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League of American Bicyclists

Working for a Bicycle-Friendly America

CHANGE AGENTS for Cycling

THE LEAGUE
RECOGNIZES THE
TOP 25 IN AMERICAN
CYCLING



THE LEAGUE:
1880 to 2005

ELECTRIC BIKES:
The Next Big Thing?





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CONTENTS

FEATURES

10

CHANGE AGENTS FOR CYCLING

The League Celebrates the Top 25 in American Cycling

From bone-shaking bicycles to carbon frames, these people changed bicycling in America.



20

THE LEAGUE: 1880 to 2005

We may have had more individual members in 1880, but we're a lot more effective now. Hear from two experts on where we've been and how far we've come.



22

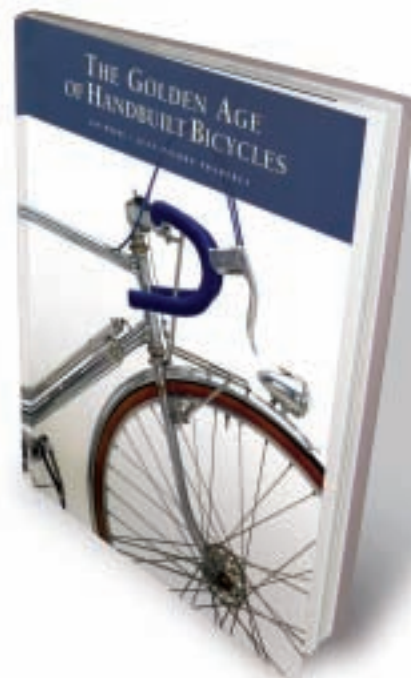
ELECTRIC BIKES Selling in the Millions

Are electric bikes the next big thing for commuting? With fuel prices through the roof and electric bikes easier to use than ever, it may be time to take another look.



DEPARTMENTS

- 2 **VIEWPOINT**
- 3 **EDUCATION MATTERS**
- 4 **LEAGUE NEWS & NOTES**
- 7 **BOARD MEMBERS IN ACTION**
- 8 **ADVOCACY OUTREACH**
- 24 **ASK THE EXPERT**
- 26 **GIVING**
- 28 **BEST RIDES**





Who Inspires You?

A couple of weeks ago I figured out that I've ridden about 72,000 miles getting to and from work these past 20 years. Now, I'm not normally a numbers guy (I don't own a bicycle computer, if you can believe that) and my daily ride is a bit further than most people — League members excepted — would consider normal or doable.

But as gas prices soared to more than \$3 a gallon this summer, I realized that at those prices I'd saved close to \$15,000 just on fuel alone, and that's before you add in parking, maintenance, insurance,

tax, and the cost of buying or leasing a new car. And that's just one of the many benefits of bicycling!

As a child, and later when I returned to bicycling as a college student, I learned a huge amount from reading *Richard's Bicycle Book*, by Richard Ballantine. He gave me confidence, insights, and advice — albeit from the pages of a book — that I still use today. If it hadn't been for my brother David buying me my first bike, or Richard, the youth leader at my Dad's church, signing me up to go on a cycling holiday in France, I think I'd be a lot poorer in many ways.

On the pages that follow, you'll meet some of the most inspirational figures in cycling in the last 125 years. My brother David isn't on

the list, and you're probably not there either. But don't doubt that you are and can be an inspiration to others just by riding, or by taking a leadership role in your club or advocacy group. Think of all the enjoyment and benefit you've gotten out of bicycling and pass it on. Share it with those around you. And, most of all, enjoy the ride! ●

Andy Clarke



Andy at age two, already a cycling enthusiast.



THE LEAGUE OF AMERICAN BICYCLISTS

The League of American Bicyclists, founded in 1880 as the League of American Wheelmen, promotes bicycling for fun, fitness and transportation, and works through advocacy and education for a bicycle-friendly America. The League represents the interests of the nation's 57 million bicyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 organizations, the League works to bring better bicycling to your community. Contact League officers, directors or staff at League of American Bicyclists, 1612 K Street, NW, Suite 800, Washington, DC 20006-2850. E-mail: bikeleague@bikeleague.org Phone: 202-822-1333 Fax: 202-822-1334.

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American Bicyclist magazine (ISSN 0747-0371) is published four times yearly by the League of American Bicyclists, Inc. © 2005 League of American Bicyclists. Issues are published quarterly, including the special Almanac, TourFinder and Ride Guide. Reproduction in whole or in part without permission is prohibited. Article queries should be addressed to the editor and include a self-addressed, stamped envelope. Your submission of manuscripts, photographs, or artwork, is your warranty that the material in no way infringes on the rights of others and that the material may be published without additional approval. Opinions expressed by writers are their own and do not necessarily reflect the policies of the League.

EDUCATION MATTERS

BY JIM BAROSS, LCI, SAN DIEGO, CALIF.

ROADS are for people not just people in CARS



In 1985, I married my tandem-date and we decided to improve her bicycling skills by taking the Effective Cycling course. At that time, it was 30 hours long and lasted for 10 weeks. I was surprised at how much I learned. After all, I had thousands of bicycling miles in by then. I was so impressed that I entered the instructor-training program, qualified in 1986, and has been teaching ever since.

In the last few years I have been accepted as a trainer of new League Cycling Instructors (LCIs) — what a treat! The BikeEd course provides a logical and organized progression for understanding how a bicyclist can fit into and with other traffic — and now it is only nine hours long. The two general rules for roadway positioning (choose the right-most lane serving your direction, and choose a position in that right-most lane that indicates your intended direction) are just the basic tools for what I find to be the “art of bicycling with motor vehicle traffic.” It’s like a dance, though with some potential for tragic results when someone misses a beat.

In my Road I course, I learned an organized and logical approach to understanding traffic flow. I’m even a better motorist now, for my understanding of the way bicyclists should operate in and with traffic. BikeEd pointed out that the California Vehicle Code does provide

for equal rights and responsibilities for people on bikes ... what a concept! It’s my road too!

I became an LCI to spread the “word” that bikes belong, that there are rules and skills for bicycling that no one else was providing. The rules made sense and the skills expand horizons — allowing you to bike farther, faster, easier and with more comfort. I have gotten involved with local, state and national advocacy for bicycling. It’s a great feeling, sort of like climbing a local mountain pass in the large chain-ring ... well, maybe the middle one.

