exercise and being able to take the long way home through a state park that straddles the river through town. I get to see osprey, hawks, deer, marmots, heron and other wildlife along the river. When I get home, I don’t feel the stress of the day. I’ve left it on the road.”

**BRADLEY BLECK**

English instructor, Spokane Falls Community College  
Spokane, WA



“It’s all about the fun. On the weekends, I look forward to my commute. Saving money on gas is awesome, but not my motivation. And I’d say I’m happier that I’m not another car more than I’m happy to be helping the environment. But all the weight loss is a really nice side effect.”

**TONY BULLARD (left, with ‘Rose’)**

Bike commuter for six months, Atlanta, GA



“Fitness, save on gas and wear and tear on my cars, environmentally appealing.”

**DAN LARSON**

Systems Administrator  
Spokane, WA

“I love riding, I hate driving. As long as the temperature is above freezing, I ride, rain or shine.

It is only when it is 0°C or below that I will force myself to drive.”

**JEROME CROTEAU**

Director, International Projects, Accord Expositions Inc.,  
Montreal, Qc, Canada

“I started commuting by bike when I was attending university in Australia. When I got back to the States, I stopped. But I soon started to miss the natural high I got from cycling every day in Australia. So I then started commuting to work and soon realized I was much happier.”

**MARK HERKE**

Software Developer, Fidelity Investments.  
Dallas, TX

“Environment. Relieving congestion. Exercise. Health. I’ve lost about 30 pounds since I started biking to work.”

**THOMAS NGO (right)**

Communications Specialist, TriMet  
Portland, OR





urban 



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# 1: Intro

## BIKE TO WORK

**...it's low-impact exercise, it's green, clean, quiet and quick. (And you'll live longer)**



Using a bike to get to work is easy, independent, convenient, door-to-door, healthy, and fun. Do it right and it's safe. It can be fast, it can be slow. Bikes are quicker than cars in cities but, when the fancy takes you, you can tootle along at snail's pace, admiring the view on a cycle path or down by the river, taking the scenic route to work.

Cycling reduces pollution, congestion, road danger and transport expenditure. It also firms your gluteal muscles: regular bike riding is good for your buns.

Higher levels of cycling civilises cities, and produces a healthier population. With nicer legs.

Cycling is a lot less expensive than taking public transit or driving but it's also a massive time saver: people on bikes know exactly how long a journey will take them, door to door. There are no traffic snarl-ups to delay you, no parking spaces to find, no parking attendants to dodge.

Cycling is a whole tub full of new experiences. Addictive, too. Regular exercise stimulates the pleasure centers of your brain so the more you cycle, the more you'll want to cycle.

Dr Kevin Sykes, a professor of occupational health and fitness at the University of Chester in the UK, identifies two crucial chemicals in the brain – oxytocin and serotonin – which are released when we exercise.

He said: "These are neuro-transmitters that promote a feeling of well-being. Their levels are raised by regular exercise. When they are released, they make you feel relaxed, free the mind and reduce anxiety and stress.

"What we find is that people who do regular exercise sleep better and are better able to solve mental problems."

Going to the gym once or twice a week won't cut it; cycling to work each day is exercise and transport rolled into one.

Whether your bike commute is long or short, you'll arrive at your destination alert and motivated. You'll be better at your job.

### PEDALLING HEALTH

One of the biggest and best [studies](#) about the health benefits of cycling to work was carried out by the Copenhagen Center for Prospective Population Studies. Over a number of years, researchers studied 13,375 women and 17,265 men. Many died during the study period and their ages were logged.

Those who regularly cycled to work were found to live longer.

Report author Lars Bo Andersen said: "The major findings of this large-scale... study were that in both sexes and in all age groups... those who used the bicycle as transportation to work experienced a lower mortality rate even after adjustment for leisure time physical activity... Those who did not cycle to work experienced a 39 percent higher mortality rate than those who did."

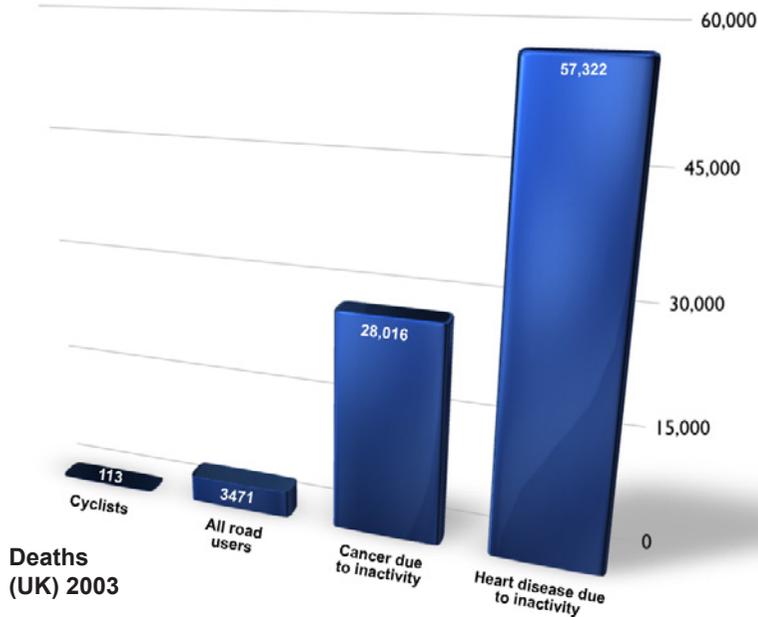
**COMMUTER STRESS**

Car and train commuters can experience greater stress than fighter pilots going into battle, says Dr David Lewis, a fellow of the International Stress Management Association. He compared the heart rate and blood pressure of 125 commuters with those of pilots and riot police in training exercises. “The difference is that a riot policeman or a combat pilot have things they can do to combat the stress that is being triggered by the event. But the commuter cannot do anything about it at all...a sense of helplessness.” Dr Lewis said commuting by car or train makes people feel “frustrated, anxious and despondent”.

**HEALTH/SAFETY**

According to the International Journal of Obesity, there’s a significant link between commuting to work by car and being overweight or obese. The health risks of a sedentary lifestyle are huge, real and rising. The health risks of cycling are also real but cycling is not as dangerous as many people assume. There are ways to mitigate the risk, just as motorists have ways to mitigate the risks of driving. And, as more people start cycling, it becomes safer for all cyclists.

Cycle to work and you’ll benefit from a great cardiovascular workout. It’s much easier to stay



fit when you work exercise into your daily routine. According to the British Heart Foundation, cycling at least 20 miles per week reduces the risk of coronary heart disease to less than half that for non-cyclists. Cycling is a low-impact activity, easy on your joints, perfect for fitness newbies.

Cycling also makes you feel younger and reduces stress. Health experts agree: regular cyclists typically enjoy a fitness level equivalent to being 10 years younger.

Cyclists also tend to be lighter than average: according to Dr. James Hagberg, an exercise physiologist at the University of Maryland, a healthy female cyclist, riding on a flat road at 18 miles per hour for an hour, and weighing 125-pounds, burns 555 calories.

The benefits of cycling stay with you as you age, both in health and appearance. It’s one of the few sports that can carry you through your seventies and beyond. Ever tried swimming to work?

**TIME/MOTION**

Rush hour isn’t. It’s not an hour, and it’s now more of a crawl than a rush. That is, if you drive. If you bike, you’ll not get stuck in traffic.

Cycling in cities during peak periods is almost always faster than driving or public transit, especially over distances of five miles or less. And that’s not just for speed-demon cyclists, it’s for go-slow cyclists, too. Cars travel at an average speed of less than 10mph in many city centres; the very act of balancing on a bike means you have to travel at least that speed to stay upright. Cycling is fastest through city centres because cyclists travel directly to their destination, door to actual door, and go to the front of traffic queues.

You’re a long way to your destination when others are waiting for the bus or pleading with a parking attendant.

In 2006, 56 per cent of all UK car journeys were of less than

No need for Spandex or Lycra, bike to work in ordinary clothes. Start with short trips. [www.2milechallenge.com](http://www.2milechallenge.com)



five miles. In the US, 40 per cent of all urban trips are two miles or less. (These sort of short trips tend also to be less energy efficient as cars do fewer miles-per-gallon when engines ‘run cold.’)

Test after test has shown that for short urban journeys during rush hour peaks, there is nothing – but nothing – to beat a cyclist. A four-mile journey in the center of London takes 22 minutes by bike, half an hour by tube, 40 minutes by car (even in a Ferrari), 62 minutes on a bus, and an hour and a half by walking.

**GREEN/PEACE**

Road transport is responsible for 22 percent of the UK’s total greenhouse gas emissions and it’s even higher in the US.

Bikes are part of the solution, not part of the problem. The carbon footprint of a person on a bike is famously low. Bikes don’t have exhaust pipes, they don’t emit deadly pollutants, they don’t slurp war-mongering fossil fuels.



**ECONOMIC/CYCLE**

Congestion is defined as a ‘negative externality which arises when the volume of traffic exceeds the free-flow capacity of the link or junction and in such cases each additional vehicle causes delays to other vehicles and suffers in turn from a slower, and thus more costly, journey.’

Translation: congestion is a time and money sink. The loss to the UK economy is around £20 billion a year.

The losses tot up through time and employee delays during a working day; cars emitting pollutants into the atmosphere and engines being used inefficiently; and health costs, including treating people with respiratory diseases, and absenteeism caused by stress.

In May 2007, *Measuring the economic value of cycling*, a report commissioned by the Government-funded Cycling England, found that a 20 percent increase in cycling trips would yield a cumulative saving to the UK economy of £500m by 2015. A 50 percent increase would lead to a saving of £1.3 billion. Investment in cycling shows payback of at least 3:1. In other words, for every dollar spent on cycling, society gets back three dollars in return.

**SAVE/CASH**

No fuel bills. No depreciation. No parking tickets. No car tax. No insurance. No car park fees. No congestion charge. No train ticket. No toll fees.

That’s if you ditch your car completely. That might be a leap too far but cycling to work could help get rid of your second car, saving you money.

**GROWING/SUCCESS**

Portland in Oregon has seen bike traffic increase by 190 percent since 2000/2001. According to the City of Portland Auditor’s Office, 18 percent of Portlanders use bikes either as primary or secondary vehicles. In 2008, Portland’s proportion of women bicyclists reached an all-time high of 32 percent, up from 31 percent in 2007.

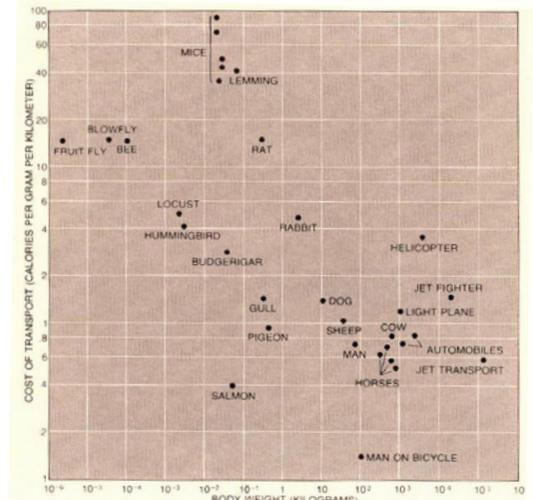
In New York, cycle use has doubled since 2002 and in 2007-8 the rate of increase accelerated, with numbers up by 35 percent. City Transportation Commissioner Janette Sadik-Khan, who herself frequently cycles to work in New York, wants to double the number of bike commuters again by 2015.

The city of Melbourne, Australia, has seen a 42 percent increase in the number of cyclists, 2006-2008.

In London, cycle use has grown by 91 percent since 2000. London is now committed to spending a billion dollars on making the city more and more bike friendly. Success breeds success.



**For body weight compared to the energy cost of transport, the cyclist is the most efficient mover on the planet**



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The USED Headquarters is in Germany, where urban bike riding is an integral part of everyday life. The bike is a wonderful invention, it takes us to school when we are young, to our first nervous encounter with the first love of our life, to our job through wind and weather, it takes us shopping, where it waits patiently with the other bikes for us to load it up for the ride home and when we get older it keeps us mobile and a lot fitter than we would otherwise be. What other product can offer us so much?

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# “Why?”

“I detest the hassle of traffic and how the anger flows over into my home life. I love the freedom and being outdoors, experiencing the weather and able to choose where I go and how fast I ride. I arrive at work or home with an endorphin high that is essential to my mental health. I must also admit that I do take some pleasure in breezing the all too common lines of foreign-oil dependent vehicles stalled in traffic.”

**JOHN STREICH**

Contract Consultant, Geo-Consult

Seattle, WA

“I’m almost positive that I’d go insane if I didn’t. It wakes me up in the morning, keeps me energized and happy, keeps me fit, and saves me a ridiculous amount of money.”

**RENAI MIELKE**

Bike commuter for 10 months

Receptionist/Admin Assistant, Cannon Fish Company, Seattle, WA



Kerry Guglielmin pedals her royal-blue hybrid bike to work beside the Rideau Canal, which weaves its way through Canada’s capital, Ottawa. She’s a library technician for the Canadian Medical Association.

“Biking to work perks you up in the morning and it’s a good stress relief after work,” said Guglielmin. “I just kind of lollygag on the way home, checking out the sights of the seasons – the ducks and flowers in the spring, the changing colors of the leaves in the fall. You’re not part of the rat race.”

The wire basket attached to the back of her bike carries everything she needs for work: clothes, lunch and shoes.

“I buy casual clothes made of fabrics that don’t wrinkle too much.”

On the bike she plays it safe:

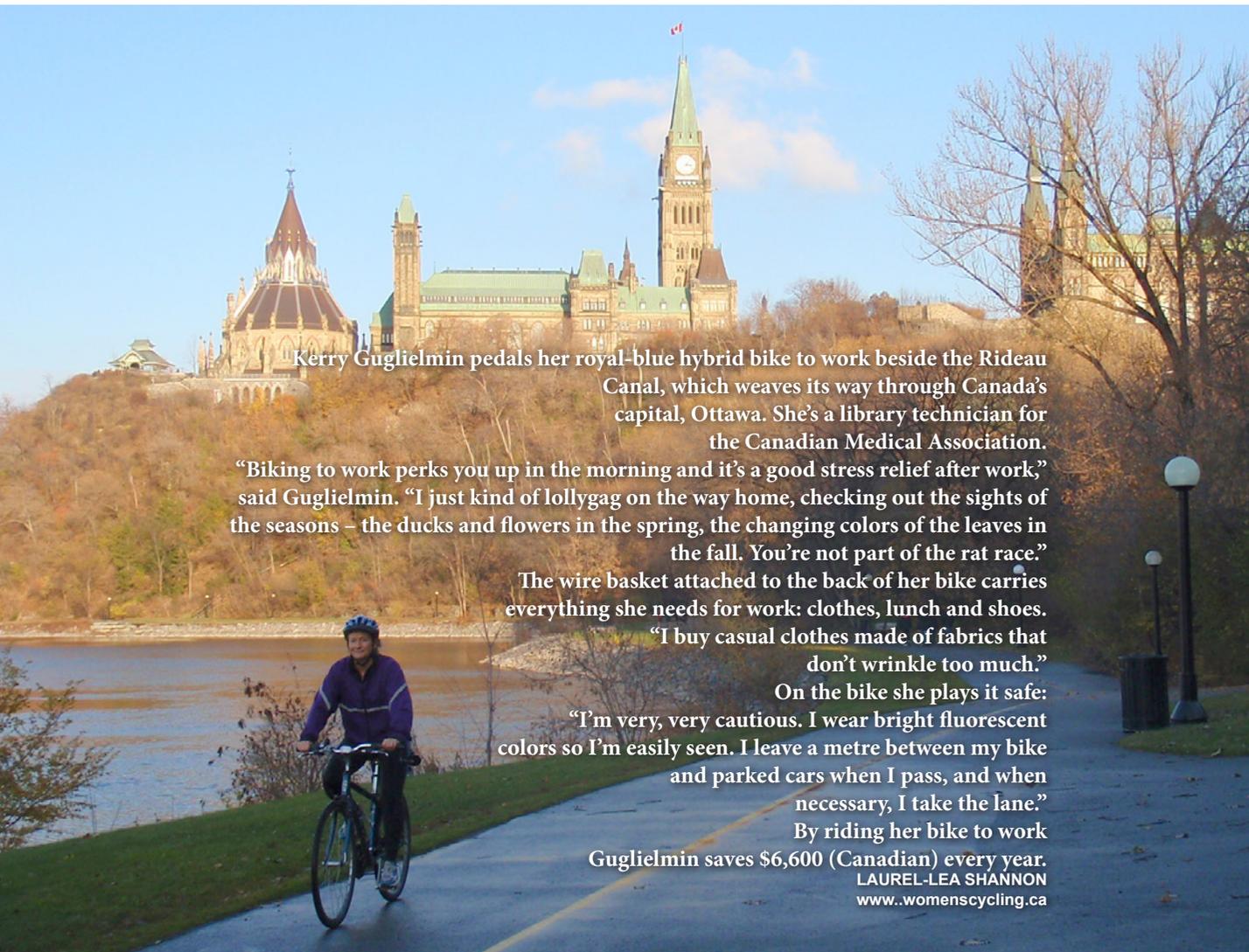
“I’m very, very cautious. I wear bright fluorescent colors so I’m easily seen. I leave a metre between my bike and parked cars when I pass, and when necessary, I take the lane.”

By riding her bike to work

Guglielmin saves \$6,600 (Canadian) every year.

LAUREL-LEA SHANNON

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**TREK**

# 2: Myths

## EXPLODE THOSE MYTHS!

**Don't let any of the following stop you being healthier/better at your job/sexier/faster/richer...**

### **“Cycling is dangerous.”**

#### **SAFETY IN NUMBERS**

Studies in many countries have shown that the number of motorists colliding with walkers or cyclists doesn't increase equally with the number of people walking or bicycling.

A 91 percent increase in cycle use since 2000 in London has been accompanied by a 33 percent reduction in cycle casualties since the mid-1990s.

A 2003 study by Peter Lyndon Jacobsen, a Californian public health consultant, concluded that:

“Since it is unlikely that the people walking and bicycling become more cautious if their numbers are larger, it indicates that the behavior of motorists controls the likelihood of collisions with people walking and bicycling.”

Do it wrong, and it can be. But august bodies such as the British Medical Association have long argued that the health benefits of cycling far outweigh the risks. The real danger to life is a sedentary lifestyle. Coronary heart disease is the West's biggest killer, and cycling has a huge part to play in reducing deaths from CHD and obesity.

Naturally, such a thought will be far from your mind when you venture, with a bike, on to a busy road for the very first time. You don't want to go on roads? At some point, you'll have to. Roads go everywhere; bike paths tend not to.

Don't use the same busy roads you would, automatically, use in a car. With some research, better routes can be found, perhaps on a mix of secondary arterial roads, bike paths, and park cut-throughs. This can sometimes work out shorter than the 'direct' car route on freeways and fast highways.

For sure, cycling in traffic can be scary but there are tactics you can employ which will see you through.

The key to safe cycling in traffic is remembering you're operating a vehicle, you're not a fast pedestrian: claim your road space, don't be a 'gutter bunny'; ride predictably; be ultra-aware of your surroundings; anticipate driver behavior; try to make meaningful eye contact with drivers crossing your path; ride with hands covering the brakes; watch for car doors opening in your face; and don't take risks such as red-light running.

Do not assume motorists have seen you, even if you're wearing a garish jacket or are festooned with blinkies.

Do not assume that a green light means you should proceed without caution, motorists sometimes blast through red lights. The same warnings work for pedestrians, too. They can look at you, and still walk in front of you. They can also appear out of nowhere.

Cyclists need Superhero x-ray vision, constantly scanning the route ahead, watching for inattentive drivers and daydreaming pedestrians (both can be clamped to iPods and cellphones).

Use quiet back roads until you gain the speed and confidence to travel alongside motorised traffic. This has the benefit of getting you to explore new parts of your locality, no bad thing.

Much urban traffic in big cities - especially at peak times - is slow, packed tight in lanes, and, when inching along, of little danger. However, when speeding away from lights or making non-indicated turns or crossing right in front of you, cars can be bad news.

Bikes are nimble and can jump into safe gaps but don't assume your fragility is a talisman against impacts. Motorists are travelling in shells, insulated from the real world. They're texting, drinking coffee, listening to the radio, dealing with squabbling





kids in the back seat. Often simultaneously. Give every fellow vehicle the rapt attention it deserves. Such an attitude quickly becomes second-nature but it fuels the perception that city cycling is a high risk activity. With your wits about you, it's not. Actual risk is a lot lower than you might have imagined. In the UK, it amounts to one cyclist death per 33 million kilometres of cycling. It would take the average cyclist 21,000 years to cycle this distance, or, put another way, 21,000 average cyclists would have to cycle for a year before one of them was killed.

However, it's inescapable that cycling involves some risk. After all, you're travelling fast, balanced on two spinning wheels, and you're not carrying a two-ton exoskeleton to protect you from bumps and prangs.

But what you lose in armoured protection, you make up for in manoeuvrability and superior field of vision. Stay focussed and you can avoid smashing into things, or having things smashing into you.

Wear a helmet if you like (or if your locality has a lid law) but don't assume it will save your head in an impact with a car. It's far better to not hit the car in the first place, and that's down to good road sense.

Once you've overcome your fear of motorised traffic, you quickly learn how to use the surge of adrenaline to your advantage. Your senses will be heightened. You're in charge of the swiftest vehicle around. But be quick on the brakes if you think a motorist hasn't seen you. You're invisible, remember. In the UK, cyclists have an acronym for this: [SMIDSY](#) ('Sorry, mate I didn't see you').

Making eye contact with a driver is a good protective technique but it's not infallible. Some drivers (and pedestrians) will see a cyclist and their brains will, wrongly, compute 'very slow thing'.

Take extra care near buses, taxis and trucks. Many are driven by homicidal maniacs, and even those driven by angels have critical blindspots. If you can't see the driver, the driver can't see you.

When you think it's necessary, use arm and hand signals to warn others of your turning intentions. But don't make the classic mistake of signalling and then turning without looking behind you first.

Don't think you're totally safe if your route is all on bike paths. There are obstacles to avoid, other cyclists to miss,



pedestrians to think about, and, very often, intersections where you suddenly have to mix with cars, driven by folks who really aren't expecting you to cross in front of them.

The bottom line is keep your eyes peeled for the unthinking and the unhinged but don't let any of the above scare tactics prevent you from cycling to work. A sedentary lifestyle is a far greater risk to your health.

## “I don't have the time”

Cycling is truly door-to-door. No searching for a car park, an empty space or a parking meter. No getting stuck in traffic jams. Motorists tend to under-estimate the actual times car journeys take, door-to-door. Not too surprisingly, they over-estimate how long the same journey would take by bike.

On a bike you can estimate your journey time to the minute and can take short-cuts not available to motorists.

For Shelby Wood, a reporter with *The Oregonian* newspaper, and a newcomer to cycle commuting, even if cycling was slower than driving it would still be worth it:

“Minute-to-minute comparisons don't capture the intangible benefits of bike commuting, including the fact that you aren't stuck on Interstate-5, window-to-window with a fellow motorist whose forefinger is jammed up one nostril. You just can't get that time back.”

The future for motorists is even slower speeds than today. In a one-person-one-car society just a handful of people can cause gridlock. And with population densities increasing, such bottlenecks will become more and more commonplace.

Getting stuck in traffic is a huge time waster for motorists and they have to factor in lots of extra travel time if they want to get anywhere by a specific time. Andrew Burns, Edinburgh's transport leader has warned that a 20-minute car journey in the city could take an hour by 2026. The same distance journey in 2026 by bike will take the same time as today. Or, if even better infrastructure is put in place for cyclists, cycle journey times will actually decrease.

## “Rain! I hate getting wet!”

Unless you live in Seattle or Manchester, it rains a lot less times per year than you might imagine. In the UK – supposed to be a rain-sodden isle – when you cycle a daily ten mile journey, statistics say you will only be rained on once in every one hundred trips. That is three to four trips a year on a daily basis. That doesn't mean drizzle, it's downpours.

Anyway, with modern waterproof and breathable fabrics, it's possible to arrive at your destination in comfort in all but the fiercest of storms. Yes, even in Seattle or Manchester.

You think Denmark is dry? It rains a lot there, but cycle journeys in Copenhagen still account for 40 percent of the total.

Even if you travelled by car you might have to go outside at some point, risking a soaking, especially as you won't be wearing the right kit.

Wet roads are slippery for cyclists. Care is needed. Slow down. Brake early to wipe water off your wheel rims. Don't venture into puddles, the hole could be bigger than you think.

Make sure your commute bike has full fenders and, for total protection, mud-flaps, too. Bright lights are needed on really rainy days.

Ride all corners gingerly but take extra care on wet leaves, and avoid turning on wet draincovers and wet painted street lines. Watch out for shiny, blueish-rainbow patches on the road. Fuel spills can take you down should you corner on them.

If the weather is truly foul, make that your non-bike day.

But don't be surprised when your definition of what makes for a foul day shifts over time. You may find you start to invest in all-weather cycling kit just so you don't have non-bike days.

One of the reasons for this is getting to work on time: a downtown downpour can cause gridlock. Cyclists can beat the jams caused by rain.





## “I’ll get all sweaty”

For most people it probably takes a good 10-15 minutes of relatively hard exertion to lather up a sweat. If you don’t want to arrive at your destination all hot and flustered, don’t pedal so hard, freewheel so you can to catch a cooling breeze, or use a Dutch-style bike or a beach cruiser, both built for going slow.

Emma Osborne, a cycling officer for British routes building charity Sustrans, said: “Cycling from A to B doesn’t have to mean you arrive dishevelled at your destination. Cycling doesn’t have to be a race – you can take it at your own pace without having to work up a sweat or don Lycra cycling wear.”

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Chances are, you get into work more energised than them, are fitter than them, and are more open minded than them. The day may come when they will be forced to either cycle or take public transit or car pool because driving to work will be highly restricted.

Deep down, they all know this. Many of your co-workers will secretly admire you. You're doing something healthy, you're doing something for the planet, you're setting a good example. And few can miss your healthy glow, weight loss and all-round zest for life since you started biking to work.

Short distances, ridden slowly, will not transform you into a foul-smelling ogre. Perspiration doesn't smell. Underarm sweat, produced by apocrine sweat glands, is an odorless mix of salty water, proteins and fatty acids. If you arrive at work in a sweaty state – perhaps it's hot that day or you wanted a hard workout – you won't have instant body odor.

BO takes hours to develop. Bacteria on the skin and underarm hair metabolize the proteins and fatty acids, possibly producing an unpleasant odor a few hours later. Sweat from the rest of your body is produced by eccrine sweat glands, contains no proteins and fatty acids and therefore isn't attacked by bacteria. There's no huge need for a full-body shower, especially if you already showered in the morning. If you shoulder a rucksack rather than let the bike do the work, your back will get wet but this isn't sweat that will later smell.

Spritzing under your arms, over a sink, is the most you need do. Rubbing alcohol and a cloth, or pre-moistened baby-wipe towelettes, can substitute for a sink and water. There are also a number of reusable 'sport wipes' on the market, some with alcohol, some with perk-you-up astringents such as anti-bacterial tea tree oil.

Cool down your face with a splash of water, dab on a dot on cologne and you're ready to take on the world, as sweet smelling as your co-workers. You may even be sweeter smelling because driving to work can be very stressful, and stress leads to nervous sweating, including from the apocrine glands. Do motorists ever shower when they get to work? No? So, why do short-hop cyclists feel the need?

All of this you-smell-wonderful-dear advice goes to pot if you cycle to work in wicking base-layers made of polyester. You'll not want to sit around in them, they start to smell far quicker than base layers made from natural fabrics such as Merino wool. Finding somewhere to dry, air and store your cycle-specific garments can be a challenge. How about a sealed bag for the ride-in set of cycle clothing (especially the potentially pongy baselayer), with a fresh set left at work for the fast ride home?

If you cycle to work fast and hard – and in cycle gear for distances of ten miles and over – an all-over spruce up makes more sense. Some employers now provide workplace showers and lockers. If your employer is not so big, or enlightened, join a nearby gym. Some gyms provide a 'shower-only' membership at a reduced rate.

It's even been known for some employees to switch from a cycling-averse company to one that provides lots of facilities, from secure lock-ups to showers. Glaxo-smithkline's London HQ has spacious locker rooms with showers, hair dryers and ironing boards. Lance Armstrong's bike shop in Austin, Texas – Mellow Johnny's – is equipped with showers for commuters (towels provided)

**“My co-workers will laugh at me”**

**“I'll smell”**



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**For when you can't shower  
 The Ultimate Wet Wipes!**

and, for a buck, you can store your bike there, too. Other high-end bike shops around the world offer similar services.

## “It costs the Earth to buy a bike”

It costs the Earth to drive. Literally and figuratively. A bike, even a fancy-schmancy one, is a steal compared to buying and running an average car. The only fuel required to power your bike is food. Parking is free. Bikes are simple and cheap to maintain. You don't need bike-specific clothing: your own clothes will do just fine.



Sticker from  
[www.zeropergallon.com](http://www.zeropergallon.com)

## “Only expensive bikes are good”

Sure, a carbon fibre road bike is light and lust-worthy but it's the wrong sort of bike for city use. And hugely expensive bikes can't go exponentially faster than the bike you may already have in your shed. Fit thin tyres to an old mountain bike and you've got an instantly speedier machine. Naturally, once you get hooked by cycling you'll want to upgrade and will notice every half a mile an hour improvement your investment gets you, but to begin with, it's fine to start with an economically-priced bike.

An entry-level new bike from a decent bike shop will be strong, stable and safe to ride. High-end bikes are designed for high-end users, people with the skills to ride bikes that may seem 'twitchy' and unstable to beginners.

When you consider the enjoyment and the transport potential you'll get from your bike you'll soon understand why many people spend as much money on a new bicycle, and all that goes with it, as on a quality used auto, and a \$3000 bicycle will give you a lot more pleasure than a \$3000 auto but just as a new motorist doesn't start driving in a Lamborghini, there's no need to start riding on the bike world's equivalent.

Modern tires and tubes are supremely puncture proof. You can also add gloopy sealant to repair small holes on-the-fly. If all this fails and you still get a flat (perhaps a 'snake bite' puncture from hitting a kerb with under-inflated tires) fit a new inner tube.

## “I'll get a flat”

Don't know how to do this? Sign up for a class at your friendly neighborhood bike shop or watch the many online how-to videos on this and other bike maintenance topics. Always carry a pump, tire levers, micro set of hex keys, the right spare inner tube for your wheel size and a patch kit. Stash this tool kit in your bag and forget about it, you won't need it much.

## “I'm too out of shape”

You don't have to be super-fit to start cycling. Start slowly, progressively increase your exertion levels, and your fitness will grow along with your skills and expertise. Naturally, if you're starting from zero and have any existing health conditions, seek advice from your doctor about the levels of recommended initial exertion.

Most doctors recommend cycling because it's a low-impact, weight-suspended form of exercise. The bike does the carrying. Unlike jogging, your knees do not take a hammering from hard tarmac.

When runners are out of puff, they have to stop. The cyclist has the advantage of being able to

stop pedalling when tired, but forward motion continues. This is called 'freewheeling' and rests the muscles in the process. When going downhill the forward motion is totally free, speed without taxing the muscles at all.

Pack some bike lights. Small LED lights – blinkies – are bright, don't cost much and stay powered for ages. At the other end of the price scale there are bike lighting rigs which are as bright as car headlights.

Want to be battery-free? How about using your legs to generate your light? Dynamo lights are ubiquitous in countries such as Germany and the Netherlands. They power on when you cycle and some can store energy for when you stop.

Pedalite pedals translate the kinetic energy of the pedal motion into blinkie-style flashing. The Reelight system from Denmark is a fit-and-forget system where spoke-attached magnets power front and rear LEDs.

**“It's too dark when I go home”**

Yes, you can. A bicycle is a brilliant load-carrying platform. People cycle the world with huge amounts of gear stuffed into their pannier bags so you'd be amazed how much stuff you can carry on a bike.

For really heavy loads you could invest in a cycle trailer or a cargo rack such as the extendable Xtracycle. With these you can carry as much as a small auto.

**“You can't carry much on a bike”**



**“I can't, I have to wear a suit”**

It's not necessary to dress for the Tour de France to ride to work. You can do it in a suit.

Plenty of people do. For distances of five miles or less it's perfectly sensible to wear the same togs you'd wear if you were walking or driving.

Riding in normal clothes is standard practice in the bike-friendly capitals of the world such as



Amsterdam. Few in bike friendly Copenhagen cycle in Spandex. Mikael Colville-Andersen, author of the Copenhagen Cycle Chic blog, publishes photographs showing “normal people riding bikes wearing normal clothes.” Lycra is out, Louboutin heels are in.

“We don’t have cyclists in Copenhagen, we just have Copenhagensers who get around on bikes,” said Colville-Andersen.

If you have a long commute and prefer to ride to work in cycle-specific clothing, do what many long-distance commuters do: keep spare work clothes at work. Ship them in once a week, perhaps in a bike trailer or, heaven forefend, during a start-the-week car commute. Or patronise a dry cleaners that will deliver your freshly-pressed clothes to your workplace.

**“I want to get fit but I don’t want thunder thighs!”**

Cycling is chiefly an aerobic activity, one that uses great gulps of oxygen. The heart and lungs work together to bring oxygen and nutrients to the muscles: the lungs expand to bring as much oxygen into the body as possible; the heart beats faster to transport this oxygen around the body. A strong heart and powerful lungs are the building blocks of general fitness.

Even if you only cycle a few miles per day, your muscles will feel and look stronger. The main muscle groups used when cycling are the upper thigh muscles (quadriceps); the backside gluteal muscles (including the gluteus maximus, the biggest and strongest



and leave your car on the outskirts of town, and get your folding bike out of the trunk of the car or off the car rack.

## “Biking will be bad for my sex life”

Pressure on the genitalia – especially the female genitalia – was seen as suspect in the late 19th century. Not because of damage but because it was thought saddle pressure would over-stimulate. Leading doctors called for bans on women cycling. Such calls went unheeded and the bicycle was a key tool of women’s emancipation.

Cycling has long had a love-hate relationship with the bicycle/bottom interface but diligent research will show there’s a perfect perineum perch for everybody. Tush topography varies, don’t just rely on the saddle that came with your bike.

Yes, some people suffer discomfort from ‘normal’ bicycle saddles, even ones with cut-outs, gel-pockets, or ridges. Such discomfort, whether real or perceived, can be a major turn-off. Cycle makers have known this for many years. Pederson bicycles, patented in 1894, had suspended, leather hammock-like ‘saddles’. Recumbents with their laid-back, deck-chair like seats have long been advocated for those who really cannot abide mainstream saddles on upright bicycles.

And since the year dot, inventors have been coming up with nose-less saddle designs. Many of these inventors assume they are the first to arrive

muscle you’ve got), and, to a lesser extent, the calf muscles (gastrocnemius and soleus). Contrary to popular belief, cycling does not necessarily lead to bulging leg muscles. What most people find is their legs become trimmer and more toned, in other words, shapelier. You want a cute bum? Get cycling.

How about using public transport for part of the journey, using a bike for the start and finish? A folding bike is ideal for this or you could have two bikes, one at each transit node.

Or you could drive part of the way

## “I travel long distances, too far to cycle”

In a small minority of men, erectile dysfunction can be caused by sitting for many hours, in one fixed position, on bike saddles (or car seats).

“Cycling causes impotence” health scares are just that: scares.

Medical attacks on cycling are as old as cy-



at the stunning conclusion that taking away a saddle's nose will alleviate discomfort.

To date, however, none of the noseless-saddle inventors have been able to convince the global cycle industry that their designs are practical for the majority of cyclists. Nose-free saddles may be more comfortable, but a 'standard' saddle has a nose for a reason: it aids steering, a cyclist's inner thighs having more influence over direction and 'feel' than most people think.

Standard saddles are not instruments of torture for all cyclists and there are many more factors in comfort on a bike than is perhaps appreciated. One anatomic saddle may be comfy for one cyclist, Hell on wheels for another...

Developing numbness? Stand up out of the saddle for a while; wiggle.

Too much pressure on your perineum? Is your seat-post too high? Could the fore and aft position be altered to suit?

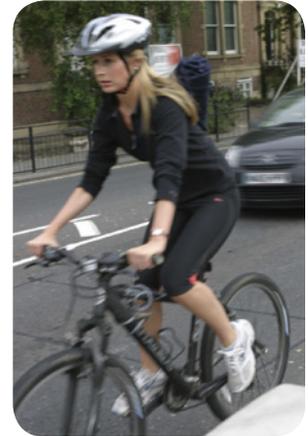
If you've had your riding position dialled in by an expert and you're still uncomfortable on a bike, get to a bike shop with a 'saddle library'. You need to check out which saddle shapes fit with your particular 'tween-the-legs shape.

With a comfy saddle, the right position, and the knowledge you ought to get out of the saddle and stomp now and then, there's much less risk of over-compressing an area you'd rather not compress. Always bear in mind that the health gains of cycling far outweigh the slim chance of genital dysfunction. Healthier, fitter individuals with stronger legs and pumpier hearts, have better sex lives.

**“I have to take clients out to lunch and we need to drive”**

Do so. There's no hair-shirt rule that says you must use a bike for every single journey.

There will always be times when other forms of transport beat using a bike.



Roads are bike routes but, clearly, some are less friendly to bikes than others. Many newcomers to cycling to work would prefer to start by taking back-streets rather than mixing it with fast-moving cars and trucks.

Research such routes online, via Google Earth, or check the websites of city authority transportation departments or bike-specific route-sharing services such as Bikely.com. There are also route-finding websites which include a 'cycle journey' option such as RouteYou.com and Cyclestreets.net. Of course, with care, you could always use the GPS of an iPhone or other smartphone, say in a handlebar bag or attached to handlebars via the Biologic iPhone mount from Dahon.

City specific route-finding websites include Transport for London's Journey Planner at [tfl.gov.uk](http://tfl.gov.uk); RideTheCity.com (New York); ByCycle.org (Portland, Oregon and Madison, Wisconsin); BBBike (Berlin, Germany); and RouteCraft (Amsterdam, Netherlands). The new 'Bicycling' feature on Google Maps has been rolled out across 150 US cities. In the UK, there's an iPhone journey planning app from BikeHub.co.uk

Cycling is generally quicker through town than public transit or private cars but, for your first commute, take a trial spin to see how long it will take you. If you do this on the weekend, factor in a smidgen of time for the extra traffic you'll encounter during the week.