Another benefit of becoming an LCI has been the additional credibility the certification brings when I attempt to convince a traffic engineer, planner, or elected official about what they ought to be doing for bicycling. There is a huge amount of misinformation out there about bicycling. The experience and training I’ve gotten during the training, conferences and on-line exchanges with other LCIs have strengthened my resolve as well as increased my skills to spread the word about bicycling. ●

Baross Bike Tip:

Remember to squeeze the excess air out of your glue tube so that the remaining glue doesn't dry before the next time you need it.

BAROSS KEEPS BUSY WITH:

Chair, SANDAG Bicycle Pedestrian Working Group; Vice Chair, Calif. Bicycle Advisory Committee; President, Calif. Association of Bicycle Organizations; Board Member, Calif. Bicycle Coalition; Spokesperson, San Diego County Bicycle Coalition; Member, San Diego Coalition for Transportation Choices; Member, SANDAG Walkable Communities Committee; Treasurer, Bicycle Transportation Institute; former So. Calif. Area Rep, League of American Bicyclists; League Trainer & Effective Cycling Instructor #185 K-C



Become a League Cycling Instructor

LCIs spread the word about cycling while teaching everyone how to safely interact with traffic. Certified instructors can teach children as well as adults — sign up today! Seminars are held throughout the year and all over the country. Three upcoming seminars are Oct. 7-9 in Houston, Texas, Oct. 7-9 in Phoenix, Ariz. and Oct. 28-30 in Morgan Hill, Calif. To find out more information, or to sign up, contact Bill Nesper at the League at bill@bikeleague.org or 202-822-1333. ●

letters to the EDITOR



DEAR EDITOR:

Will you tolerate some comments on the new-looking magazine from another former editor? Thank you for running some pieces on individual members. Thank you for including the mention of Harold's [Wooster] passing. Phyllis [Harmon] looks exactly the same as she did when I met her in 1978. In my view, a membership organization should have information about members and people other than the ones who happen to work there. Also, please alphabetize the donor list, and sort out the bike club names. People look for their own names or ones they know. I am glad to see the magazine take some huge strides forward, and want to let you know that someone's paying attention!

*Karen Missavage
Editor, 1984 to 1986*

DEAR EDITOR:

When my latest League magazine came — with a title that actually indicates who it is for — I cannot tell you how delighted I was. To see the new format and articles that features so many dedicated people, mostly on or near bicycles! — not just mug shots of people standing behind podiums or someone in a suit or dress handing out a certificate of some kind — was great. Thank you for the new layout and design — and for **not** justifying the type! Because of the very light type for the issue number on the cover and in the mast, I do have difficulty reading those. I like the department headings — and hope there will be an education department in each and every issue of *American Bicyclist*. Highlighting URLs is very helpful.

I truly hope the League continues to stress the **people** who are involved in cycling. Cheers!

Jean Anderson

DEAR EDITOR:

Just wanted to comment on the great new look of the magazine. It was a pleasure to page through each spread to find a welcoming, clean and sophisticated design. I find it refreshing to find an organization using talented people to convey a meaningful message. Keep up the great work!

Darren Stueber



Jean Anderson and her Greenspeed trike at BELC in Portland.

DEAR EDITOR:

Hurray! Well done and all that stuff. We have a magazine. It has a name and it has a great-looking cover. Congratulations to everyone involved. I think it is a very professional-looking package, this summer issue. The inside is pretty upbeat as well. In the words of one LCI, "The new LAB magazine is really attractive. Great work and many pats on the back to all responsible parties."

Fred Meredith

DEAR EDITOR:

Just a note to say the new LAB magazine looks great! Some people have obviously worked very hard on this. Hope they know it was well worth it.

Susan Snyder ●

THANKS FOR YOUR LETTERS

We eagerly await all of your comments — good and bad — on cycling, the League, our publications, and just about anything else you want to tell us about. E-mail elizabeth@bikeleague.org, fax your letter to 202-822-1334 or mail it to us at 1612 K Street NW, Suite 800, Washington, DC 20006. Letters may be edited for style and length.



Speak softly and CARRY THIS CARD!

THE COUP, a design firm whose motto is “revolutions, one project at a time,” has produced a drivers’ education card for cyclists. While it was originally written for New Yorkers, a national version of it is currently being developed. “After I designed the card, I approached Transportation Alternatives for feedback and to help print and distribute the cards. They have been a tremendous help,” said Matthew Willse, president of The Coup. The goal of the card is to:

- 1) RELIEVE RIDERS after the stress of a run-in with a car, to
- 2) CHANGE THE BEHAVIOR of drivers, and to
- 3) IMPROVE THE PR of the cycling community, one incident at a time.

Order your free copies on-line at www.thecoup.org/bike/. ●

SPEAK UP! make a difference

THE LEAGUE EXISTS to help all cyclists enjoy the ride. Recently, cyclists were in danger of losing some of their rights on the campus of the National Institutes of Health in Bethesda, Md. The League, with the NIH Bicycle Club and several other advocacy organizations, stepped in.

Writing to the NIH’s executive director, and encouraging members nationwide to contact NIH, helped ensure that the policy was changed. At the eleventh hour, the NIH’s new security gates were opened to cyclists. As the president of the NIH Bicycle Club, Angela Atwood-Moore, said, “This whole experience has been very rewarding, to learn that a few motivated and informed cyclists can garner support and eventually change dangerous anti-biking policies.” If you have an issue that needs League support, contact us at bikeleague@bikeleague.org. We’re here to help you. ●



Left to right: Elizabeth Preston, League of American Bicyclists; Angela Atwood-Moore, NIH Bicycle Commuter Club; Barry Childress, BaltimoreSpokes; Jack Cochrane, MOBIKE. Photo credit: Tchad Moore.



STAFF snapshot

ANTHONY YODER, LAB DIRECTOR OF FINANCE

I LEARNED TO RIDE A BIKE on the same day as my sister, who is two years older than me. As a kid, I asked for a helmet, gloves, and a mirror after checking out cycling books at the library — and this was before helmets were popular. My first big purchase was a used, Schwinn, kid-sized 10-speed for \$100.