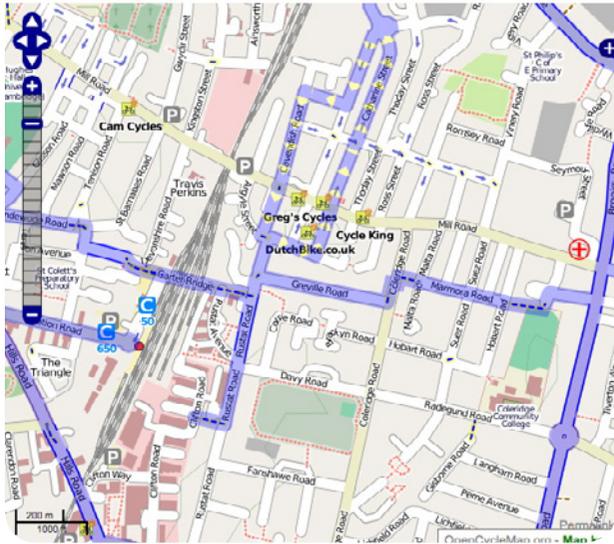
Tap fellow cyclists, they will have insights you can't find online. Check to see if any co-workers look as though they cycle in the general direction you want to go. Ask in your neighbourhood bike shop. Local knowledge is essential.



**“I don't know of any bike routes to work”**



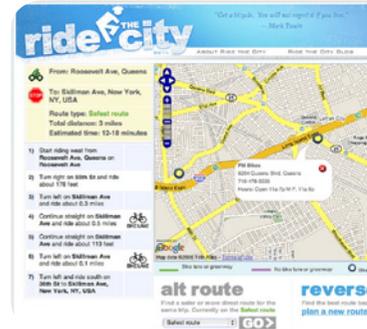
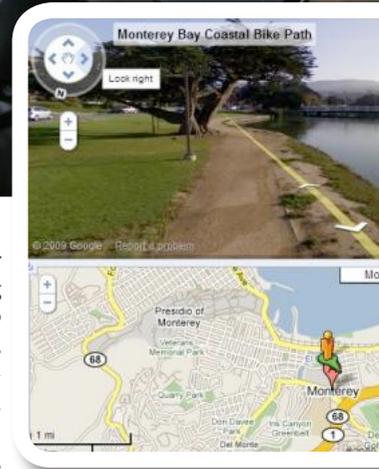
## Journey Planner - plan a cycle journey



Unless you're one of the lucky ones who have a traffic-free bike path from your house to your workplace, you're going to have to mix with motorised traffic at some point. In city centers during rush hour, cars and lorries can oftentimes chug along at a snail's pace because they're gummed up in jams. It's a joy to pass stationary traffic as you speed into work. When cars are not stationary, they go very fast to the next stop sign or red light. Never lose concentration, look out for poor drivers (ie most of them). Assume you're invisible (except when you're doing something you shouldn't, then you stick out like a sore thumb all of a sudden).

Don't be timid when riding city streets, don't be squeezed into the gutter, claim your road space, you've as much right to be there as cars, lorries and buses (they are there under licence, you're there by right). If you've not biked in traffic ever, or not for some time, get yourself on an adult cycle proficiency course, or get a confident city cyclist to show you the ropes. Cycle advocacy and campaign groups often have members who help out in this respect. In the UK, the Company of Cyclists of York runs 'Get Cycling to Work' schemes for companies. In Austin, Texas, the Austin Cycling Association offers a 'Street Cycling Class' for beginners. Some Austin bike shops sell a 'start bike commuting' package that includes sending a Street Cycling-certified employee to your home to ride with you the first time you make the commute.

There are also companies which can hook you up with confident city cyclists (these online services tend also to be car-pool hook-ups). In the UK, sign up with Bikebudi.com, in the US, Ridespring.com.



So-called 'smog masks' - which filter out precious little city gunk, despite proud claims - are as necessary for motoring as they are for cycling.

In fact, more so. Research shows that motorists are sitting targets: they breathe in two to three times more pollution than cyclists, who sit high above the fumes.

Automobile air-conditioning systems do not remove PM10s, the sooty particulates produced by diesel engines.

Cyclists who are breathing hard are rapidly clearing their lungs out as they exercise. Motorists don't.

**“Bikes don't have air-con, I don't want to breathe in city fumes”**

# BIKE MOUNT FOR iPhone

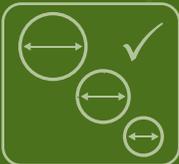
DESIGNED TO FIT iPhone®, iPhone® 3G, AND iPhone® 3GS



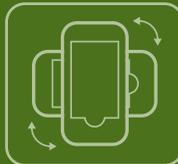
Weatherproof



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Getting to work by bike is not a race, just pedal at your own pace up the hills. It's not as hard as you would imagine, especially with modern day bikes with ultra-low gears.

Once you're fitter you can increase your slope speed. Hill climbing by bike is the fastest way to fitness.

Switzerland is not pancake flat yet cycle use is twenty times greater over there.

Think positive, if you've got hills to go up, you've got hills to come down: a free ride at least half of the time.

**“I would cycle, but my town is really hilly”**

## **“My bike will get stolen”**

It's a possibility. Cars get stolen, too. Crime is a problem for every form of transport: you may get mugged on the subway, for instance.

As with every walk of life, there are precautions you can take which minimise the risks. Always lock your bike in a well-lit public place with an up-to-date, high-quality u-shaped shackle lock or meaty chain. Always attach the bike to an immovable object where the bike and lock can't be lifted off and away. Position the lock so that it cannot be hammered against the ground or levered apart. Use two types of locks: toolled-up bike thieves can often only crack into one kind of lock at a time. If possible, wheel the bike into your place of work to keep an eye on it.

Many cities are now making a huge effort to increase the number of secure parking facilities for cyclists. For instance, New York City is expected to soon pass building regulations which will require one secure bike parking space for every two units in new apartment buildings and one space for every 7,500 square feet in new office buildings.

“[This] will really transform the culture of the city from a car-oriented city to a bike-oriented city,” said NYC Planning Commissioner Amanda Burden. Mind you, NYC has a long way to go before it catches up with pro-cycling cities in Europe. Groningen in the Netherlands has a railway station bike park that has under-cover space for 6000 bikes. **See page 62 for more bike security advice.**

[Click here for a short but powerful 'How to lock your bike' video.](#)



# How we get to school

by Lisa Knolls



We love riding our bikes to school. Our principal rides too, but he can carry lots more since he has an xtracycle

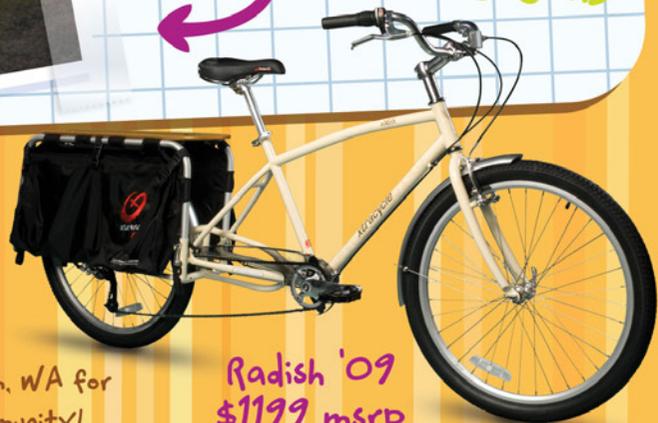


Mr. Alex is my new reading teacher. He rides to school on his Xtracycle because he carries lots of books for us to read.



Even some of the older students get rides from their moms and dads!

THE END



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**“Bikes are oily”** Automobile engines are dirty but that doesn't stop people driving automobiles. Dirty car engines and muddy wheel arches are not places most drivers need to go, and it's the same with bikes.

Fit a pair of fenders and mudflaps and laugh as little of the dirt gets on the bike or the transmission. Some commuter bikes also have fully enclosed chaincases around the chain, and skirt-guards. These devices can be retrofitted by bike shops.

Internal hub-gear bikes tend to be much cleaner than derailleur driven bikes. While three and eight gear hubs are common, the Rohloff speed hub has a 'gear range' that rivals a 27-speed bike.

One of the future technologies for bikes – already available on some 2009 bikes from mainstream makers such as Trek – is the use of belt-drives, not oily chains. Gates, the car transmission company, has produced a one-piece composite 'chain' protected with a rubberised outer. Gates calls it the Poly Chain GT Carbon belt and says it “outperforms a roller chain in even the most demanding high-torque applications.” It requires no lubrication whatsoever.

Smooth, silent, and clean, an efficient, super-strong belt drive system could be considered the Holy Grail of bicycle transmission. Watch out for the technology on internal hub-gear bicycles, hubs such as Shimano Alfine.



Simpel Optimist with Polychain drive

**“I can't cycle, I lug a laptop”**

If storing your daily data on a USB Flash drive or an iPod isn't enough and you need to schlep a fragile laptop, there are a number of ways of keeping it safe.

Start with padding, such as a form-fitting laptop sleeve.

This will fit into a pannier bag and can be further protected with clothes packed around the sleeve. Arkel produce an office-friendly pannier bag - the Commuter - with a suspended laptop sleeve.

If you want to keep your laptop suspended and away from bike-borne roadshock you could opt for laptop-specific backpack. Bear in mind this can be heavy on the shoulders and sweaty on the back. Many messenger bags now come with laptop pouches and the sweaty-back problem is less of an issue.

UK bike commuter Karl McCracken owns a consultancy business and rides to meetings on his bike, with his laptop:

“I put my MacBook in a sleeve made from a material like neoprene, but with memory shape properties - if you try to squeeze it fast, it's tough, but it'll yield to gentle pressure. This goes inside my 22-litre pannier bag which clips onto the rack. The laptop goes on the rack side of the bag. I've been riding around like this for a couple of years, and no damage to the laptop. I've had one fall, going over at reasonable speed onto the side that didn't have the laptop in. The bag containing my waterproofs that I had on the impact side took a pasting. But the laptop was just fine.”

However you choose to pack your laptop, if it's an old one make sure it's turned off so the drive head is parked, not just in sleep mode. When the laptop is on, data could be lost from one too many bumps. Newer laptop hard-drives park the heads when spun down. Some even have accelerometers so they know they are about to impact the ground and park the heads in a split second.



Survey after survey shows that kids want to get to school under their own steam.

Letting them do so teaches independence, increases social skills (kids want to be with their friends going to school, away from their parents) and, of course, is a good form of daily exercise. Do you really want to be a helicop-

**“I've got kids to drop off at school before work, I need an SUV”**

# BOWERY



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ter mom or dad, hovering over your children? It's not good for them.

Cycling is so perfect for children, a liberating form of transport. Yes, road traffic is dangerous but teaching children good road sense will better equip them for the big, bad world than molly-coddling them in autos.

Cycle education can start early. Take your kids to kindergarten in a bike trailer. Later fit a trailer-bike so the child can pedal, with you controlling the steering. By age 6 or before, children can pedal to school alongside you on their own bikes.

Even when the kids are older you may need to keep the trailer in order to carry instruments and sporting equipment to school. Having kids is no excuse to stop bicycling to work!

The basic necessities for cycling are just you and a bike. Doesn't have to be an expensive one. You don't need the latest gizmos.

Later, you'll be eager to add the accoutrements but, to begin with, you need very little. If you plan to cycle in the dark you'll need lights and, if your bike can't cosy up to you at work, you'll also need a lock.

To start, any bike will do. If the only bike you have access to is an entry-level mountain bike with front and rear suspension units you might struggle a bit. A change of tires will help lots: from 'knobbles' to thinner, smoother tires.

You don't need specialist cycle clothing to ride a bike. Of course, the gear is nice to have for faster, recreational rides but Lycra isn't everybody's cup of tea. Just get on your bike, and go.

**“Cycling requires too much specialist clothing and gear”**



**“I’ve always loved cycling...I think that if you have a meeting in London and it’s 45 minutes away, you can get in an hour-and-a-half’s decent aerobic exercise.”**  
**Richard Hammond, presenter of BBC’s motoring programme Top Gear**

## COMMUTER CHALLENGE

**Bikes are the fastest urban commute vehicles by far (but you can go slow if you want to)**

**B**icycle advocacy groups the world over regularly stage ‘commuter races’, pitting cars against bikes and buses in rush hour traffic. Bikes always win. As the races as run by pro-bicycle groups they must be rigged against cars, yes? In all likelihood they are. Bicycle advocacy groups will choose the most congested streets for the race to take place.

Bicycle advocacy groups also stage the race over short urban distances – typically under five miles – and will choose the worst time of the day for the car. 8.30am.

This is unfair on the automobile. Of course, cars are going to be slower in gummed-up traffic, and at the peak periods of the day ie the times people are trying to get to work.

To even up the balance the BBC’s iconic motoring programme Top Gear, ran a rush hour race across London in November 2007. The BBC put its star presenters in a car, on the Tube, on a bicycle, and in a 225bhp racing speedboat on the Thames.

Presenter James May said: “It’s a race to find out what is the quickest way to cross a busy city. Car, bicycle, public transport, whatever?”

The route chosen was Kew Bridge to London City airport, 18.8 miles of what the BBC admitted was an “automotive quagmire”.

Presenter Richard Hammond on the bicycle reached the airport fifteen minutes ahead of Jeremy Clarkson in his Cougar speedboat.

Richard May in the car, came last, slower even then The Stig on a combination of buses and London Underground.

A statement from the BBC said “the bicycle came first, then the speedboat, then the [Tube], and finally the car. Ahem.”

In November 2008, Jeremy Clarkson wrote in *The Times* that the poor, downtrodden motorists faces a slow future: “Average speeds are coming down too, by nearly 1% between 2005 and 2007. In the rush hours the average speed in many built-up areas is less than 15mph.”

In fact, according to a 2006 press release from car maker Citroen, it could be a lot less. Citroen said the average speed of a car in London during peak periods is just 7mph and that motorists waste up to half of their commute time stuck in jams.

However, that was a guestimate from the French car maker. SatNav systems can now send real speed data to central hubs. For instance, US traffic information company INRIX says that on



### URBAN SPEED USA

Cars go faster in America, but only by a measly 2mph. According to US traffic information company INRIX, the Cross-Bronx Expressway in New York is congested 94 hours a week, cars average a speed of 9 mph. It’s no better on the West Coast: some of the most epic traffic jams on earth are on the Interstate 5 and 405 N/S corridor of California.





the Cross-Bronx Expressway in New York, cars average 9 mph.

Satnav maker TomTom has a system called IQ Routes which “puts the driving experience of millions of TomTom users into your maps, calculating your route based on actual speeds driven on roads compared to speed limits...As a result, TomTom now has a huge database, containing billions of miles of real customer driving experience, collected over the years from more than 7 million TomTom users.”

The TomTom website says:

“We all know traffic is different during a Monday morning rush hour from a lazy Sunday afternoon. We all want the best shortcuts to bring us to our destination in the fastest way possible. But heavy traffic, speed bumps, traffic lights, roundabouts and *even schoolchildren* [our emphasis] or shopping crowds can slow you down.”

The TomTom website uses an example of a London route, 9.2kms, from Commercial Road to Gloucester Terrace. Even at “a relatively quiet time, and without any hold-ups” this short trip will take a motorist 20 minutes. That’s an average speed of just 17mph. Remember, that’s without hold-ups and outside of rush hours.

Using actual data from thousands of TomTom users in London, the IQ Routes database ignores the shortest route and takes motorists on a longer but quicker route. The 10.2km journey is estimated to take 26 minutes. Add in a couple of minutes to account for less than optimum traffic light changes and that’s an average speed of 13mph.

And a motorist travelling the TomTom route would also be paying the £8 London congestion charge. Not factored into the TomTom equation is the time taken to find a parking space at the end of the journey.

However, TomTom is pleased that it can save you three minutes over other satnav routers:

“3 minutes may not sound much, but it’s over 10% off your journey time. Just consider for a moment how much time that will save you over a whole year... Exactly!”

An average cyclist on a standard bike, wearing a suit, can travel in London at 15mph easily, with no congestion charge fee, no downtime to find a parking space.

So, go by bike. Just consider for a moment how much time that will save you over a whole year... Exactly!

## TRAFFIC CONGESTION

TIME WASTED DUE TO RUSH HOUR CONGESTION



Martha Kang McGill. Data: Texas Transportation Institute's Urban Mobility Report 2009.





## Looking to offer your staff a Cycle to Work Scheme?

Wheelies Direct Cycle Solutions enables employers to offer their staff savings of **up to 54%** on the cost of brand new bikes and cycling equipment.

Cycle Solutions are able to provide a complete, managed, end-to-end solution for employers.

for more information  
visit [www.cyclesolutions.co.uk](http://www.cyclesolutions.co.uk) or  
phone **08452799970**



**cyclesolutions**  
the cycle to work scheme

Wheelies Direct Cycle Solutions -  
Kingsway, Swansea West Industrial Park, Swansea, SA5 4DL

# 3: Cash

## GET PAID FOR CYCLING TO WORK

**Subsidies for cyclists? Not quite, but in the UK the Cycle to Work scheme can save loads of cash. In the US the \$20-a-month Bicycle Benefit will buy a few coffees at least**



**L**ook out for a brand new bike in your pay packet.” That’s the headline on a leaflet for the UK Government’s ‘Cycle to Work’ scheme. In the US there are fiscal incentives such as the Bicycle Commuter Tax Reimbursement. So, is it worthwhile going to the time and trouble of buying in to these schemes? Is there such a thing as a free lunch?

The Cycle to Work scheme is a tax incentive aimed at encouraging employees to, er, cycle to work, thereby reducing air pollution and improving their health. The scheme allows employees to benefit from a long term loan of bikes and commuting equipment such as lights, locks and panniers, completely tax free.

Employers benefit from fitter, more punctual, more wide-awake staff. Employees benefit from better health and better bikes because their money goes further. With a budget of, say £400, an employee in the high tax-band can now afford a bike, plus accessories, worth nearly £800.

The typical saving for an average tax-payer is between 38-45 per cent. There are online calculators to help you see how much you may be able to save. Type in your salary, the cost of your new bike and the cost of accessories such as a helmet, lock, panniers and so forth.

### GREEN TRAVEL

To encourage cycling to work, the UK Government created a little publicised incentive in 1999 to encourage employers to help their employees acquire tax-free bikes. In 2005 this scheme was re-branded as Cycle to Work.

Employers can loan bicycles to their staff as a tax-free benefit on the condition that the bicycles are mainly used to get to and from work or for work-related purposes. The employee ‘buys’ the bike at the end of the loan period for a nominal sum.

It’s possible for any employer to set up their own Cycle to Work scheme.

However, creating such salary sacrifice schemes requires a working knowledge of employment law and the intricacies of the tax system. The paperwork is tricky to complete and there are pitfalls for the unwary such as falling foul of minimum wage requirements, credit licences and the redrafting of employee contracts. Each employer will have different challenges which is why salary sacrifice scheme implementation is often out-sourced to third-party companies.

According to the official Department for Transport info, the Cycle to Work scheme works thus: *Your employer signs up for the scheme. You then choose a bike from an approved supplier. The bike is then bought by your employer who reclaims the VAT. You then take delivery of the bike for your exclusive use - provided you use it for qualifying journeys, i.e. commuting to work. The VAT free price is then deducted from your salary by equal instalments over a period of time (typically 18*

### PAID TO RIDE

In Norway, the Norwegian Public Roads Administration [Vegvesen] pays employees to bike to work instead of driving.

“By encouraging people to bike or walk to work we ensure that they get exercise and, at the same time, relieve the pressure on the traffic network,” said District Chief Roar Gartner in Vestfold, Norway.



London building contractors Build Team are so pro bike they have a fleet of own-branded bikes for their staff. “Being green costs us less – in fuel, waste disposal and material costs - which in turn means we’re able to pass on the benefit to our customers,” said Build Team’s

Dan Davidson.

“We also get to travel around London quicker by bike.”



months), but as you don’t pay tax or NI on the income you forego, this will give you further savings. After the period of salary sacrifice, the employer may give you the option to purchase the bike at a ‘fair market price’.

This ‘fair market price’ is usually five percent of the original package price. So, after a 12 or 18 month ‘loan’ for a bike package costing £1000, the employee takes full ownership for just fifty quid.

The actual discount available to an employee will be based upon their own personal tax circumstances (higher tax payers get fatter discounts) and whether their employer can recover all VAT. Some public sector employers – such as the military and charities – may not be able to recover all the VAT.

The discount also varies depending whether cash purchase or lease finance is used.

In rare cases, where employers decide to directly bear all scheme costs themselves, employees need no budgets at all, with the full cost of their loan bikes then legally treated as ‘non cash tax free benefits’. However, although it is at their discretion, most employers do not actually incur the costs themselves. They achieve this by taking advantage of parallel salary sacrifice tax legislation, allowing them to recover all costs from their employees over a period of time, while their employees still substantially benefit from Income Tax and National Insurance reduction in line with salary sacrifice, plus input VAT recovery where possible.

### FAIR MARKET VALUE

The Cycle to Work bicycle is ‘hired’ to the employee and hence does not fall into a benefit category. If the right to purchase the actual bike hired by an individual employee is guaranteed then this would change to a benefit in kind and exit the salary sacrifice offering.

Cyclescheme, one of the Cycle to Work facilitators, believes that the fair market values offered for a second hand bike, used for a year to cycle to work, would be ‘scrap value’ and 5 percent of the original voucher value (i.e. bicycle and safety equipment which normally amounts to 15 percent of the package). Bicycle shops are not generally interested in selling second hand bikes as they will need to give a warranty on something that has no service or use record. They will offer less than half of the shop retail value which would be the price that the employee would get via eBay.

### BIKE OR JUST BITS?

Many cyclists ask whether they can use the Cycle to Work scheme to buy just accessories, as they already have the bike. In theory, this is allowed - the fine print says “bicycles and/or safety equipment” but as most schemes are now run by third-party facilitators it’s usually their rules you have to play by.

Many facilitators say they have a £200 minimum, and this is to discourage a cyclist asking to buy just a helmet and a lock under the scheme (although this can easily come to £200 for quality items). However there will be some people who want a frame or wheels or some other integral part of the bike like a groupset which means there will be potential tax problems with ‘dual ownership’ where the employer owns the new bits and the employee owns the rest. (This is also why ‘topping up’ – where



cyclescheme.co.uk

# tax-free bikes for work

- Big savings on bikes and equipment
- Pay monthly through your salary
- Collect from your local bike shop
- Get any make and model

For more information on the scheme, visit:

[www.cyclescheme.co.uk](http://www.cyclescheme.co.uk)

### HERE'S AN EXAMPLE OF HOW CYCLE TO WORK SCHEME HELPED JOHN

1. Under his employer's scheme, John chooses to have the loan of a bike retailing at £450.
2. His employer reclaims the VAT – reducing the cost to £383.
3. This net amount is met by John agreeing to a salary sacrifice whereby his gross pay is reduced by £21.28 per month over 18 months.
4. The monthly net cost to John will be £14.26 because he doesn't pay tax or national insurance on the gross pay (£21.28) that he has sacrificed.
5. At the end of the 18 month period John's employer offers the ex-loan bike for sale at a fair market price e.g. £50 (To establish the fair market price, employers should obtain quotes from local bike shops as the value of the bike will partly depend on the level of use).
6. The cost to John is:  
*Net salary given up  $£14.26 \times 18 \text{ months} = £256.68$*   
*Cost to buy the bike at end of the period = £50*  
*Total cost to John (68% of retail price) = £306.68*

cover employers implementing Cycle to Work schemes. The ceiling via these licences is £1000. If companies already have a Consumer Credit Licence there is no £1000 ceiling. Electric bikes which cost more than £1000 cannot be bought via the majority of third-party facilitator Cycle to Work schemes, which is why electric bike companies are lobbying to raise the £1000 ceiling. It's the Bike to Work Book's understanding that there is little chance of such a raise.

### WHO OWNS THE BIKE?

Bikes bought via the C2W scheme are owned by the companies concerned, until the end of the C2W agreement. This has concerned some major employers, fearing legal ramifications of faulty bikes and injured employees and so forth.

Most of the third-party facilitators have contract small print that stipulates that the bike shops selling the bikes are responsible for warranties and claims as per usual. Since the employer owns the bike they will pass on any claim to the bike shop who will pass it on to their supplier who will pass it on to the manufacturer.

For employees on short-term contracts – even rolling

ones, such as doctors – it can be difficult to implement a Cycle to Work scheme, although not impossible. It's also worth noting that if you're made redundant or otherwise leave the company with which you started the salary sacrifice scheme, you'll need to replay the outstanding amount with your final pay cheque.

an employee adds his/her own cash to buy a bike and bits in excess of £1000 – is problematic).

### EMPLOYEE CONTRACTS

Some companies wishing to use the Cycle To Work scheme have been advised that employee contracts of employment would have to be rewritten to accommodate the scheme. Some of the third-party C2W facilitators can issue employee hire agreements that temporarily amends employee terms and conditions of pay. Check that this document and the terms and conditions of hire that accompany it are written in strict accordance with the OFT, HMRC and DfT.

### OFT LICENCE

The Office of Fair Trading has issued a group consumer credit licence to



## LIABILITY ISSUES FOR EMPLOYERS

Some employers are concerned they could be liable for an employee cycling to and from work because the bike belongs to the company, not the employee.

Richard Grigsby from Cyclescheme said:

”One way to get around this thorny topic is to lease the bikes from a finance house who then own the bikes throughout the hire period.”

The Cyclescheme hire agreement requires the employee to sign that they will maintain the bike in a safe and roadworthy condition during the hire period. They also sign to say that they will insure the bike themselves.



Sarah Gow from cycle insurance provider Cycleguard/JLT Online said:

”I have taken advice in respect of the legal position employers may find themselves in if an employee is found negligent whilst using a bike to and from work. Whilst there is no legal precedent and case law which we can use to qualify this answer, we feel that it would be unlikely that the employer would be found negligent for the actions of the employee to and from work. If the employee caused an accident, it is out of the control of the employer who is not responsible for how the employee rides the bike. Equally if the bike failed as a result of a defect that would be more likely a product liability claim. However, each incident is judged on its merits and it is impossible to say with 100% certainty that no liability applies.

”We feel that this issue is adequately covered by the Employers Liability cover, which doesn’t usually have an exclusion for manually propelled vehicles, so even if an unusual set of circumstances did arise it would more than likely be covered on a standard EL policy.

”However, the issue of using a bike for work purposes is a little more problematic and if an employer gave instructions for an employee to use his/her bike in this capacity, it may be likely a claim could be brought against the employer, again dependent on the circumstances. This event would usually be covered under an employers standard EL cover.”

## EXCLUSIONS

Employees of charities, universities, the armed forces and many parts of the NHS are usually denied a VAT saving.

Plus, if you don’t have a PAYE salary, you can’t take part in a Cycle To Work salary sacrifice scheme. The only bike saving for a self-employed person would be to buy a bike via the business and reclaim the VAT, if VAT registered that is.

**cycle to work  
guarantee**

## CYCLE TO WORK GUARANTEE

In October 2009, the Departments of Health, Transport and Culture jointly launched a major employer promotion for the Cycle to Work scheme.

More than 70 major public and private sector employers – including many NHS trusts – pledged to implement a new ‘Cycle to Work Scheme Guarantee’ in a bid to transform the numbers of people cycling to work. [www.cycletoworkguarantee.org.uk](http://www.cycletoworkguarantee.org.uk)

## ONE CUP OF COFFEE A WEEK

### Is the \$20-a-month Bicycle Commuter Tax Reimbursement worth the HR hassle?

**W**hile the UK has the Cycle to Work scheme which can nearly half the price of a bike and equipment, the US has the Bicycle Commuter Tax Reimbursement. This is a \$20 a month tax credit, one of the qualified transportation benefits (QTFs) covered in section 132 (f) of the Internal Revenue Service Code. It has been in existence since January 2009 but hasn't set the world alight. In short, for the cycle commuter, it's almost more trouble than it's worth unless the employer is already up and running with the scheme.

The tax credit was introduced in the Bicycle Commuter Act, hastily tagged on to President Obama's \$700 billion federal credit crisis bailout (although it had been in front of Congress for seven years previously). The money credited to cyclists is deducted from a company's corporate tax bill. The paperwork is handled by a company's HR department although, similar to the UK, is often farmed out to a third-party facilitator.

While cyclists can claim \$20 a month, users of public transit can claim \$115 and motorists can claim a \$115 parking credit each month. Cyclists who commute by bike and bus/train tend to opt for the \$115 credit: there's no claiming for both.

A sequel to the Bicycle Commuter Act - which should tidy up some of the loose ends - has been proposed but has yet to be passed. The Multi-modal Commuter Transport Act, also known as House Bill 863, would allow commuters who go by both bike and public transit to get up to \$115 a month. It would also allow employers to administer the credit the same way existing fringe benefits are administered,

allowing employees to fund the bike provision through a pre-tax income, clearing up much of the HR confusion.

To qualify for the \$20 credit, cyclists need to ride to work for a "qualified bicycle commuting month". This is any month in which an employee regularly uses a bicycle for a substantial portion of the travel between home and place of employment, and does not receive any other qualified transportation benefits such as transit, or parking.

Sole proprietors, partners, independent contractors and two-percent shareholders of S corporations are not eligible for this transportation fringe benefit.

The League of American Bicyclists offers this advice to those bike commuters who want to start getting the \$20 a month:

"Talk to your employer and tell them you want this benefit. If there are other bike commuters in your office, tell them to speak up too!

"Many employers contract with a Commuter Benefit Provider to coordinate their commuter programs, so have your benefit coordinator call the provider to request enrollment in the bike benefit program."

The main US provider of transportation benefits commuter solutions is Accor Services, which provides Commuter Check for Bicycling vouchers. Employers purchase these vouchers just as they do standard Commuter Check vouchers. Employees can take the vouchers they receive to any dedicated bicycle shop or bicycle parking or storage location to redeem their value.

If an employer prefers to manage the qualified transportation benefits in-house, a cash reimbursement program has to be created.

[www.bikeleague.org](http://www.bikeleague.org)





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- ✦ Massive savings on bikes and accessories
- ✦ Quick and easy to join

For more information visit: [www.edinburghbicycle.com](http://www.edinburghbicycle.com) and click  
'Bike to Work' or email: [biketowork@edinburghbicycle.com](mailto:biketowork@edinburghbicycle.com)

**EDINBURGH BICYCLE COOPERATIVE** 

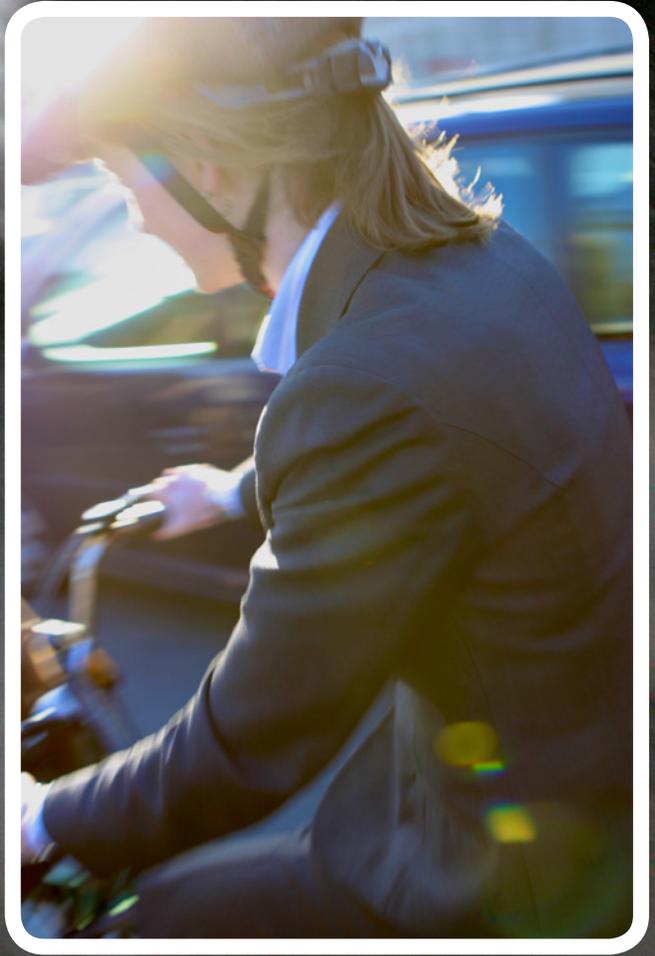
THE REVOLUTION WILL NOT BE MOTORIZED



# Women on wheels

(And sometimes in heels)







[Above] Olympic gold medal winner Victoria Pendleton with Elle Macpherson launching Sky's Summer of Cycling events in 2009. Pendleton cycles to work, not too sure about Macpherson.



Women cyclists have been killed in London by turning lorries. Keep away from trucks, especially at junctions, traffic lights and where footpaths are 'protected' by barriers.



[Above] Marie McCarthy works in Cycle Centre of Newcastle upon Tyne. She gets to work using her mountain bike.

“Part of the route to the shop is through an urban park so I can ‘play’ on the way to work. It beats driving to work, that’s just bumper to bumper and it’s not easy to park near the shop.”

Cyclists in Copenhagen ride to work in all weathers.

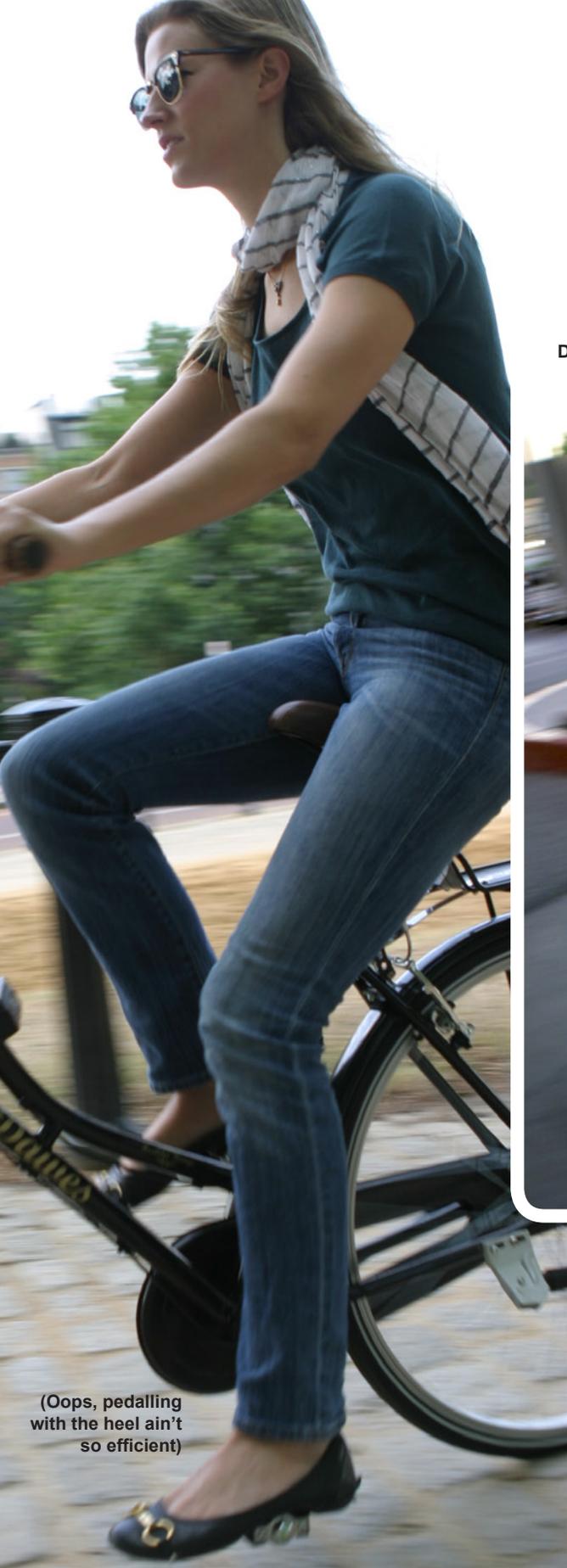




Dress casually.  
Ride slow.  
It's not a race.

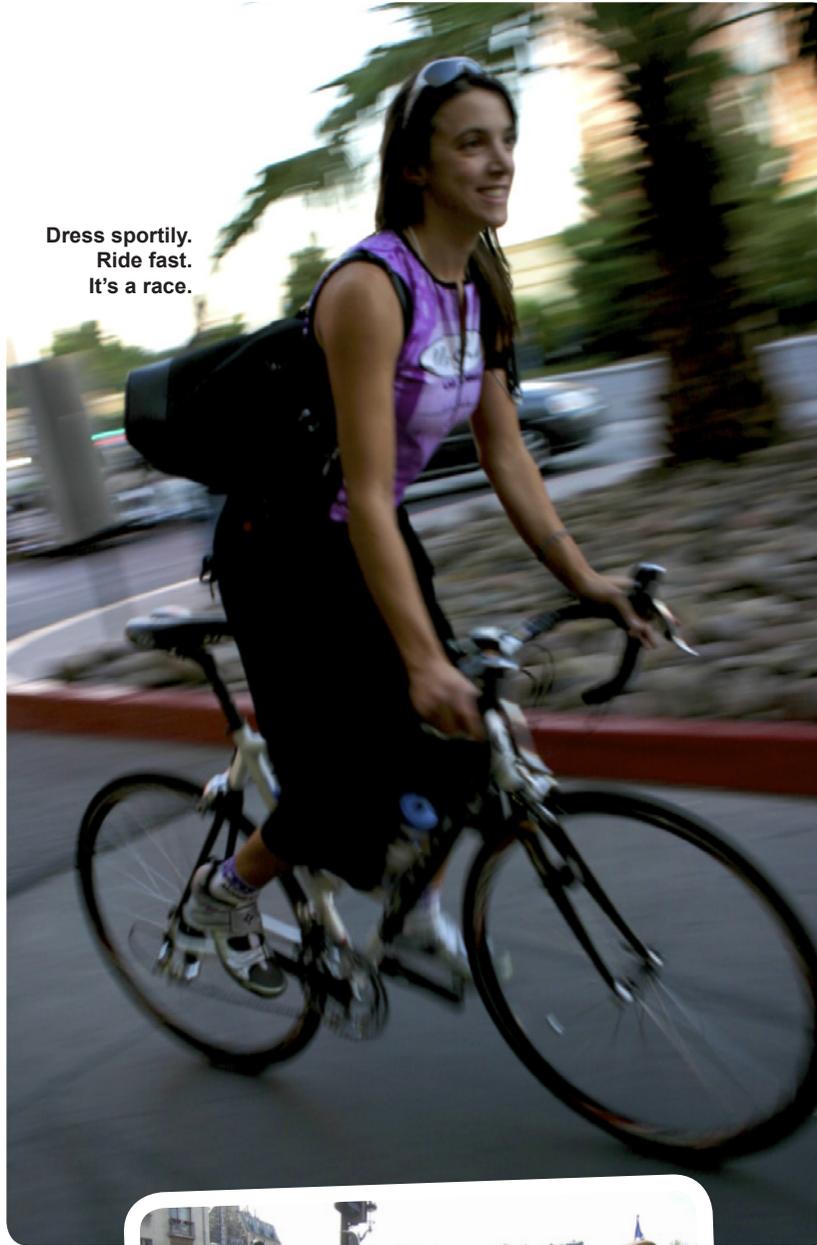
[Above] Helmet. Check. Windproof breathable top. Check. Half-calf leggings. Check. Hi-vis rucksack cover. Check. Mountain bike with slick tyres. Check. Front mudguard...Oh, bother.