I really got into mountain biking when I was in college in Harrisonburg, Va., which shouldn’t be surprising considering all the great trails nearby. There was one trail fairly close to campus that we did over and over again.

I worked in southern Colorado for a couple of years after college. My commute was 15 miles each way, with one curve in the road and no hills. When I was 25, I moved to D.C. and found the League through an ad in the paper. August 2005 marked my sixth year here. My commute is now 12 miles round trip (with a lot more stops than in Colorado).

My bikes: I now own and divide my time between two Bontragers — an early ’90s cross bike and a later ’90s mountain bike. My favorite local rides are Skyline Drive in Va. if I’m on the road; and Patapsco State Park and Schaeffer Farms in Md. when I’m mountain biking. (Ed. note: Anthony is also a League Cycling Instructor.) ●

Part of an occasional series introducing League Staff to members.

LEAGUE NEWS & NOTES

BY TODD MCDONALD

LOOKING BACK at a golden age of handbuilt bicycles

VINTAGE BICYCLE PRESS, headquartered in Seattle, Wash., has published *The Golden Age of Handbuilt Bicycles*. This gorgeous coffee-table-sized book showcases the world of French hand-built touring bicycles and the small, sophisticated builders who designed and created them. The detailed photos of Jean-Pierre Praderes — best known for his beautiful photos in Guggenheim Museum's best-selling *The Art of the Motorcycle* — show the level of craftsmanship and the evolution of design of these bicycles.

Heine divides the book into three eras in design and production, with a good portion focused on the 1940s, where many cycling advancements took place.

The first era is from the 1910s to the start of World War II. This was when there was a need for an everyday machine that could conquer all facets of the French countryside. Racing bikes existed at this time, but the lightweight machines were stripped of any "comfort" accessories such as fenders and multiple gearing options.

The golden age, as referred to in this book, begins in the depths of the Second World War and continues through the 1950s. The end of the war ushered in a boom in cycling, and handbuilt bicycles became objects of desire. Multitudes of rides, races and brevets sprang up to accommodate this resurgence during the cycling boom.



The book closes with the 1960s until the present day. By this point, motorized transportation has won the hearts of the majority of the French populace. Many builders are forced to close or diversify their production to stay afloat. Luckily, the 1970s cycling boom in the U.S. allowed many of these manufacturers to continue, yet not at previous levels of production.

People approaching this subject for the first time may find Heine's text lacking broad descriptions of these unique designs. He writes with an assumption that the viewer is familiar with at least some of the builders and their products. But, his text is succinct and much of the description can be explained in Praderes' rich photographs. There is definitely a parallel between the sharp layout of this book and the meticulous quality of the subject matter within it. This book offers rich detail into a small but significant segment of cycling production. ●

The Golden Age of Handbuilt Bicycles, by Jan Heine and Jean-Pierre Praderes. \$60, 168 pages, 10" x 12", Vintage Bicycle Press, Hardcover, full color. www.vintagebicyclepress.com

BOARD MEMBERS IN ACTION

HARRY BRULL

From Three Packs a Day to 5,000 Miles Per Year



Harry Brull didn't begin cycling until he was 47, but he has made up for lost time in the ensuing 10 years. And he didn't start cycling for the normal reasons, either. "When I was 42, I had a cerebral aneurism," Brull said. "And although my doctor hated to tell me this, my life was saved because of my three-pack-a-day smoking habit." Hard though this is to believe, his blood vessels were so constricted from the years of smoking that the aneurism leaked rather than burst. However, with a six-year-old daughter at home, Brull decided that his life had to change.

He managed to stop smoking, but didn't initially do much else to stay, or get, healthy. "A few years after my aneurism, I was chatting with a friend about the brand new 500-mile AIDS Ride advertised in the newspaper," Brull said. "He asked if I wanted to do the ride and I said, 'sure!' Only later did I realize that I was in way over my head." Brull got out the bicycle he hadn't used in 20 years, dusted it off, and began training. A few months later, with a successful AIDS Ride behind him, he was hooked.

In the ensuing years, Brull has changed from an intense smoker to a dedicated cyclist. The most dramatic illustration of this is his entry in the 2003 Paris-Brest-Paris ride. In the allotted 90 hours, he completed 685 of the fabled 750-mile ride, and plans to sign up again and finish the race in 2007. He's also completed two Death Rides; a tour of the Colorado Rockies; and several others. His training takes him more than 5,000 miles each year.

Brull has been a member of the League since he began cycling, and decided to run for the board to offer the League his professional background. "I've been a consultant for more than 27 years, and my particular expertise is industrial and organizational psychology," he said. "Being on the board is a great way for me to give back to the cycling community." Brull's clients include companies ranging from Ford to the Peace Corps, and he also teaches at three local colleges and sits on four other volunteer boards.

When asked how he possibly fits it all in, he responds, "As Bruce Springsteen said, 'Some folks just stop living, start dying little by little, piece by piece; some folks come home, wash up

and go racing in the streets.'" It's a great philosophy for a man who is always going.

"When I began riding again, people said 'this will change your life!' but I wasn't sure I wanted my life to change," he said. "When I finished that first AIDS ride, I realized they were right, and I'm grateful for every opportunity cycling has given me." Brull is dedicated to helping the League reach every cyclist in America, and with the help of his energy and leadership we are one step closer to getting there.

He is married to Dr. Myra Barrett, a clinical psychologist and fellow cyclist. She began bicycling in 2001, the year she was diagnosed with breast cancer. That year she completed charity rides from Minneapolis to Chicago and Montreal to Portland, Maine. Daughter Jessica is a rugby-playing senior at Cornell University. Brull has three stepsons, all of whom ride, and two grandchildren. His oldest stepson holds two time trial course records.

To contact Brull, email him at harrybrull@bikeleague.org.

Harry Brull represents Region 5, which includes AR, AZ, CO, IA, KS, LA, MN, MO, MT, ND, NE, NM, OK, SD, TX, UT, WI, and WY.



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ADVOCACY OUTREACH

BY ANDY CLARKE

BILLIONS for BIKES

What the Transportation Bill REALLY Means for Bicyclists

The numbers are in and there's billions for bicyclists! The massive transportation bill signed by President Bush on August 10 has, conservatively, \$5 billion of funding just for bicycling and walking improvements, and potentially billions more for better roads for bicyclists. You can find a detailed summary of the legislation, which has an overall price tag of \$286.5 billion over the next five years, at www.bikeleague.org.