(Oops, pedalling with the heel ain't so efficient)

Dress sportily.  
Ride fast.  
It's a race.





[Above] Oops, pedalling with the heel ain't so efficient.





Pregnant with her third child, Laura Madurini swapped her usual sporty bike for a Giant Tourer, a sit-up-and-scan roadster.

“It’s wonderful to be able to carry on cycling to work,” she said.

“My usual bike was getting too cramped and it was uncomfortable to ride in the later months of my pregnancy. A more upright bike enabled me to keep cycling almost to full term.

“It wasn’t just about posture, this bike also felt a lot more stable than my sporty one.”



Bikes will always beat buses.





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# SHARE THE ROAD

## Here are two auto-centric views on why 'sharing the road' is important



**T**he American Automobile Association “encourages all motorists to respectfully share the road with cyclists. AAA reminds both motorists and cyclists to be vigilant about sharing the road, and to exercise caution year round.”

“It’s important for roadway users to remember that cyclists are granted the same rights and are expected to obey the same laws as motorists,” said Jake Nelson, director, AAA Traffic Safety Policy and Research.

*Allow three feet of passing space between your car and the cyclist. Be patient. Pay special attention to blind spots. Be attentive on side streets and neighborhoods. Follow the speed limit, avoid driver distraction and always be aware of your surroundings. Use good common sense. For example, in inclement weather, give cyclists extra room.*



**B**altimore Sun writer Michael Dresser doesn’t ride a bike but, in this extract from a May 2010 column regarding the Maryland 3-Foot Law (which was passed successfully) he sticks up for cyclists, headlining his piece ‘Sharing the road with bicycles is hardly a hardship.’

There are many dreadful burdens in this cruel life we lead: disease, heartbreak, war, taxes and death. But despite all the anguished cries from drivers who balk at the slightest delay, sharing the roads with bicyclists just doesn’t rank in the same class.

Here’s a flash for the internal combustion crowd: Bicyclists... have a right to be on all roads except for a few high-speed highways. They do not impede traffic; they are an integral part of traffic. It has been thus since the dawn of the auto age. Should bicyclists stay to the right and use the shoulders when they can? Absolutely.

But there are times when they have to use the travel lanes and the rest of us just have to learn to share.

Bicyclists may not pay gas taxes, but they pay sales tax on their bikes. The government hits them up in most of the ways it hits up others. Their bikes cause no pollution and almost zero wear to the road system. They don’t require widened highways or significant traffic law enforcement.

They don’t seem to demand much except that other drivers honor their right to safe roads. Even when they ask for a bike path, they’re happy to share it with hikers.

So what harm are they doing?

The rules of the road boil down to an essential principle: The big should look out for the little guy even when the little guy is in the wrong. The tractor-

trailer truck driver should defer to the guy in the SUV; the SUV driver should let the woman in the small car merge; the motorist should look out for motorcyclists and bicyclists, who should in turn refrain from running over pedestrians.





working for cycling

THE UK'S NATIONAL CYCLISTS' ORGANISATION

"Keeping you on 2 wheels since 1878"

# BIKE TO WORK

GET BREAKDOWN COVER FOR YOU AND YOUR BIKE



CTC's Bike to Work package provides cyclists with similar breakdown assistance to that used by motorists. If you are a commuter or you ride your bike regularly - you need this

- Breakdown cover
- £10m third party insurance
- Accident helpline and advice
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- Bi-monthly CTC cycling magazine

...and all the benefits of full CTC membership.

Breakdown cover ensures that if you are unable to complete your journey as a result of an accident, vandalism or irreparable breakdown (excluding punctures) then you and your bike will be taken to a railway station, bike shop, home or work.

- ✓ Round the clock cover, 365 days a year
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- ✓ Quick response time
- ✓ No call out charge
- ✓ Unlimited number of call outs



**New Members £52\***  
Breakdown cover + full CTC membership

**0844 736 8451**  
quote 'Bike to Work'

[www.ctc.org.uk/commuter](http://www.ctc.org.uk/commuter)

\*price is valid for 1 year only and to new members. Full price applicable for subsequent years

# “Why?”

“I use it as a training ride to get in my workout. Plus gas is so expensive, [biking] saves me \$200 to \$300 a month.”

**MIKE WEILAND**  
Software Developer  
Austin, TX



“I started due to gas prices. Now that gas prices are down I still commute by bike...  
...because I like it.”

**ANTHONY COLEY** (right)  
Huntington Beach, CA



“I’ve been commuting to work on the Christiania [trike]. I started riding it more regularly when I was taking the girls to school, then it just seemed more convenient with all the cargo space and ease of locking up. I don’t even mind the ride home up the hill so much any more!”

**ANDREW CONWAY**  
US Managing Director,  
Ciclismo Classico holidays  
Arlington, MA



“The subway has crowds of people, stale underground air, and boredom. The car is probably the quickest way to work, but it is so variable, due to the unpredictability of traffic congestion. Plus, there’s the cost and unavailability of parking. Bike and public transit take about the same time for me, but transit is also variable, whereas the bike ride varies only with my energy level.”

**DARREN BUCK**  
(That’s his bike on the left, an old French road bike converted into an upright singlespeed).  
Marketing Specialist, US Department of Transportation, Washington, DC.

“No one can get to work faster than I get to work on my bike. The bus was taking 40+ minutes. Cars are slightly faster at 30 minutes and \$15-20 a day. I bike to work in 20 minutes, awake and ready to go. Interacting with the environment is key. And I get 40 minutes of riding in every day with no time taken from my day. Now I get to really see the city I live in and take in some fresh air. It’s transformative. You eat better, you look better, you feel better. I can’t imagine not biking to work any more.”

**GARY GROFF**  
Vice-president, New Resource Bank  
San Francisco





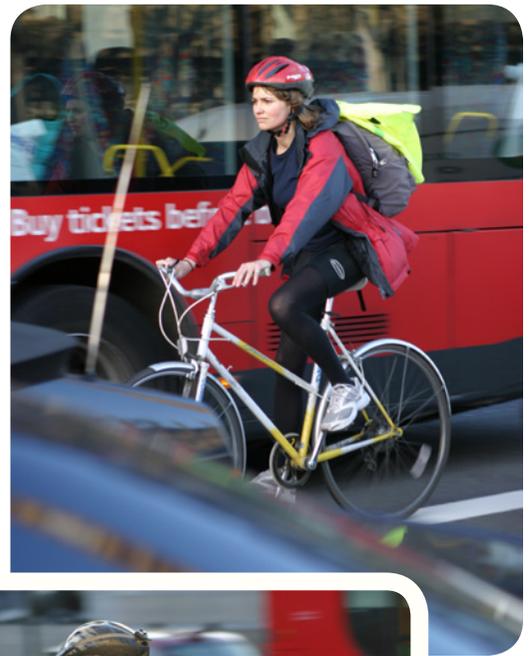


## TRAFFIC KARMA

**Segregated bicycle paths are great, but do not go everywhere that roads go.**

**M**ixing with motorised traffic seems scary at first but, keep your wits about you, claim your road-space, and city cycling is safe.

Fear of motorised traffic is the Number One reason would-be bicycle commuters give for not cycling but, as these pictures show, you don't have to be a masochist to mix with cars. In cities, most cars are so gummed up in jams, or restricted by cameras and stop-lights, they can't travel that fast. Drivers, on the whole, are not mad or bad. Cycling is a lot safer than most people think.



**SHARE  
THE  
ROAD**



'Fill' your lock to prevent bottle-jack insertion.

# 5: Security

## LOCK IT OR LOSE IT

**Or lock it and still lose it? We bought a bunch of expensive locks and watched two burly 'bike thieves' smash into them within seconds. But it's possible to make life difficult for professional thieves: there are locking techniques that will make your precious harder to half-inch.**



**T**o break into a hundred quid chain you need to be beefy but, critically, you must also “want to bust into the lock like your life depended on it.”

That's advice from Mr X, a very strong, very determined gentleman who claimed he could breach expensive locks in seconds. We bought a load of such locks - you may be using them on your pride and joy right now - and Mr X was true to his word. He used 42-inch bolt cutters to quickly smash into locks that are meant to be able to withstand determined attacks.

Watched by his partner-in-crime Mr Y, he took up to 42 seconds to breach locks that Sold Secure, a British security products standards body, claim offer sound protection for at least five minutes.

When we tried to cut into the same locks we failed. Not meaty enough.

However, it was easy to breach a different - but still costly - lock using smaller, less conspicuous bolt croppers. The so-called armour over a thick cable was about as easy to cut through as the plastic casing. Even we could get into this lock within ten seconds. According to Sold Secure it should have held us up for five minutes, but by bending it to expose a joint it

was possible to cut through this luxury lock like the proverbial hot knife through butter.

Are we giving would-be bike thieves tips and tricks to launch their careers? No. Pro thieves are already out there using these techniques and 'specialist equipment'. Wannabe thieves could Google themselves some techniques in seconds.

Locks are there to foil the opportunist thief, and slow down the professional, but nothing can offer 100 per cent security.

If your bike is valuable - to a professional thief - the level of protection you'd need to carry to prevent it going walkabouts would make it unrideable.

Yet even with cheaper locks it's possible to make life difficult for professional thieves. There are locking techniques that will make your bike harder to half inch.

But just as professional thieves can get past house security alarms, no bike lock is impregnable. Ever been locked out of your house? Call

### THE THIEVES

Mr X and his mate Mr Y are lovely blokes. They aren't thieves, but they're concerned about motorcycle and bicycle security. Or lack thereof.

They're both meaty and can breach hardened steel chains in just over half a minute.



in a locksmith and you'll be surprised how quickly he can gain entry. Using a slim, specialist tool and some deft jiggling he can bypass what you thought were super-secure locks.

Professional house-breakers use these secret locksmith tools. Common or garden house-breakers use bricks.

A bike lock – even the most expensive in the shop – doesn't guarantee security, it buys you time. If a bike thief scans your security and sees it will take more than a minute to breach your system, he'll look for an easier target.

Use one or more of the security tactics below and always lock your bike close to other bikes. It allows the thief to see there are bikes easier to steal than yours. Tough on the poor saps who have their bikes nicked but that's not your problem.

## SECURITY TACTICS

There are twelve measures you can take do to reduce your chances of having your bicycle stolen.

### 1. Don't ride a bike

This is a very secure option. If you don't have a bike, it won't get stolen. But don't think this is just a bike problem, even ultra-secure, luxury cars are stolen. No amount of security systems guarantees immunity from theft.

### 2. Ride a trashy bike

Or one that looks rashy. Thieves are on the look-out for easy touches, bikes they can steal easily. But they are also on the look out for bikes they can shift on eBay or on the street market. Branded mountain bikes are the easiest to sell on.

So, keep your sexy MTB for your weekend warrior trips, cycle in town on a hack bike.

This can be a genuinely crap bike – rust is your friend – or a wolf in sheep's clothing. Disguise a good bike with tatty tape on the frame tubes or clever 'rust stickers', but to go the whole hog you've got to disguise the components, too. Could you really bear to take a rasp to your Shimano XTR rear mech?

If your rubbishified bike still has the basic shape and look of a mountain bike, it could still be nickable. One of the best security devices on the market is the drop handlebar. Thieves, on the whole, give these a wide berth: less of a market for them. However, in those cities with a lot of fixed-gear bikes, a dropped handlebar is no longer much of a security feature.

### 3. Marry your machine

Travel light, forget the lock, take your bike with you wherever you go.

This is a very secure option but can limit the places you'll be welcome in. A folding bike can increase your chances of slipping under the radar.

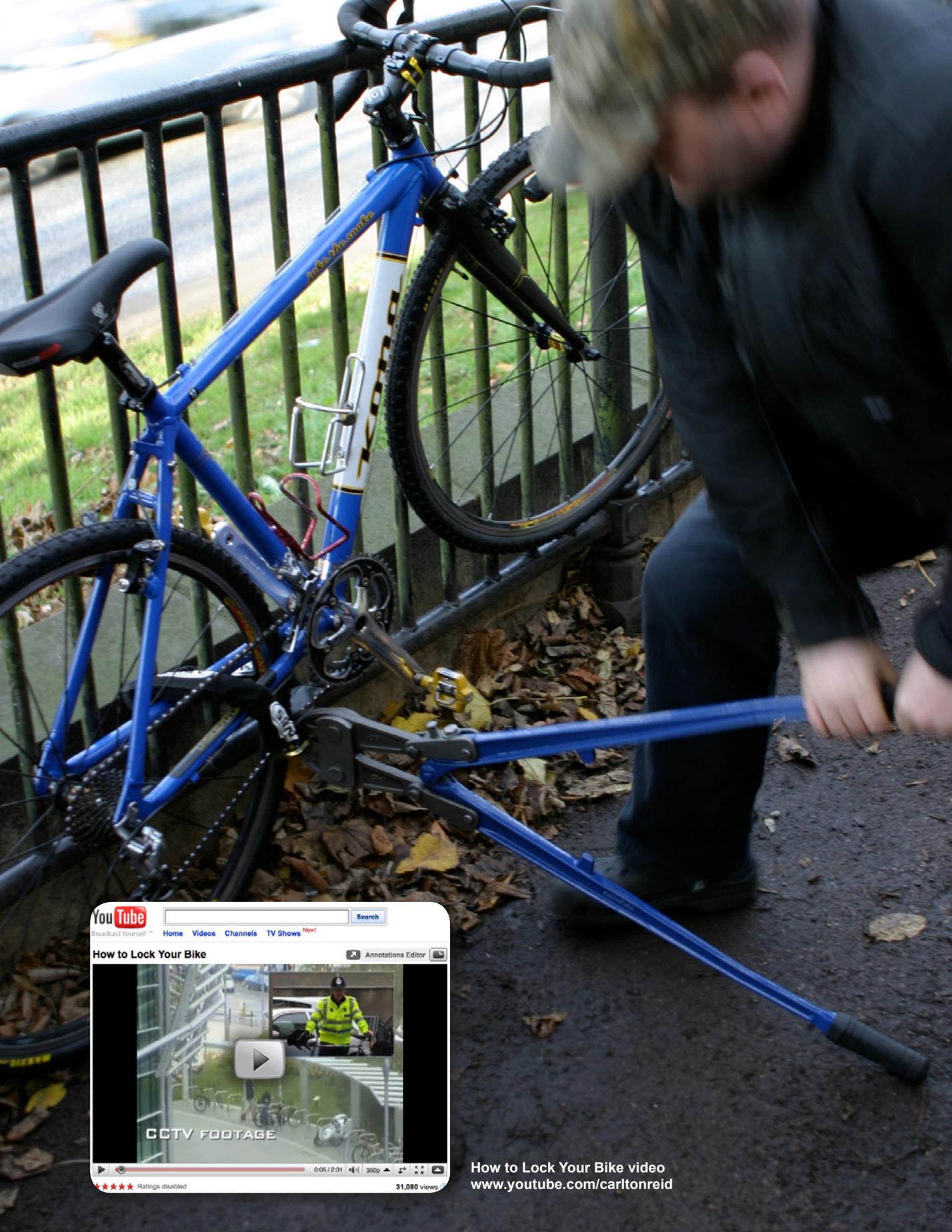
### 4. Use a lock

Even one you can cut with a Leatherman is far, far better than no lock at all. Yes, blindingly obvious, but thieves are, by definition, sneaky. You can't trust 'em.

Here's a sorry tale, repeated across the world every day: a law abiding cyclist nips into a shop "just for a second", keeps a beady eye on her unlocked bike, turns away for a moment and then, poof, her bike is gone.

Locks aren't just for long-term parking. Clunk click every trip.

There's also a good case for locking your bike to an immovable object when it's stored in a secure place such as your garage or shed. Fit a ground anchor and make the local no-goods sweat to get your prized possessions.



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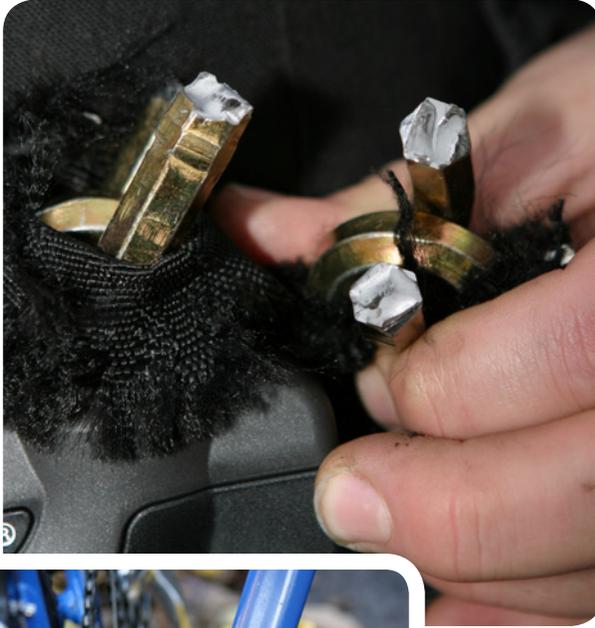
**How to Lock Your Bike** Annotations Editor

**CCTV FOOTAGE**

0:05 / 2:31 360p

★★★★ Ratings disabled 31,080 views

How to Lock Your Bike video  
[www.youtube.com/cartlonreid](http://www.youtube.com/cartlonreid)



**With good tools and some time, a bike thief can breach almost any form of security**

## 5. Use a good lock

This article shows that a determined, professional thief can breach seemingly impregnable locks. Such thieves are relatively rare. They could get into Fort Knox. There's not a lot you can do to thwart a tooled up thief with time on his hands and just your bike in view.

Your bog standard bike thief isn't beefy and equipped with long bolt croppers. He (nicking bikes is a male occupation) is more likely to be in need of a fix, desperate to sell your expensive mountain bike for a tenner, and will be equipped with basic tools.

This type of thief can be thwarted with almost any lock thicker and stronger than a thin cable.

Nine times out of ten, this would-be bike thief will pass by those bikes locked with chunky chains and u-locks and will attempt to steal those bikes 'protected' with flimsy locks. It's simple to cut a cable lock, even those that look tough. Some have thick plastic sheathes that magnify the thin cable within. It's very easy to open a combination lock, even without tools.

A cheap u-lock is tougher to crack than a thin cable lock. But even some expensive u-locks can be smashed in seconds with a small bottle jack. This is a specialist tool. A five inch hydraulic jack can be extended to ten inches, smashing almost any u-lock after just a few pumps, if there's wriggle room, that is.

## 6. Be time sensitive

It pays to be security aware at all times but, if you live in a university town, there are certain times of the year when the bike theft figures go into over-drive. Basically, whenever there's a new influx of students, there's a ready market for 'secondhand' bikes.

At these times of the year, bikes are stolen hand over fist and it's best to employ ultra secure methods of securing your bike. If you usually use two u-locks, a motorcycle chain and a Doberman, consider upgrading to three u-locks, another chain, two dogs and a security guard.

## 7. Think like a thief

Bike thieves don't like a challenge, they're not Pink Panther style cat burglars. They prefer easy meat.

Don't broadcast obvious details such as the time you'll be away from your bike. Locking up outside a cinema is a dead giveaway to a would-be thief. Ditto for railway stations, universities, schools and many workplaces. If you can't lock up in a secure compound, park further down the street, away from the cinema/station/school, somewhere that overlooks a busy cafe, for instance. If a thief thinks you could be one of the patrons in the cafe, your bike is protected by a magic forcefield. Still needs to be locked, mind.

And always lock to a good, solid object. There's a reason why Sheffield stands are hoops. Street furniture posts may look secure but could a thief hoist a locked bike over the top of the post?