Sounds pretty impressive, doesn't it? Even more so, perhaps, when you consider that the new \$612 million Safe Routes to School program and other gains were won in a Congress that wanted fewer mandates and set-aside programs and more flexibility and "streamlined" processes for State Departments of Transportation. Heck, we even came within a few votes in the Senate of getting "complete streets" language in the bill — that would have required the accommodation of bicyclists and pedestrians in all transportation projects as a matter of routine.

Our success can, I believe, be attributed to a few key factors from which we have learned a lot.

1. WE HAD CHAMPIONS!

Congressman Jim Oberstar (D-MN) and his staff were incredible throughout the campaign, as were Earl Blumenauer (D-OR), Tim Petri (R-WI), and many others on the House side. Senators Warner (R-VA), Harkin (D-IA), Clinton (D-NY), Collins (R-ME) and Snowe (R-ME), led the charge on the Senate side. Importantly, our support came from both sides of the political aisle.

WHERE DOES THE \$5 BILLION COME FROM?

Transportation Enhancements — \$2.5 billion Bicycle and pedestrian projects have typically captured 55 percent of funds in this program, established in 1991 to enhance the transportation system.

Safe Routes to School — \$612 million A new program to enable elementary and middle school-aged children to get safely to and from school by foot and bicycle.

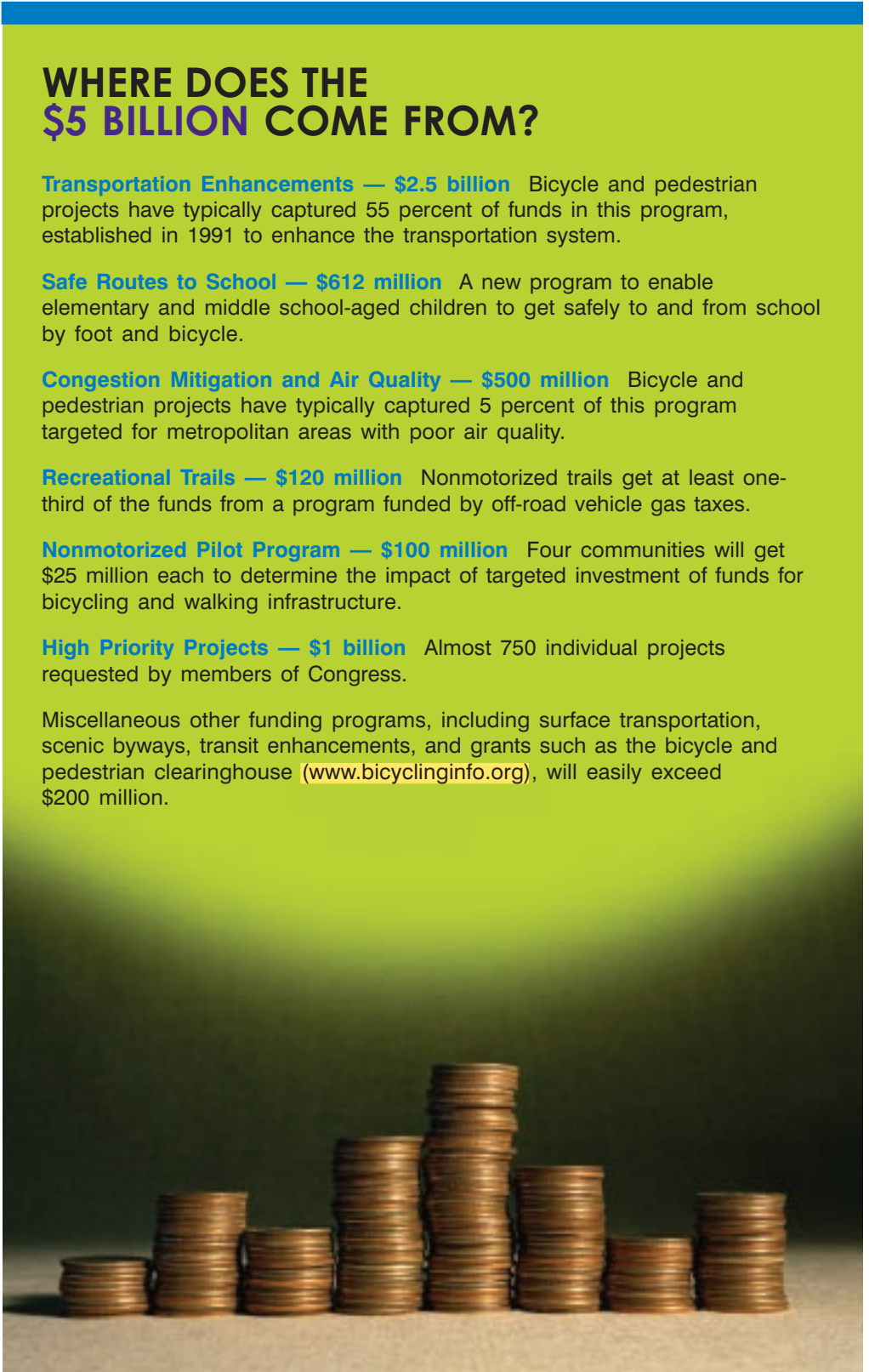
Congestion Mitigation and Air Quality — \$500 million Bicycle and pedestrian projects have typically captured 5 percent of this program targeted for metropolitan areas with poor air quality.

Recreational Trails — \$120 million Nonmotorized trails get at least one-third of the funds from a program funded by off-road vehicle gas taxes.

Nonmotorized Pilot Program — \$100 million Four communities will get \$25 million each to determine the impact of targeted investment of funds for bicycling and walking infrastructure.

High Priority Projects — \$1 billion Almost 750 individual projects requested by members of Congress.

Miscellaneous other funding programs, including surface transportation, scenic byways, transit enhancements, and grants such as the bicycle and pedestrian clearinghouse (www.bicyclinginfo.org), will easily exceed \$200 million.