## 8. Lock everything

Specialist thieves thwarted by good locks attached down low and

### PUBLIC APATHY

YouTube has lots of bike theft videos which demonstrate a variety of lock breaching techniques. There's a famous one from the Neistat Brothers of New York City. They used a hack-saw, bolt cutters and – hilariously – an angle grinder to snatch their own bike in broad daylight: passers-by didn't bat an eyelid, allowing even slow and cumbersome lock-breaking techniques to be used at will.

with few vulnerabilities can strip a bike of its components instead. Specialist tools required? An Allen key and wire cutters. That's for half-inching the handlebars and stuff, for the wheels and seatpost all that's generally needed is a palm.

Components attached with quick releases risk going walkies quickly. Consider switching to Pinhead skewers and seatpost retention devices. These ship with a special key which opens all the devices.

### 9. Add on the extras

Zip-coding your frame (preferably, using chemical etching, and a visible, tamper-proof seal) or fitting a machine-readable chip the size of a grain of rice adds a modicum of security.

### 10. Look out for White Van Man

He's not only a menace to cyclists when driving, he could be watching your bike. Pro thieves often track their targets beforehand. Your bike is especially vulnerable in the two minutes after you first lock it. A team of thieves may employ a target tracker as well as a cutter and get-away driver.

### 11. Leave big lock in situ

Huge meaty chains and beefy D-locks are extremely heavy, a disincentive to carrying. If you lock up your bike in the same place each day, leave a big lock *in situ*. Nobody will be able to take your lock (well, not without a great deal of bother) and so it's always there for when you need it. Use a lighter D-lock (and cable for the front wheel) for when you're out and about, flitting from place to place.

### 12. Use two styles of lock

A key tactic – popular with couriers – is to lock with a chain and a u-lock. Even pro thieves may only carry one type of tool (less incriminating, if caught), and will be flummoxed by two different styles of locks.

## FILL THAT LOCK

A up-to-date u-lock with a 16mm thick shackle will be pick-proof, Bic-proof and largely impervious to hammer strikes, chisel attacks, pipe bending and cutting by anything other than workshop grinding tools.

But a cheap bottle jack, easily bought on eBay, can breach many u-locks in seconds.

The small bottle jacks – known as 'stubbies' – are specialist tools, not much use for jacking up cars. A stubby slips into a coat pocket and can 'open' a u-lock almost as quickly as the key holder.

But the thief needs wriggle room. A bottle jack can only be used on a u-lock where there's space to squeeze in. Fill that space with frame, spokes and security post and the bike thief will choose to breach a u-lock with space. 'Bad Bones' slip on to u-locks to fill space but at only 2.5mm thick they can be easily cut. Kryptonite has a tougher lock stuffer.

An oil-actuated bottle jack can't work at every angle: a thief will search to find a shackle lock with plenty of space to fit a bottle jack and jiggle it into position. It was instructive to watch our



**Mr X and Mr Y found it harder to get past the zipties on the lock packaging than some of the locks themselves**



**'Novelty' bike locking racks can sometimes offer effective attaching options. This rack in Malta allows for good, down-low lock attaching and the spokes would fill up a standard u-lock, leaving less room for stubby bottle-jacks.**

However, a young designer called Anthony Lau has created the Cyclehoop, a fitting that can turn these posts – and pretty much any slim lamp-post – into secure stands for placing your locks down low.

These could be mass-produced and dotted all over cities. London is currently trialling Cyclehoops in some boroughs, with Camden rolling them out borough-wide.

Bikes should also be locked when at home, especially if left in communal or easily accessible areas. The best wall storage racks – such as the one below from Maxxraxx – have tamper-proof screws and integral security cables: supplement this with your own u-locks around wheels and frame.



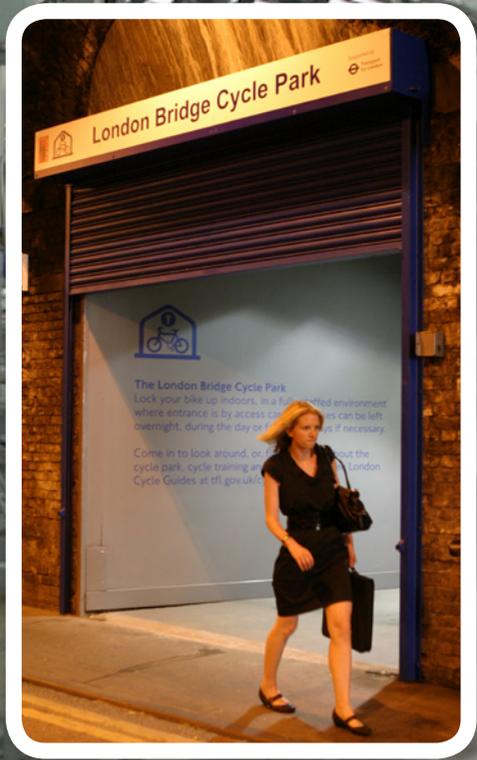
friendly 'bike thieves' at work: Mr Y could open shackles with his bottle jack when the conditions were right, but had to give up when the shackle couldn't be jiggled into an accessible position.

## BIKE RACKS

Look for bike parking racks that make the above locking tactics easier. The best Sheffield stands are those in an 'M' shape not a 'U'. Lock at the lowest point of the 'M'.

It's best not to 'fly lock' your bike to post with a small sign on the top, the kind of posts advertising parking restrictions and the like. Bike thieves can wriggle locked bikes up and over these posts.





Bike parking garages are safe and secure, and popping up all over the world. Main pic: the Bikestation in Washington D. C. Inset: London Bridge Cycle Park is connected to a bike shop

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# 6: Future

## THE FUTURE IS ALREADY HERE

**Copenhagen's Mikael Colville-Anderson and Amsterdam's Marc van Woudenberg argue that Euro-style 'bicycle culture' is coming...**



**W**hile in America and Britain an effort is being made to reintroduce the bicycle to nations whose bike usage rates are in single digits the goal here in Copenhagen, Denmark is to increase the percentage of daily cyclists from 36 percent at present to 50 percent in 2015.

Yet Copenhagen was a congested, polluted city in the 1960s, choked by cars.

It took some radical political willpower in the Danish capital to start reversing the tide. We started pedestrianizing our city center and creating bicycle friendly infrastructure.

Now, forty odd years on, a progressive network of separated bicycle lanes blankets the city. Doctors, students, parents with kids in a cargo bike, lawyers and shop assistants are all part of a pleasingly aesthetic flow of human-powered goodness.



It's about what kind of cities we wish to live in. It's about creating 'Life Between Buildings', as the legendary Danish architect and urban planner Jan Gehl put it. The bicycle is a Feasible Transport Form – some will argue that it is the most efficient machine ever created – but it should also be a symbol for the kind of city life we wish to develop in urban centers around the world.

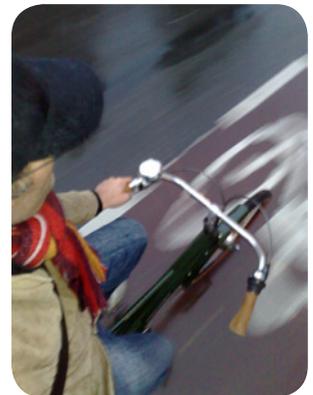
**T**o us the bicycle has always been and will always be the most efficient way to get around town or a little beyond, regardless of its purpose. That's why Amsterdammers use their bikes for 40 percent off all trips. Cycling is as normal as tab water.

As with any normal, daily activity engaged by millions of people, it should be treated as such. We grow up and grow old riding our bikes. No helmets needed or enforcement thereof, but safety by numbers. How did the Dutch achieve this perceived cycling Nirvana?

After World War II we saw the rise of the automobile and the demise of the bicycle. Contrary to other countries, however, the Dutch changed course. In the late 60s, early 70s the Dutch people had enough. A string of horrible and deadly accidents and stinging oil crises culminated in organized protests and the establishment of national and comprehensive cycling policies. From city planning to legislature, from facilities to education and promotion, rigorous and often controversial steps were taken for the common good.



The 'Dutch Way' has resulted in a nation of people on bicycles, reaping the benefits of smart planning and continuous improvement. It's extremely uplifting to see everyday cycling experiencing a worldwide comeback.



### BIKE BLOGGERS

Read more from Mikael Colville-Anderson at [copenhagenize.com](http://copenhagenize.com) and [copenhagenize.com](http://copenhagenize.com) and [copenhagenize.com](http://copenhagenize.com).

Read more from Marc van Woudenberg at [amsterdamize.com](http://amsterdamize.com).

# BRIGHTER FUTURE FOR CYCLING IN THE USA

**In March 2010, US Transport Secretary Ray LaHood said cycling ought to be treated as an equal to motoring. This sea change harks back to a time when Los Angeles led the world in bicycle infrastructure provision.**



**The 9-mile wooden California Cycleway was fifty feet from the ground in parts. The route of the Cycleway later became a freeway**

Los Angeles is famously car-dependent. But it was once famous for its bicycle infrastructure. In the final years of the 19th Century, the cities of Los Angeles and Pasadena built one of the most progressive examples of cycling infrastructure in the world. The scenic California Cycleway, built in 1899, was a nine-mile, pay-to-use cyclepath. The toll was 10 cents for a one-way trip; 15 cents for a return.

It ran from downtown Los Angeles to Pasadena along the east bank of the Arroyo Seco river and was a wide, elevated, wooden path complete with street-lights, terminal stations and a casino. It was made from Oregon pine and painted dark green. It was ahead of its time and was a far better facility than anything hitherto provided for the upstart mobility vehicle, the automobile.

According to an account of the California Cycleway, tucked away on the US Department of Transportation's website, the path was "wide enough to allow four cyclists to ride abreast" and enabled cyclists to "enjoy the very poetry of wheeling."

T. D. Denham, in *Good Roads Magazine* (1901), wrote:

"The long track that winds like a great green snake through the hills between the two towns is built almost entirely of wood, and is strong enough to bear a service of trolley cars. Throughout the entire distance from the center of one city to the center of the other it has an uninterrupted right of way, passing over roads, streets, railway tracks, gullies and ravines. At its highest point, the elevation of the track is about fifty feet."

The California Cycleway lasted for less than 10 years. It was torn down, the wood sold for timber, and the route became the Arroyo Seco/Pasadena Freeway, one of the first freeways in the Western United States. It was soon joined by many others, as cars took over. Bicycle riding for transport slowly died a death.

However, against all expectations, there was a brief resurgence in the mid-1930s. *Popular Science* magazine of July 1936 led a four page article about the revival with the headline: "The Bicycle Comes Back!"

The revival was widespread and real.

"News items from all parts of the country tell the story of this dramatic boom in popularity," said *Popular Science* writer John E. Lodge. From 1931 to 1935, sales of the "forgotten vehicle" tripled and it wasn't just recreation and nor was it just because the Depression made driving too expensive: movie-stars took up cycling, too.

Lodge wrote: "Hollywood became 'bicycle conscious'. One actor pedals ten miles from his home and the studio twice a day, rain or shine...[Most Hollywood stars] continued to ride because they had discovered that cycling was fun."

The West got the "bicycle bug" first but it soon spread to the East. "Today, hardly a city or state is untouched by





Ray LaHood raved he got a ‘rock-star’ reception at the US National Bike Summit in Washington DC, March 2010

the bicycling wave which has swept the country,” enthused Lodge.

This 1930s revival of cycling is largely unknown today. Most people assume bicycle riding died out when cars arrived and sales didn’t pick up again until the advent of the mountain bike in the early 1980s and the boom that lasted until the mid-1990s.

**I**f bicycling for recreation – and transport – could boom in an era when the automobile was in the ascendent, could it boom again tomorrow? Today’s bicycle advocates think it could and their new champion is well-placed to deliver some timely financial and psychological fillips.

Yet Ray LaHood is an unlikely champion of cycling. The US Transport Secretary, an Illinois Republican, was appointed to the post in January 2009 and charged by President Obama to oversee the biggest round of public-works spending since the interstate-highway system was built. Bicycles could have been very low on his priorities (few bicycle advocates rated him as a good choice before he was appointed) but, instead, he has given cycling his official blessing, calling for the sort of equality between transport modes that even the most ardent bicycle advocate thought would never cross the lips of a US Transport Secretary.

“People across America who value bicycling should have a voice when it comes to transportation planning,” LaHood wrote on Fastlane, the DoT’s blog, on March 15th 2010.

“This is the *end* of favoring motorized transportation at the expense of non-motorized.

“We are integrating the needs of bicyclists in federally-funded road projects. We are discouraging transportation investments that negatively affect cyclists and pedestrians. And we are encouraging investments that go beyond the minimum requirements and provide facilities for bicyclists and pedestrians of all ages and abilities.

At the National Bike Summit a week before his blog announcement, LaHood had said “Our mission is the same as your mission...I think we’re beginning to put our money where our mouth is on these issues.”

In June 2009, the Department of Transportation, the Department of Housing and Urban Development and the Environmental Protection Agency announced the Interagency Partnership for Sustainable Communities. The partnership will coordinate policies to “help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the



Popular Science July 1936



Politics and cycling have a long history. This is a button from the McKinley presidential campaign of 1896.



**“This is the end of favouring motorized transportation at the expense of non-motorized.”**  
**RAY LAHOOD**  
**US Transport Secretary**

Secretary LaHood for his leadership in catalyzing a “sea change” in federal transportation policy by recognizing the importance of walking and biking. And by introducing HR 4722, The Active Community Transportation Act, Rep. Earl Blumenauer has demonstrated how this sea change can be reflected in innovative federal policy.

“With the interstate highway system completed, we now have the opportunity to build out the other half of our transportation system through investments to create a more balanced and diverse system that will provide Americans a variety of transportation choices.

“Central to expanding transportation choices is the need to encourage ‘active transportation’ by creating safe places to walk and bike. By connecting our communities with a seamless network of trails, sidewalks and bike lanes – and linking them to public transportation – we can give people the choice of mobility without an automobile. And for every car trip replaced by a walking/biking/transit trip, we will spend less at the gas pump, easing the strain on household budgets and keeping dollars in America. By reducing traffic congestion, we improve the commutes of those who still choose to drive. And by replacing the gasoline in our cars with the energy in our bodies, we will burn calories, not carbon, simultaneously addressing the obesity epidemic and climate change.

Washington DC bike commuter Rob Atkinson, president of the Information Technology and Innovation Foundation, said:

“[One reason] more people don’t bike is because driving (and transit) are so heavily subsidized. A recent study of the Washington, DC, area by Resources for the Future found that if users were to pay the full cost of driving, including the costs of congestion, air pollution, and other externalities, drivers in large U.S. cities would have to pay an additional 24.4–33.7¢ per mile during peak times. On top of this, if you drive or take transit you can get \$230 of pre-tax employer subsidy. Bicyclists now finally get something, but it’s only \$20 a month. Defenders of the status quo will say bicycles shouldn’t get more since it doesn’t cost more to bike to work. But this completely misses the point. What possible rationale is there for using taxpayer dollars to reward people who drive to work ten times more generously than people who bike?”

“If drivers paid more to reflect their full social costs they imposed and bike commuters got the same commuter subsidy as cars, and the bike infrastructure was better (including requiring new office buildings to have showers and all office buildings to have an adequate number of secure bike racks) a lot of people would likely get out of their cars and onto their bikes. Moreover, biking is likely to exhibit ‘tipping point’ characteristics. One reason by more people don’t bike to work is that they don’t think it’s ‘acceptable.’ People still seem surprised when I say that I bike to my downtown DC office every day. But if more people start to ride it will become more acceptable for others and soon lots more people are biking.”

However, not everybody is so keen on LaHood’s “sea change” in thinking. Bikes Belong executive director Tim Blumenthal said:

“Secretary LaHood’s announcement was unbelievable, but there are still people out there that

environment in communities nationwide.”

On Fastlane, LaHood said: “We have formulated key recommendations for state DOTs and communities: Treat walking and bicycling as equals with other transportation modes. Protect sidewalks and shared-use paths the same way roadways are protected (for example, snow removal). Now, this is a start, but it’s an important start. These initial steps forward will help us move forward even further.

Welcoming LaHood’s “sea change” in transport thinking, Keith Laughlin, president of the Rails-to-Trails Conservancy, said:

“The time has come for walking and biking...to be acknowledged as legitimate modes of transportation. Tremendous credit is due to

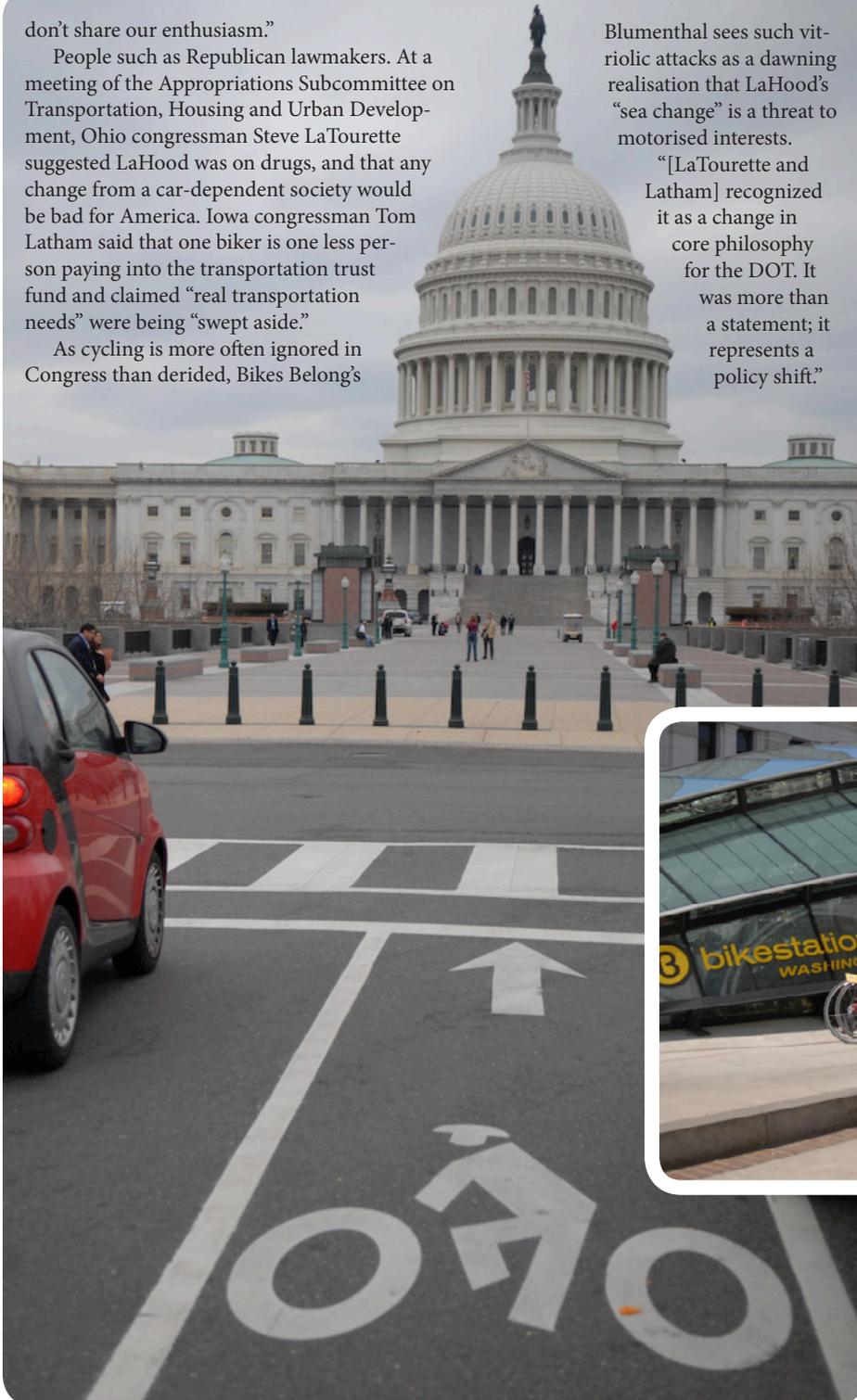
don't share our enthusiasm.”