2. OUR COALITION STAYED TOGETHER!

The America Bikes coalition was created just for this legislative effort and it really worked. Bikes Belong, representing the industry, funded the campaign. DC lobbying was spearheaded by the League and the Rails to Trails Conservancy. Our powerful grassroots were fed and watered by the Thunderhead Alliance. IMBA and Adventure Cycling weighed in on trail funding, national park access, rural roads, rumble strips and more. Technical and policy leadership was provided by the Association of Pedestrian and Bicycle Professionals and the National Center for Bicycling and Walking. And for four years we hung together.

3. WE STAYED FOCUSED!

From day one we established clear campaign goals — we accomplished two of the three and came very close with the third. We set out to preserve and enhance existing programs that benefit bicyclists, and we achieved that with the continuation of programs such as Transportation Enhancements and Congestion Mitigation. We ambitiously championed a new national Safe Routes to School program and got it, at \$612 million over five years. We narrowly lost “complete streets” and “fair share for safety” (the latter initiative would have set aside 13 percent of safety construction funding for bicycling and walking improvements) that would have helped create a bicycle-friendly transportation system.

4. WE WERE HEARD!

Thousands of League members (and those of other coalition partners) spoke up and contacted members of Congress. Without necessarily knowing the minutiae of the legislation, you showed up and asked them to “do something for bicycling” and it

worked. Having bike shop owners and industry leaders doing the same thing — especially at the National Bike Summit — was incredibly powerful.

So that’s the good news. There are also some more sobering lessons to be learned from the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act — A Legacy for Users (SAFETEA-LU).

Five billion dollars is a lot of money, and yet it’s still only 1.5 percent of the total funding in the legislation. Bicycling and walking still make up 10 percent of traffic and 13 percent of traffic fatalities, so we’ve got work to do in achieving the “fair share for safety” principle that we so nearly got in this year’s bill.

The remaining \$281.5 billion will have a profound impact on the places you and I ride, or want to ride, or used to ride. That amount of money buys a lot of “improvements” to highways, taking them from two lane to five lane roads. It pays for a lot of “upgrades” to intersections, bridges and intermodal facilities. There is absolutely no

guarantee that a single dollar of that money will actually benefit bicyclists.

There were some in Congress — and the media — who think that bicyclists already get more than they deserve. Amazing as it may seem as gas prices rise to \$3 a gallon and the nation gets fatter by the hour, bicycling is still not accepted as a bona fide means of transportation worthy of support. We’ve come a long way as an effective special interest group, but have yet to firmly establish our public interest credentials.

Fortunately, there is a way to overcome each of these issues. Bicyclists like you and I can get involved in the process of how this money is spent. In every community across the country there are planning meetings, funding decisions, votes on project selection, public hearings, committees, and design standards that determine whether or not a trail is built or a street has a bike lane or bike parking is provided or bikes are even considered. Bicyclists are given a seat at the table in these meetings. It’s up to us to show up and say the word “bicycle.” No one else is going to do it for us. ●

PORK BARREL POLITICS?

Much of the coverage of the transportation bill focused on the remarkable amount of money going to “high priority projects” or earmarks, or pork projects requested by individual members of congress. Almost 750 of those projects, with a value close to \$1 billion, are for bicycle, pedestrian and trail projects. Are these projects any more defensible than the others?

America Bikes coalition leaders believe they are. “They reflect the reality that state departments of transportation simply aren’t listening to their residents and building the necessary infrastructure for walking and bicycling,” says Randy Neufeld, incoming president of the coalition. “Local leaders and members of Congress are using this inelegant solution to get the job done.”

Keep checking www.americabikes.org for news and analysis of projects in your state and congressional district.



CHANGE AGENTS FOR CYCLING

**FROM BONE-SHAKING BICYCLES TO CARBON FRAMES,
THESE 25 PEOPLE CHANGED BICYCLING IN AMERICA**

From the first person to design a bicycle to Lance Armstrong's incredible feats of strength, cycling in America is bigger than it has ever been. Certainly, the Outdoor Industry Foundation's statistic of 79.1 million Americans participating in cycling in 2004 means more people are riding than ever before. As part of the League of American Bicyclists' 125th anniversary celebration, we set out to answer some important questions about cycling's past, and our future.

Who was responsible for transforming cycling from a new invention to one of the most popular activities in America? Was it the racers? The inventors? The advocates? After gathering more than 300 nominees from members and cyclists across the country, the League narrowed the list down to the 30 mentioned most often. We then enlisted the help of current industry leaders, advocates and pioneers to put the list in order. After careful consideration, here are the results: The League's list of 25 people who indelibly changed the face of cycling in America.

TOP 25:

1. LANCE ARMSTRONG

◀◀ (born 1971)
by League Staff

Lance: The one word that represents hope to millions of people around the world. We've watched as he's grown from a supremely confident young man to a testicular cancer victim to the winningest cyclist in the history of the Tour de France. In 2005, after he secured his seventh Tour de France championship, Armstrong retired from the field. As a cycling advocate and outspoken voice for cancer survivors, he will continue to recruit Americans to cycling for years to come. For these reasons, and millions of others, Lance Armstrong is the number one person to influence American bicycling in the past 125 years.

2. THE SCHWINN FAMILY

(company founded 1895)
by Joe Breeze

Ignaz Schwinn formed the Schwinn Company in Chicago in 1895. Ignaz's son, gifted designer-marketer Frank W., later joined the company. For nearly 100 years, the Schwinn family built solid,



reliable and technologically advanced bikes. In the 1930s, when other American manufacturers

cheaped the bicycle into near uselessness, Schwinn recharged America's interest in bicycles with high-quality tires and other components. When the derailleur came into vogue in the 1950s, Schwinn pioneered its use on mass-market bikes. In the 1960s, Schwinn pioneered marketing of bicycles to adults while delighting kids with the Sting Ray. The preeminent American bike company suffered a series of setbacks after the 1960s, and the family sold its interests in 1993 after an economic

downturn. Yet, even if Schwinn wasn't the driving player in later markets, earlier Schwinn products did spark the development of BMX and mountain biking.