People such as Republican lawmakers. At a meeting of the Appropriations Subcommittee on Transportation, Housing and Urban Development, Ohio congressman Steve LaTourette suggested LaHood was on drugs, and that any change from a car-dependent society would be bad for America. Iowa congressman Tom Latham said that one biker is one less person paying into the transportation trust fund and claimed “real transportation needs” were being “swept aside.”

As cycling is more often ignored in Congress than derided, Bikes Belong’s

Blumenthal sees such vitriolic attacks as a dawning realisation that LaHood’s “sea change” is a threat to motorised interests.

“[LaTourette and Latham] recognized it as a change in core philosophy for the DOT. It was more than a statement; it represents a policy shift.”



Coming to the market soon? The ‘Light Lane’ LED lamp which projects a bike lane on the route you’re riding. [www.lightlanebike.com](http://www.lightlanebike.com)



Washington & National Bike Summit pix by Jonathan Maus, [Bikeportland.org](http://Bikeportland.org)



# ESCAPE

## TACKLE THE CONCRETE JUNGLE IN STYLE.

From the bike paths to the bike lanes we have a city slicker to bring you to the edge of Commuterville. You want versatility, we guarantee it. Performance is never sacrificed, speed, control and efficiency remain paramount, enter Escape.

**RIDE LIFE. RIDE GIANT.**

# “Why?”



**Bob Solofra**

“When I arrive at work I am always invigorated by the commute. Makes a big difference in my outlook, and energy levels.

**SEAN YATES**  
Circulation Supervisor, King Library  
Liberty, Indiana

“For me it’s exercise and it’s a nice way to start the day. Plus, going green and saving money.”

**BOB SOLOFRA**  
Business Analyst, McDermott Will & Emery LLP  
Chicago, IL

“I started biking when gas prices hit \$4.50. I biked every single day. No exceptions. Two months later my car was stolen. So it went from a hobby to a must do. Since July 2008 I have lost 30lbs. I put all of the gas and insurance money towards a brand new bike. I feel better, look better, and just have plain more energy than ever.”

**ANDREW SNELLING**  
Montana

“I commute to save money on gas and gym fees; stay healthy; be green; and sense the world around me rather than pass it by on the freeway in a car. I get frustrated waiting in traffic for five minutes and, conversely, I am calmed while riding my bike 55 minutes in the cold rain. It isn’t the time in the car that is frustrating it is the way in which the time is spent.”

**LIEF ZIMMERMAN**  
Systems Analyst, Renton, WA

“I like the freedom and independence, because on the bike I’m self-sufficient, because I can feel the weather for better or worse, because it keeps me in shape and lets me eat what I want, because it’s cheap, because it’s quick, because I can indulge my competitive fantasies in commuter racing, because I hate being stuck in traffic in a car, because I hate waiting for public transport, because the simple pleasure of rolling silently along under my own steam borders on the sublime, because it’s a good example to my kids, because it clears my head.”

**FRASER MILLAR**  
Technical Designer,  
BT Global Services,  
Edinburgh, Scotland

“It’s a zen thing. Commuting by bicycle gives me that chance to collect my thoughts at the beginning and end of each day. Also, regular exercise is so good for you in so many ways, it’s great to have that built-in to my routine.”

**GEORGE MANDIS**  
CEO & Lead Developer, SnapTortoise Web Development  
Portland, OR

“It’s healthier, it’s more fun. I can use the saved money from the Metrocard for something else. I get to see so much more of New York City when on my bike, than I ever did by taking the subway. Being on the subway in the morning is kind of depressing, because people are in a bad mood, cranky. Bike riders along my way to the office are happy. And it’s green and good for the environment. There are already way too many cars in New York.”

**VERENA ARTINGER**  
Media Designer, Firstborn Multimedia  
New York City

“I save on gas, get exercise and I love it.”

**JIM MITCHEM**  
Bike commuter for seven months,  
High school teaching principal,  
Tri-City Christian School, Claremont, NC

“It began as a start to mitigate some health issues. Then I found that I remembered many of the joys from childhood.”

**CARL GUMESON** Longmont,  
Colorado

# 7: LEXICON

## LEARN THE LINGO

**What are SPDs? Are you a gutter bunny? Should you eat, or seek help, from a copsicle? Find out in this dictionary of bikespeak.**

**ADVANCED STOP LINE (ASL), or Reservoir or Bike Box** Road marking at signalised road junctions allowing cyclists a head start when the traffic signal changes from red to green. See 'Do advanced stop lines work?'

**ALLEYCAT** An urban bicycle race, often organised by bicycle messengers. Race usually entails some form of check-point markings. Road rules not always terribly well obeyed.

**ATTACK** To accelerate or break away from other cyclists, or from cars if you like to spice up your commute.

**BIKE CORRAL (US)** A group of bicycle parking stands.

**BOBBY** An inexperienced cyclist who pedals with heels of feet, not balls of feet, named for a typical 1950s British policeman, the sort of bobby-on-a-bike who used to ride roadsters with their huge feet splayed to the side. Here's a video showing correct technique.

**BONK** To run out of energy. In UK, the word's mainstream meaning is, ahem, horizontal jogging.

**BUNNY HOP** Jumping a bike with both wheels off the ground.

**CADENCE** Rate of pedalling measured in revolutions per minute.

**CAPTAIN DASHBOARD** Cyclist who has grown a forest of doodads on his handlebars. Bells, lights, mirrors, brackets that go to gizmos that are now mostly broken or missing.

**CHAINGANG** A group of cyclists, usually club riders, who meet for fast training sessions, usually in evenings. Weekend rides are **club rides**.

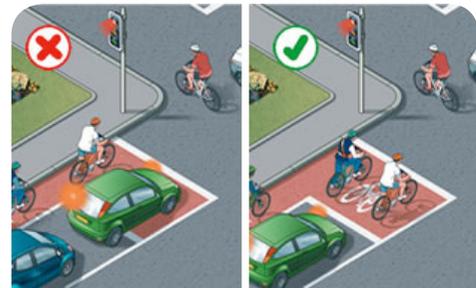
**CHAINRING TATTOO** Greasy marks or bloody gouges made by oily chainrings on a cyclist's lower leg or trouser. Some die-hards go the whole hog and get real tattoos, picturing chainring marks.

**COPSICLE** Police officer on a bicycle.

**CRITICAL MASS** 'Unorganised', sort-of-nearly spontaneous monthly group ride in a whole bunch of traffic-choked cities across the world. Choke 'em a bit more with a Critical Mass ride and drivers will abandon their cars (to thump the cyclists, mainly). Nevertheless, Critical Mass rides don't take long to pass and motorists can hardly complain considering the city-wide congestion they cause on a daily basis

**CYCLIST** According to Eben Weiss, the blogger BikesnobNYC, a **cyclist** rides a bike even when he or she does not have to. "Someone who rides out of necessity is not necessarily a cyclist. For example, the drunk driver who must cycle to work because his license has been taken away is not a cyclist. Nor is the delivery person who does not ride, look at, or think about his bicycle after hours or on days off. However, if you opt to ride a bicycle even when it is inconvenient to do so or you could be doing something else, then you're probably a cyclist."

**DIAMOND FRAME** Standard bike frame design forming a diamond shape, common since 1885.



**Rule 178: Do not unnecessarily encroach on the cyclists' waiting area**



08:17 Waterloo\*



18:23 Hoxton\*

**BROMPTON**

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



\*serving suggestion



**DOORED** When a cyclist hits the open[ing] door of a parked car, as in this strange VW advert.

**ENDO** Flying unexpectedly over the handlebars. Short for 'end over end' (arse-over-tit).

**FIXED GEAR/FIXIE** Bicycle with direct drive, no coasting or freewheeling.

**FRED** Cyclist who spends a lot of money on his bike and clothing. When used disparagingly, term can also mean unskilled, wannabe racer. *See Wilma*

**GRANNY GEAR** The lowest gear on a bicycle, i.e. easiest to pedal, quickest to spin.



**GRASSHOPPER** This rider's seat is as far down as it can go and when pedaling the knees achieve chin level, mimicking the bend seen in the rear legs of grasshoppers.

**GRUPPO, or groupset** Group of components on a bicycle, including drivetrain components such as chainset, cranks; and brakes.

**GUTTER BUNNY** Inexperienced urban rider, a kerb hugger, riding in the gutter.

**HIPSTER** 'Trendy' cyclist, often rides fixies. Usually male. Usually wears tight slim jeans and sports tasteful tats.

**HONK (UK)** Acceleration - or saddle relief - by standing on pedals, out of the saddle, pulling on handlebars, moving the bike side to side. A posh equivalent, sometimes used by roadies out to impress, is *danseuse*, French for dancing, ie on the pedals.

**HUMMER** Rider who commutes on a dual suspension downhill bike with 2.5 inch wide tyres with huge knobblies on them.

**IBD** Acronym for Independent Bicycle Dealer, not Inflammatory Bowel Disease.

**JRA** Bike trade acronym for **Just Riding Along** as in "I was just riding along when the wheel folded underneath me." ie a warranty claim viewed as suspect. Not Juvenile Rheumatoid Arthritis, or Junior Rodeo Association.

**LBS** Web forum acronym for Local Bike Shop. Not Learning Behaviour Specialist (but close).

**MTB** Acronym for mountain bike. Not motor torpedo boat, or Mycobacterium Tuberculosis, or mum-to-be.

**OEM** Original equipment manufacturer, maker of parts for brand-name bikes. Not Optical Emission Spectroscopy or One Eyed Monster or Outboard Exhaust Manifold.

**ON THE RIVET** Riding with extreme effort, a reference to when leather saddles were made with a rivet in the nose. To ride 'on the rivet' is to be riding so hard you've slipped to the front of the saddle.

**PANNIER** [French/Latin, *bread basket*] Rack-mounted storage bag(s)

**PINCH FLAT** *See Snake bite*

**PIXIE GEAR** *See Granny gear*

**PUSHBIKE (UK)** Daft, inaccurate name for a bicycle, often used by mainstream media journalists and



forum haters as a term of abuse for what the incredulous journos and haters believe to be an outmoded form of transport so dotty you have to push it. Weird, really.

**REFLECTOMAN[or WOMAN]** A rider covered head to toe in 3M Scotchlite.

**ROAD RASH** Skin abrasions due to fall on to asphalt.

**SALMON[ING]** The art of weaving in and out of traffic, disparagingly likened to flitting salmon by Eben Weiss, aka BikeSnobNYC.

**SLEEPING POLICEMAN (UK)** Speed bump that stretches full-width across a road. A speed cushion, on the other hand, straddles only part of the road, allowing wider vehicles, such as buses and fire engines, to pass unhindered. Speed cushions are good for cyclists, as bikes can pass over the flat valleys while cars have to hit the hills.

**SMIDSY** 'Sorry, mate, I didn't see you.' Excuse a motorist gives when knocking into a cyclist.

**SNAKEBITE** One or two long, thin cuts in an inner tube, usually caused by under-inflated tyres hitting a hard object such as a kerb.

**SPUDS/SPDS** Generic term for 'clipless' pedals (ie clips are toe-clips, the metal or plastic pedal attachments which pros and keen cyclists used to use to bind their shoes to pedals), but named for Shimano Pedalling Dynamics, a click-in shoe-to-pedal retention system.

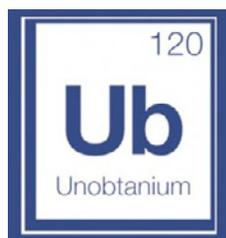
**SWAG** Free goodies given out at shows, races and to sweeten bike journalists. Also spelled Schwag and other variants.

**TACO** Bike wheel bent into a half circle.

**TAR SNAKES (US)** Ribbons of tar that road crews put down to patch cracks; slippery when wet.

**Ti** Periodic-table abbreviation for titanium.

**TIN MAN** Person riding a bike that is crying out in agony for some lube and attention.



**UNOBTAINIUM** (*alt. sp. Unobtainium*) The mineral on the Moon of Pandora in James Cameron's 3D movie *Avatar*. But the term has been used by geeks since the 1950s to describe unusual or mythical elements. In cycling it is used to describe any rare material that can go into the making of high-end and costly components. Most famously it is used by Oakley, the sports shade maker. It has used the word Unobtainium - its hydrophilic rubber compound that has increased grip when wet with perspiration - for sportsglasses since 1987.

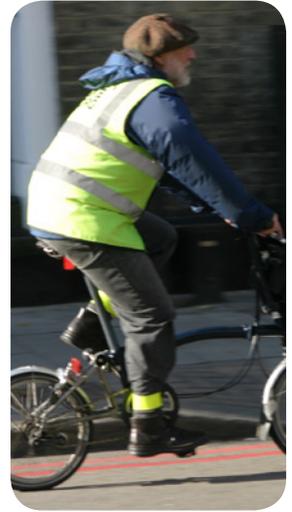
**WEIGHT-WEENIE** Cyclist obsessed with bike and component weights.

**WHEELBASE** Distance from front to rear wheel axles.

**WHEELSUCKER** Someone who won't 'take a pull', ie ride on the front into the wind.

**WICKING** The capillary action that pulls sweat away from skin by 'wicking' baselayers.

**WILMA** Female version of a Fred, *see* **Fred**



1932



Ad for 'bicycle uniforms' in *Good Roads* magazine, USA, 1893

You look  
Ridiculous

when riding a bicycle  
without a uniform  
no excuse for it  
You can buy a cycle suit and accessories so cheap  
Bicycle Suits in Jerseys, Cheviots, Flannels and  
Condoroy . . . . . \$9.00  
Bicycle Caps . . . . .  
Bicycle Sweaters in reliable and attractive  
qualities . . . . . \$2  
Bicycle Hose . . . . .  
Our Bicycle and Athletic Catalogue will  
It is now in press and will be attractive to every  
cycle rider. Write or call for it. . . . .

**A. Raymond & Co.**  
MEN'S OUTFITTERS  
Nassau and Fulton Streets, N.Y.

**RALEIGH**  
THE ALL-STEEL BICYCLE

# 8: CLOTHING

## COMMUTE IN STYLE

**At a cycling fashion show held in New York in 2009, fashion house LVMH Moët Hennessy Louis Vuitton asked students at the New York Fashion Institute of Technology to create chic yet affordable cycling gear. Janette Sadik-Khan, commissioner of the New York City Department of Transportation, said at the launch: “Having functioning, attractive gear so you can arrive at work looking stylish should be encouraged. No one wants to show up at work looking like bike messengers.”**

**I**s it possible to cater for cyclists – especially new cyclists – who don’t want to flag up the fact they’ve travelled by bike? Or don’t you mind looking like a cyclist? There’s a growing number of companies which will clothe you for cycling.

Of course, there’s also a lot to be said for eschewing bike clothing altogether. If your commute is short, there’s no huge reason to spend \$180 on a pair of top-notch commuter pants. For inspiration, head over to CopenhagenCycleChic.com to see how normal people riding normal bikes in normal clothes is perfectly, well, normal.

This is a point stressed by Eben Weiss, BikeSnobNYC: “When you’re riding a bike like the Eetra Amsterdam, you don’t need specially-engineered pants since the drivetrain is totally enclosed and you’re sitting bolt-upright on a wide vinyl seat. Really, it’s about as hard on your pants as sitting in a Honda Accord or riding the Long Island Railroad – which is why I doubt most of the commuters in Amsterdam or Copenhagen bother to spend \$188 on cycling-specific technical dress pants.”

Not convinced? Want to splash some cash on bike-specific gear? Here’s how.

### ALTURA

The yellow – or black – Altura Night Vision jacket is Britain’s best-selling commuter jacket by far. It’s so popular it’s positively iconic. Altura is the house-brand of Zyro of North Yorkshire, a distributor of high-end marques such as Dahon and Cat-Eye. As well as jackets, the Altura name can be seen on base-layers, jerseys and bike bags.

[www.zyro.co.uk](http://www.zyro.co.uk)

### ALWAYS RIDING

This British website stocks roadie and MTB clothing but there’s also an ‘urban cycling apparel’ section with everything from Buffs to Craft Cool Bike Boxer shorts. Specialises in US brands such as Swrve and Twin Six.

[www.alwaysriding.co.uk](http://www.alwaysriding.co.uk)

**North Wave:  
what were  
they thinking?**



**Bspoke's reflective wrist cinch-in straps**



### **ANA NICHoola**

"We celebrate everything bike beautiful," says the website for the British women's bikewear brand, designed by racing cyclist Anna Glowinski. The site also sells bike themed jewellery and the 'Love-lock', a nylon cover for a chunky chainlink bike lock. This make the lock scuff-proof...and wearable: sling it round your waist.

[www.ananichoola.co.uk](http://www.ananichoola.co.uk)

### **BSPOKE**

This clothing range is produced by Fisher Outdoor Leisure under licence from Transport for London. It's a "clothing collection for men and women who love cycling, but not traditional cycling clothing. The range performs within an urban environment and yet has a timeless fashion for day/work wear." Sold from the TfL website, bspoke.co.uk, and as well a number of bike shops across the UK, Bspoke is smart cycle clothing, yet it's not as exclusive nor as expensive as the tailored garments sold by custom cycle clothing specialists.

[www.bspoke.co.uk](http://www.bspoke.co.uk)

### **B. SPOKE TAILOR**

Californian designer and manufacturer of bespoke bike togs, especially tweeds. "The best in modern riding apparel."

[www.bspoketailor.blogspot.com](http://www.bspoketailor.blogspot.com)

### **CORDAROUNDS**

Cordarounds of San Francisco make the Bike to Work Pants which look like standard khakis but the insides of the pockets and pant cuffs roll and flip out to reveal Scotchlite retroreflective strips for night riding. "At the office, they're everyday workwear. To and from, they're anything but."

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



### **CYCLE CHIC**

British website selling women's cycling gear, including Merino tops and Swrve jeans.

[www.cyclechic.co.uk](http://www.cyclechic.co.uk)

### **CYCLODELIC**

Cyclodelic products are for "girls who cycle but who don't have to forfeit fashion over function," said co-founder Amy Fleuriot, a graduate of the London College of Fashion. In 2009, items from the Cyclodelic range of women's cycle clothing accessories were sold in Topshop's flagship store on Oxford Street in London. Products include goats' wool scarves and woolen capes: "Capes have a classic grace and elegance that looks fabulous both on and off the bike. The shape lends itself to cycling as it gives you freedom of movement in your arms and shoulders, they also keep you well ventilated as they fall loosely on the body."

[www.cyclodelic.co.uk](http://www.cyclodelic.co.uk)

### **DASHING TWEEDS**

Dashing Tweeds of London is a favourite of Gary Fisher: "It's impressive to people when you arrive on a bicycle looking elegant," said the sartorial MTB pioneer. Dashing Tweeds was founded by style photographer Guy Hills and RCA-trained weaver Kirsty McDougall. They produce 'classic tweeds with a twist' – tweeds with retro reflective yarns, for instance. The Dashing Tweeds cycle suit is tailored by Russell Howarth of London.

[www.dashingtweeds.co.uk](http://www.dashingtweeds.co.uk)

### **DO YOU VELO?**

Trench coats that are "léger chic & smart...Allure féminine et intemporelle, coupe évasée en forme de cape, devant légèrement plongeant." The French-only website sells yellow, plain and black cycle-specific trench coats, hats and bags.

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



**Gary Fisher in a Dashing Tweeds cycle suit**

**The Cordaround pants have 3M Scotchlite cuffs that fold away.**

UPGRADE YOUR  
COMMUTE



**MARIN**<sup>®</sup>  
BIKES CALIFORNIA

[WWW.MARIN.CO.UK](http://WWW.MARIN.CO.UK)



### GORE BIKE WEAR

Lightweight, breathable commute jackets from W.L. Gore, maker of Gore-Tex. Gore Bike Wear also has a full range of roadie and MTB clothing, including women's shorts with a 'comfort flap'.  
[www.gorebikewear.com](http://www.gorebikewear.com)

### HOWIES

Born in London, now living in the tranquility of Cardigan Bay, Wales, Howies is famed for its Merino wool base layers and tops. It has also popularised the use of Ventile, the tightly-woven cotton fabric that's clams up when wet so is waterproof but breathable.  
[www.howies.co.uk](http://www.howies.co.uk)

### IBEX

Outdoor clothing, mostly made from wool. Bike-specific wear includes arm-warmers, jerseys and the Commuter Knicker.  
[www.ibexwear.com](http://www.ibexwear.com)

### KNOG

What's not to love about a company that has products such as Strangler Gloves? "Your hands a made for lovin', not fussin'. Keep them happy through the 'riding all night, just to be with you' times." Also makes t-shirts and, of course, the 'Hipster Cyst' LED lights, made famous by BikeSnobNYC.  
[www.knog.com.au](http://www.knog.com.au)

### MINX GIRL

"Like to ride into town, but hate making cafe stops in Lycra? Don't see why your bum has to look big just because you're dressed to ride a bike? Then you're probably a Minx." Online apparel shop based in UK with brands like Zoic, Terry, Sugoi and Pearl Izumi. "Of course you can wear anything to commute, but Minx particularly likes things that move from bike to street and back again without missing a beat."  
[www.minx-girl.com](http://www.minx-girl.com)

### NAU

Nau (pronounced "now") is an outdoor clothing company based in bike-mad Portland, Oregon. "We make sustainable urban+outdoor apparel - integrated designs for the modern mobile life." Nau's cargo pants are "a great choice for the bike or trail, while the clean-faced cotton twill dresses up well for the after-party."  
[www.nau.com](http://www.nau.com)

### OSLOH BICYCLE JEANS

This New York firm was created to "provide the everyday cyclist, the commuter cyclist, the utility and transportation cyclist with a clothing alternative that works just as well on the road as off." As well as jeans and chinos, Osloh makes shirts and shorts.  
[www.osloh.com](http://www.osloh.com)

### OUTLIER

Tight jeans, with a u-lock sticking out of the back pocket, is one iconic item from what could be called 'messenger style' and it influences the bike commuter clothes produced by Tyler Clements and Abe Burmeister, who founded Outlier Tailored of New York.  
[www.outlier.cc](http://www.outlier.cc)

### QUOC PHAM

Quoc Pham is a graduate in fashion from London's Central St. Martins. His leather 'Fixed' shoes are "made for the urban enthusiast and weekend tourist, hopping on and off, in and out of places. They feel like bicycle shoes but don't necessarily look like them: no chunky soles, no Velcro straps, no inability to walk in them, no extra bright colour combinations. They are perfect to wear at din-

Outlier pants





Quoc Pham  
Sprinter shoes

ner or in the office, yet comfortable as a sports shoe should be.” Pham has also made some Sprinter Shoes for the annual Tweed Run. They are “as functional as they are beautiful and designed with a sole that’s stiff enough for cycling yet comfortably soft for walking.”

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

### RAPHA

Often with pink highlights and always with a nod towards classic road racing of the 1950s, Rapha gear is reassuringly expensive. Merino wool tops and non-shiny shorts rub cheek by jowl with caps, cycling mitts made from ‘sniper leather’ and commuter trousers: “Created for the urban bike rider, these smart, slim-cut trousers are tough enough to survive the rigours of the winter bike commute but also stylish enough to be worn when not cycling. Made from a hard-wearing, cotton-based fabric, the trousers have great stretch for maximum comfort and the seat panel is lined to improve both durability and comfort.” There’s also now a Rapha range for women.

[www.rapha.cc](http://www.rapha.cc)



### SOCK GUY

Not everybody needs Spandex but everybody needs socks, right? And if you’re going to wear bike socks, wear bike socks with attitude. Designs change each year but, for commuting, our favourites are the ‘share the road’ socks and the law enforcement socks.

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

### SUGOI

Sugoi is a Japanese term for ‘incredible’ although the company is Canadian, and now part of the Cannondale stable. Sugoi mainly produces road and MTB clothing but the H.O.V. Utility Short is a wind-resistant short with reflective

piping and is “designed for people on the move. H.O.V. features a more leisure, every-day look that you can put on when you get up in the morning and wear all day. The H.O.V. Utility Shorts boast sleek, modern lines with all the technical excellence that SUGOI is known for.

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

### SURFACE CLOTHING

The clothing brand of über-hip Charge Bikes. Hoodies, jackets and the Liquistretch trousers which are tough, showerproof and have 4-way stretch.

[www.surface-clothing.com](http://www.surface-clothing.com)

### SWOBO

From bikes to tees, with plenty of Merino, too. In fact, Swobo was one of the first bike wear companies to use Merino wool. Swobo is also noted for its use of organic cotton.

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

### SWRVE

Despite having a .co.uk as a URL suffix, Swrve is a US company. It produce jeans, caps, t-shirts and a ‘Hiding Hoodie’. The shorts and jeans are made of 98% cotton with 2% Lycra and have bike-friendly features such as a seamless gusseted crotch, articulated knees, lower front and a slight rise in the back, and back pockets that fit a mini U-lock.

[www.swrve.co.uk](http://www.swrve.co.uk)

### TWIN SIX

The US race clothing company that produces the Fat Cyclist Lycra jerseys. The company’s line of t-shirts includes one with the slogan ‘Bike Geek’.

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



Nick Larsen of Charge Bikes modelling the new Surface Clothing togs.

Rapha

Rapha

# PEDAL PROPAGANDA

**Say it with Spandex. Lay it on the line with Lycra. Use your back to message motorists.**

Figure-hugging bike clothing is far from essential, especially for short bike commutes, but if you're the kind of person who can't resist opinionating then there are a wide range of 'on-message' cycle jerseys to choose from. Most are low-run internet-only specials but not all. The Nascar-apeing jersey is from mainstream supplier Specialized and the iPayRoadTax jersey can be found in Evans Cycles of the UK, a 36-branch independent bike store.

The Quicker By Bike jersey rams home the message that sitting in an SUV in a traffic jam isn't exactly the fastest way to commute. The 3 Feet Please jerseys are part of a wider campaign to persuade motorists that cyclists need room on the road. Many US States have 3-foot passing laws but they're widely abused: and the jerseys from ShareTheDamnRoad.com spell out the fact that 'sharing the road' doesn't mean cyclists have to cower by the curbs, they're entitled to 'take the lane', when necessary.

## QUICKER BY BIKE

In 2009, Martin Williamson of London created QuickerByBike.com and produced some jerseys and shorts.

He told BikeRadar: "I commute to work by bike and pass a lot of traffic each day; probably often the same drivers stuck on the same stretch of road. The absurdity of their situation seems clear to me. I wanted to communicate to them that they might be better off cycling."

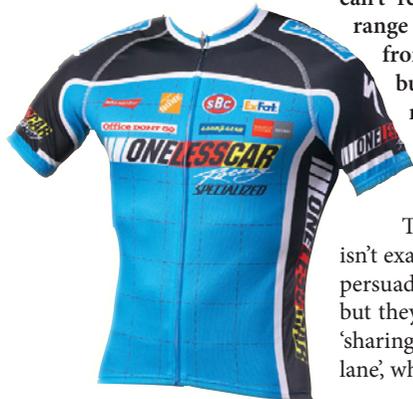
## TRAFFIC MASTER

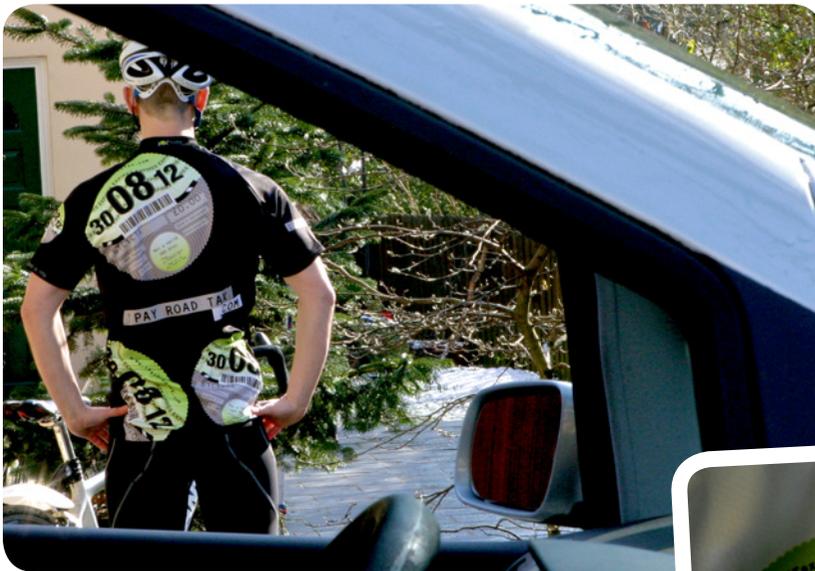
The gaudy Traffic Master jersey has no large-font message to impart. It's an attention seeker, not a PR campaign. "Our goal was to make the brightest cycling jersey that we could conceive of, a retina-searing, listerine-for-the-eyes kind of garment that will keep us comfortable, warm and quite visible to our motorist friends during dawn, dusk, night, and when foggy weather," says the manufacturer Eleven Gear of the US. "If, while riding, you are approached by a motorist who wishes to 'discuss' whether your presence in the roadway is a lawful endeavor in the first place... we have added the text of the United States Universal Vehicle Code, §11-1205 to the sleeve, which explains in reasonable detail that a cyclist is in fact allowed the right hand side of the road, as well listing the circumstances under which the cyclist is legally entitled to the entire lane."

## SHARE THE DAMN ROAD

Pro racer Phil Gaimon, a member of the Jelly Belly team of the US, doesn't pull his punches. His jerseys are loud and proud: his slogans include Share the Damn Road, Don't Run Me Over and Don't Honk At Me. Sharethedamnroad.com. Why the slogans?

"Since I started riding on the road, I've always been angry at getting buzzed or honked at by passing cars, and resented that





they drive off too fast for me to give them a piece of my mind. Giant text on the back of a jersey was an obvious answer,” said Gaimon.

**YIELD TO LIFE**

Pro cyclist David Zabriskie of Team Garmin launched the Yield to Life campaign to promote “understanding, respect, and appreciation for all life on the road.” Donors to his Yield to Life campaign can receive a Yield to Life jersey.

“We all travel life’s roads. When you see a cyclist on the road, please, yield to life,” urges Zabriskie.



**IPAYROADTAX.COM**

‘Road tax’ in the UK was abolished in 1937 and is today a loaded term, in some mouths even perjorative against cyclists. The correct term is VED, Vehicle Excise Duty. It’s a tax on ownership of cars, not use of the road. Roads are paid for by general and local taxation, not ‘road tax’.

Some motorists shout at cyclists to “get some road tax” if they want to use roads “paid for by motorists.”

The iPayRoadTax.com campaign was started in November 2009 by Carlton Reid, the author of the Bike to Work Book. Along with a regularly updated, polemical website there’s a range of t-shirts, mugs and, of course, cycle jerseys, all emblazoned with a fake tax disc which shows a £0.00 payment for Bicycle Excise Duty. The tax disc graphic was OKayed by the

UK’s driver licensing body, the DVLA.

The tax disc design is licensed to jersey manufacturer Foska of London and jerseys are available in bike shops across the UK as well as from Foska.com and iPayRoadTax.com.

Edmund King, president of the Automobile Association, is a keen cyclist, wears Lycra and said the iPayRoadTax jersey was “ironic, iconic and probably iconoclastic.”

**3 FEET PLEASE**

Bold, brash and in the warning colours of black on yellow, it’s clear what the 3 Feet Please jersey is yelling.

On the front of the jersey there’s: “It’s the law.” The US states with ‘3 foot laws’ are: Arkansas, Florida, Connecticut, New Hampshire, Illinois, Tennessee, Minnesota, Utah, Wisconsin, Arizona, Oklahoma, Colorado, Louisiana, Maryland, Mississippi and Maine.



# 9: Carrying Stuff



Above: work clothes folded into a Carradice saddlebag; laptop in an Arkel pannier bag. Left: Bags kept dry with fenders and a mud-flap.



Laptop in a Rixen & Kaul handlebar basket/bag.



## BIKES ARE MULES

**Rucksacks lead to sweaty backs, let the bike take the strain.**

**B**icycles are amazing load-carrying devices, able to carry and haul a surprising amount of weight. Your body, however, isn't so good at portage. Put stuff on your bike, not your back.

Fit pannier racks or a front basket. Get the weight off you and on to your bike. This makes your bike a much more practical machine.



City gent: one of the Transport for London cartoon characters promoting the Mayor's new Cycle Hire programme. The Cycle Hire bikes have a minimalist front basket.



Basket cases  
in Cambridge





# DIAMONDBACK QUANTUM



The Quantum is the ultimate urban bike for your daily commute.

Built around our Diamondback designed premium hydroformed aluminum frame, superlight oversized carbon fork and driven by Sturmeys Archers XRK8 internal hub gear.

Look cool and fuel your passion for riding.

[www.diamondback.co.uk](http://www.diamondback.co.uk)

## URBAN PURSUITS

2009 DIAMONDBACK RANGE AVAILABLE AT CYCLELIFE SHOPS and other approved stockists

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

Airdrie, Attleborough, Aviemore, Birmingham, Blackpool, Bordon, Boston, Braintree, Brentwood, Bristol, Camborne, Cambridge, Canterbury, Carlisle, Chasetown, Cheshunt, Christchurch, Clitheroe, Coalville, Congleton, Darlington, Doncaster, Dumfries, Durham, Eastham, Edinburgh, Edlesborough, Elgin, Ellesmere Port, Ely, Exeter, Failsworth, Farnborough, Fleetwood, Fordingbridge, Galashiels, Glasgow, Glasgow Baillieston, Grantham, Great Yarmouth, Grimsby, Guildford, Harlow, Hartlepool, Hastings, Headcorn, Hull South Coates, Hull Spring Bank, Isle of Bute, Inverkeithing, Ipswich, Kilmarnock, Kings Lynn, Kirkcaldy, Leicester, Leigh, Leyland, Leyton, Liverpool, Long Eaton, Loughborough University, Lymm, Maghull, Mill Hill, Milton Keynes, Newcastle (Fenwicks), New Malden, Northwich, Nottingham, Petersfield, Plymouth, Poole, Preston, Redcar, Rhyl, Rochdale, Romford Collier Row, Rotherham, Sale, Sandwich, Sandy, Scarborough, Sherborne, Shoreham, Skelmersdale, Sleaford, Stockport, Stockton, Stowmarket, Sunderland, Telford, Thurmaston, Wadebridge, Wellingborough, Wellington, Weymouth, Windsor, Woking, Worsley, Worthing, York.



# 10: Quote:Unquote



Jon Snow

“My whole day is built around meetings that can be achieved around bike rides. My contract actually offers me a free car from my home to my office and back, but I suppose I am addicted to cycling.”

**JON SNOW**

TV news anchor, Channel 4, UK

“Nothing compares to the simple pleasure of a bike ride.”

**JOHN F. KENNEDY**

“MOTORISTS: Cyclists are not another species – most of them drive cars at least some of the time – and they’re not, by and large, wilfully stupid or reckless. But they experience

the roads differently from you...So be patient. After all, it’s not as if getting rid of cyclists is a realistic option now – there are too many of them, and the numbers are growing all the time. And a few years down the line, as petrol gets more expensive, you might well end up as one of them yourself.”

**ROBERT HANKS**

*The Independent*, 12th June 2006



Albert Einstein

“I thought of that while riding my bike.”

**ALBERT EINSTEIN**

On the theory of relativity

“An engineer designing from scratch could hardly concoct a better device to unclog modern roads – cheap, nonpolluting, small and silent...”

**RICK SMITH**

*International Herald Tribune*, May 2006

“Cycling to work is an important issue for business – the more who do it, the more our communities will support it. Healthy and green, cycling is worthy of the support of every business in the land.”

**SIR DIGBY JONES**

Former director general of the Confederation for British Industry, February 2006



Boris Johnson

“You always know when you’re going to arrive. If you go by car, you don’t. Apart from anything else, I prefer cycling. It puts you in a good mood, I find.”

**ALAN BENNETT**

Playwright, *Boston Globe*, June 2006

“E is for exertion, endorphins and ecstasy: The first produces the next, which produces the next, as you whiz through London’s lovely streets and look at the play of light through the plane trees, and you inhale the open air, and you think of the poor souls stuck in the taxis, the cars, the buses and, God help them, the Tube.”

**BORIS JOHNSON**

Mayor of London

A to Z of Cycling in ‘Have I Got Views For You’



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“[Commuting by bicycle] is an absolutely essential part of my day. It’s mind-clearing, invigorating. I get to go out and pedal through the countryside in the early morning hours, and see life come back and rejuvenate every day as the sun is coming out.”

JAMES L. JONES

President Barack Obama’s national security adviser, former US Supreme Allied Commander Europe (2003-2006)

“The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can dispose of it and get a new one without shocking the entire community.”

ANN STRONG

*Minneapolis Tribune, 1895*

“[Cycling] is easily the quickest way around central London, faster than bus, Tube or taxi. You can predict precisely how long every journey will take, regardless of traffic jams, Tube strikes or leaves on the line. It provides excellent exercise. It does not pollute the atmosphere. It does not clog up the streets.”

JEREMY PAXMAN

Newscaster, BBC2, UK

“[A bicycle is] an unparalleled merger of a toy, a utilitarian vehicle, and sporting equipment. The bicycle can be used in so many ways, and approaches perfection in each use. For instance, the bicycle is the most efficient machine ever created: Converting calories into gas, a bicycle gets the equivalent of three thousand miles per gallon. A person pedalling a bike uses energy more efficiently than a gazelle or an eagle. And a triangle-framed bicycle can easily carry ten times its own weight – a capacity no automobile, airplane or bridge can match.”

BILL STRICKLAND

Executive editor, *Bicycling* magazine

“The bicycle is the most civilized conveyance known to man.

Other forms of transport grow daily more nightmarish.

Only the bicycle remains pure in heart.”

IRIS MURDOCH

Author, in ‘The Red and the Green’

“I want to ride my bicycle bicycle bicycle; I want to ride my bicycle; I want to ride my bike; I want to ride my bicycle; I want to ride it where I like...; I don’t believe in Peter Pan, Frankenstein or Superman; All I wanna do is bicycle, bicycle, bicycle...”

FREDDIE MERCURY

Queen, 1978

“Because it becomes part of a daily routine, cycling to work helps you live longer. This book could be the most important you ever read.”

**DR IAN WALKER**  
Director of Studies,  
Dept. of Psychology,  
University of Bath

“[This is] one of the most important works on cycling as transport in the current age.”

**ANDREW GRIFFIN**  
Trek Bicycle Corp.



**Carlton Reid** is the executive editor of BikeBiz.com, and editor of BikeHub.co.uk and Quickrelease.tv. He also runs the iPayRoadTax campaign.

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