3. COL. ALBERT A. POPE

(1843-1909)
by Stephen B. Goddard

Colonel Albert A. Pope was the world's largest manufacturer of bicycles (under the brand name Columbia) in the late 1800s. His production methods pointed the way for Henry Ford, and included precision machining, interchangeability of parts and vertical integration. More intangibly, Pope's speeches and writings inspired in Americans a love affair between people and bicycling. Pope's greatest legacy may have been his role as the father of the Good Roads Movement, which over 40 years pulled the nation out of the mud and paved roads from coast to coast. As the uncle, if not the father, of the assembly-line method of production, Pope with his innovations powered America through the first heyday of cycling in America.



4. CHARLES PRATT

(1845-1898)
by League Staff

As the founder and first president of the League of American Wheelmen, Charles Pratt is the father of bicycle advocacy in the United States. He was an early champion of cyclists' rights, and was knowledgeable about England's Cycle Touring Club and Boston's Bicycle Club. Using these as models, he said at the League's founding rally in 1880, "We are



banded together for promoting good wheelmanship, for defending the rights of American wheelmen, and for the encouragement of touring." He went on to lay out the advocacy position the League still uses today, saying, "We are entitled to the privilege of riding in the parks or public highways of the United States as much as the owners of other carriages, and we will not rest until we and our brother wheelmen have the freedom of travel on our choice of wheels anywhere from Penobscot Bay to the Golden Gate." He also published the first book on bicycling, and worked for many years with the Pope Manufacturing Company.

WHO WERE THE JUDGES?

A panel of celebrity judges participated in the process. They are:

Joe Breeze, president, Breezer Bicycles

Dan Burden, senior urban planner, Glattig Jackson

Alison Dunlap, 2001 World Mountain Bike Champion

Phyllis Harmon, board member emeritus, League of American Bicyclists

David Herlihy, author, *Bicycle: A History*

Chris Kegel, owner, Wheel and Sprocket Bikes

Steve Madden, editor-in-chief, *Bicycling Magazine*

Georgena Terry, owner, Terry Precision Bicycles

Megan Tompkins, editor, *Bicycle Retailer & Industry News*

5. GREG LEMOND

(born 1961) ▶▶
by League Staff

Greg LeMond energized American cycling by being the first non-European to win the Tour de France in 1986. He went on to win the Tour twice more in the 1980s, culminating in a nail-biting finish in 1989. That year, hoping for a top 10 finish, LeMond rode incredibly well in

the time trials, and went into the final day with a nearly insurmountable 50-second deficit. Miraculously, he beat the leader by 58 seconds, winning the Tour de France by the smallest margin ever — eight seconds. LeMond also popularized clipless pedals, cycling eyewear and aero bars, and his company has continued to build innovative bicycles since his retirement from racing in 1994.



The advertisement for Burley bicycles features a collage of images: two cyclists racing, a baby in a yellow and blue Burley child trailer, and a cyclist carrying a bicycle on their shoulders. The Burley logo, a stylized hand holding a wheel, is prominently displayed. Text on the ad includes: "We are commuters, racers and weekend fitness cyclists. We use our passion to design and build the highest quality bicycling products available on the market. From our child trailers to our high-zoot road bikes, every Burley product has been built to our exacting standards and has been tested by cyclists worldwide." Below this, it says "Built in Eugene, Oregon" and "To find a dealer near you: www.burley.com • 1-866-866-1502". At the bottom, it lists product categories: "TRAILERS • ROAD AND TOURING BIKES • TANDEM COMMUTER BIKES • RECLINENTS • RAINGEAR". A banner in the background reads "OKLAHOMA FREEWHEEL FINISH".

6. TULLIO CAMPAGNOLO

(1901-1983)
by Eric Norris

Campagnolo found some success as an amateur cyclist in the 1920s. During one of his races he confronted a problem that often faced cyclists of those days — removing a wheel. It was November 1924, the wingnuts that held his wheel on had frozen, and his hands were too cold to budge them — so he lost his chance at victory. In 1930, he introduced the first quick-release hub, answering the challenge he had made to himself after losing that race. Campagnolo's components, which were made in Italy, set the standard for finish and performance from the 1960s to the 1980s, a period during which Campagnolo-equipped bicycles dominated the professional peloton. The company stumbled in the 1990s when it failed to anticipate demand for indexed shifting and mountain bikes, but has recovered and remains a solid competitor to industry leader Shimano. His son, Valentino, today runs the company he founded.



7. SHIMANO FAMILY

(company founded 1921)
by Megan Tompkins

Shozabura Shimano put Shimano Iron Works on the international map in 1921 when he developed a single-speed freewheel. The Japanese company practically took over the American multi-speed component market in the 1950s



with an external derailleur and internal three-speed hub. It later developed the first successful indexed shifting systems. Shimano in the 1980s developed the Deore XT series for mountain biking. In the early 1990s, it introduced the STI dual-control brake



lever. In 1965, it established Shimano American Corporation in New York, and nine years later moved its U.S. operation to

Southern California. Shimano's technological innovations, significant investment in R&D, and proximity to Asia has allowed it to become the largest bicycle component manufacturer in the world. Shimano family members continue to run the company's operations.

8. MAJOR TAYLOR

(1878-1932) ▼▼▼

by Lynne Tolman

Some 100 years ago, when bicycle races drew crowds that filled Madison Square Garden, the biggest draw of all was Major Taylor. Blacks were banned from amateur bike racing in the United States in 1894, just as cycling's



popularity surged. But the ban stimulated the growth of black cycling clubs and black races, which gave Taylor his early opportunities to prove his ability. He held seven world records in 1898 and won the world championship in 1899 in Montreal. He became the highest paid athlete of his time, and one of the wealthiest blacks in America.



Pierre Lallement (below) was the original bicycle patentee.

9. PIERRE LALLEMENT

(1843-1891) ▲▲▲

by David V. Herlihy

Pierre Lallement was the original bicycle patentee (US patent 59915, granted November 20, 1866, filed in New Haven, Conn.). His patent exerted a major influence on U.S. bicycle development during its 17-year term, serving as the cornerstone of Albert A. Pope's monopoly on American high-wheel production from 1878-1883. Shortly after its expiration, about 1884, Lallement himself settled in Boston to work as a mechanic for Pope's concern. The Frenchman died in obscurity in Boston in August 1891, just as the newly

introduced "safety" bicycle was about to trigger a worldwide boom in demand.

By the early 1890s, the industry shifted production to the wildly popular "safety bicycle," a vehicle strikingly similar to modern variety. By reverting to Lallement's original bicycle profile, an invitingly low mount that anyone could master, the industry effectively achieved Lallement's dream alluded to in his patent: a two-wheeler that, "after a little practice," can be driven "at an incredible velocity with the greatest of ease."



10. JIM OBERSTAR

(born 1934) ▲▲
by Andy Clarke

Since 1990, this 17-term Democratic congressman from Duluth, Minn. has championed bicycling in the nation's capital. Bicycling helped him overcome and honor the loss of his first wife to breast cancer. Much of the federal funding invested in bicycling since that time — a staggering \$2.5 billion — can be traced back to the programs and policies he wrote. The new Safe Routes to School program, another \$612 million, is his work. Oberstar is a tough rider, and has ridden the industry and advocacy groups hard to play tough in Washington, helping cyclists across the country.

11. GARY FISHER

(born 1950) ►►
by Tim Blumenthal

His name will be forever tied to the beginnings of mountain biking, but Gary Fisher's life continues to be a passionate pursuit of all elements of bicycling. In the mid-70s, Fisher and his Northern California road racing buddies modified old Schwinn bikes into klunkers, the first rendition of the mountain bike. In 1979, he and Charlie Kelly started selling new off-road bikes under the label MountainBikes. The name stuck, went generic, and became the label for a new brand of bicycling that swept the globe and expanded two-wheel transport and fun forever.

During his 25-year stint at the helm of Gary Fisher Bicycles, Fisher has helped develop and refine many of cycling's most significant new

technologies, including indexed shifting and suspension. His ever-expanding racing resume includes championships on road, dirt and even snow. He remains a highly visible, non-conforming, and revered ambassador for the benefits of a bicycling lifestyle.

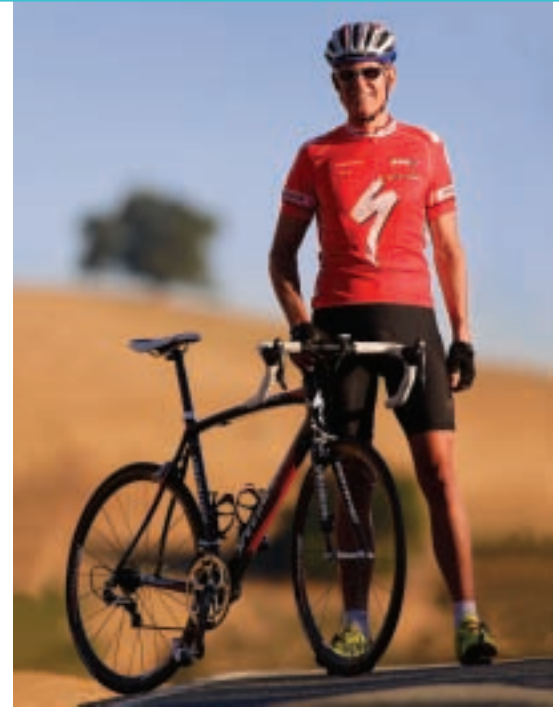
12. PHYLLIS HARMON

(born 1917)
by Andy Clarke

More than anyone else, Phyllis Harmon can claim to be the heart and soul of the League. A member since 1937, Phyllis has held the League together and played every conceivable role from



board member to staff person to volunteer, in almost 70 years of service. Her work has touched the lives of tens of thousands of League members and the wider bicycling community — not least through the pages of the League's magazine, which she lovingly wrote and edited for many years. Indeed, with countless accolades and titles to her name, she relishes "editor emeritus" first and foremost.



13. MIKE SINYARD

(born 1950) ▲▲
by Joe Breeze

For more than 30 years, Mike Sinyard has parlayed a love of cycling, along with business smarts, into one of the world's most innovative bike companies.

From its 1974 San Jose beginnings, Sinyard's Specialized Bicycle Company has been setting the tone for bikes in America.

Specialized blasted off in 1978 with user-friendly, high-performance clincher tires, promoted with a marketing zeal now synonymous with the company name. In 1981 Sinyard capitalized on Marin County's mountain bike innovation, going to Japan to mass-produce the Stumpjumper. The stampede roared on until almost every bicycle company offered mountain bikes. By 1988, Specialized was first to employ a full-time bike advocate to rally support for trail access, and in the 1990s, the company played a pivotal role in the passing of legislation to return more tax dollars for bike transportation.

Through his company's innovations for racing, recreation and everyday mobility, Sinyard has gotten many Americans on bikes.





14. JOE BREEZE

(born 1953) ▶▶

by Tim Blumenthal

Like most Bay Area kids in the 1960s, Joe Breeze rode his bike to school. But when his peers moved on to cars, Joe kept pedaling. He started road-bike racing and touring all over California and in 1971 made a cycling pilgrimage to Europe, where he witnessed the bike-friendly cultures of the Netherlands and Italy.

He became a framebuilder in 1974, and in 1977 designed and built the first modern mountain bike, called Breezers. Breeze remained a central force in the evolution of off-road cycling and its technology. He designed high-end mountain and road-racing bikes during the 1980s and '90s.

Breeze's storied career in the bike business took a remarkable turn in 2002, when he refocused Breezer Bikes on producing beautiful, simple bicycles for everyday life. "Fit exercise into your life, not just onto it, with transportation



that's fun," Breeze said. While this concept had long been embraced in Europe, it was anything but the norm for a U.S. bike company.

Today, with oil at \$70 per barrel, 30 percent of Americans obese, and an unprecedented number of hours wasted in highway traffic jams, Breeze's vision of bicycling as a solution seems remarkably prescient.

The screenshot shows the homepage of **CYCLINGSINGLES.COM**. On the left is a navigation menu with links: [Login](#), [Register](#), [Your Privacy](#), [Help](#), [Our Mission](#), [Contact Us](#), and [Affiliates](#). The main content area features a large photo of a smiling couple, smaller photos of cyclists on a rocky trail and on a beach, and a prominent orange box with the text: **FREE!** to browse, create a profile, receive mail. Below this is a **GO »** button. At the bottom, the slogan reads **WHERE CYCLISTS MEET**, followed by the tagline "The online relationship site for people who love cycling". Two buttons are present: **I'M REGISTERED** with a **login »** link, and **I NEED TO REGISTER** with a **join now for free »** link. On the right side, the **LANCE ARMSTRONG FOUNDATION** logo is displayed with the website www.laf.org. A small note at the bottom right states: "cyclingsingles.com is a proud sponsor of the Lance Armstrong Foundation for cancer research".

15. DAN BURDEN

(born 1943)
by Andy Clarke

Dan Burden's incredible journey began with a 1972-73 ride from Alaska to Tierra Del Fuego. Along the way, he started Bikecentennial (now the Adventure Cycling Association) and in 1977 he worked to create the Bicycle Federation of America. In 1980 he became Florida's first bicycle coordinator, a position he held for 16 years. He defined that position for state departments of transportation across the



nation, and then spent 10 years inspiring hundreds of communities to improve their livability. He didn't finish that first ride and there's no knowing where his lifetime journey will end — but he has had a profound impact on bicyclists in the United States for more than 35 years.

16. PAUL DUDLEY WHITE

(1886-1973)
by Dan Burden

Dr. White sparked national attention, energy and life into modern adult bicycling. In the 1950s, more than any other person, Dr. White became the center of North American media's awakening to bicycling. Former images of bicycling being for kids who watched Captain Kangaroo, and a few French bike racers with thick thighs, dissipated as Dr. White wrote a prescription for Dwight D. Eisenhower, the WWII era general turned American president, to turn to exercise. White advised Eisenhower that regular exercise, like bicycling, was the key to keeping his own heart pumping. Although Ike became known for taking up golf, rather than bicycling, Dr. White became redundantly featured on his own



three-speed as American adult bicycling began to take off.

In the early 1960s, Dr. White's name, wire-rim glasses and three-speed bike were widely promoted focal points as adults tuned in and then began turning their new-found pedals, pumping energy into adult bicycling and a craze that put at least two new dust-gathering bikes in every garage.

17. BURKE FAMILY

(company founded in 1976) ▶▶
by Megan Tompkins

Richard Burke, along with Bevel Hogg, founded Trek Bicycle Corporation in 1976. The five-person company began hand-brazing steel touring framesets in a rented barn in Waterloo, Wis. Over time, Trek purchased other brands, including Bontrager, Gary Fisher, Klein and LeMond. In 1992, Trek introduced its proprietary OCLV carbon fiber technology, producing the lightest road production frameset at that time. It would precede the future carbon fiber road craze by more than 10 years. Trek in 1997 signed Lance Armstrong, seven-time winner of the Tour de France, making it the first American bike frame manufacturer to win the world's most prestigious bicycle race. In 1997, Richard's son, John, assumed the role of Trek president. The Burke family currently controls Trek Bicycle, which has grown into a global corporation with sales of more than \$400 million in 2004. It continues to manufacture much of its product in Wisconsin.

18. KEITH KINGBAY

(1918-1995)
by Phyllis Harmon

Kingbay led the industry and advocacy communities before and during the bicycle boom that was created by the American fuel crisis in the 1960s and '70s. He was the first recipient of the League's highest honor, the Paul Dudley White Award, in 1977. In his illustrious career, he was the



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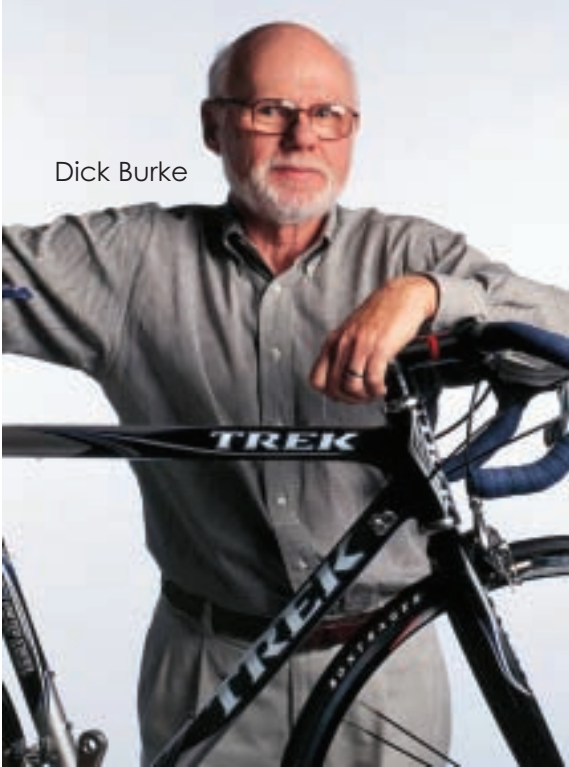
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Dick Burke



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The League extends special thanks to the contributors who wrote about the Top 25 people in American cycling. They are:

John Allen, board member of the League of American Bicyclists

Tim Blumenthal, executive director, Bikes Belong Coalition

Joe Breeze, president, Breezer Bicycles

Dan Burden, senior urban planner, Glattig Jackson

Andy Clarke, executive director, League of American Bicyclists

Alison Dunlap, 2001 World Mountain Bike Champion

Stephen B. Goddard, author, *Colonel Albert A. Pope and His American Dream Machines: The Life and Times of a Bicycle Tycoon Turned Automotive Pioneer*

Bill Hammack, chemical engineer, University of Illinois

Phyllis Harmon, board member emeritus, League of American Bicyclists

David Herlihy, author, *Bicycle: A History*

Mike Klasmeier, operations manager, City Bikes

Steve Madden, editor-in-chief, *Bicycling Magazine*

Eric Norris, editor, www.campyonly.com

Lynne Tolman, board member, Major Taylor Association

Megan Tompkins, editor, *Bicycle Retailer & Industry News*

Cycling Activities Director for Schwinn, played an active role in re-creating the League of American Bicyclists and started a school for certified bicycle mechanics. He also traveled across the United States promoting bicycling.

19. GEORGENA TERRY

(born 1950) ▶▶
by Bill Hammack

Terry started building bicycles for a living on a hunch, taking homemade bicycles to rallies in the 1980s. She was often approached by women there, and asked to make specific bikes for them. With her engineering degree and inquisitive mind, she began studying anatomical differences. Recognizing that women have generally different centers of muscle mass, and longer limbs, than men, she began designing her bikes with these differences in mind. These developments, and her seat designs and other accessory innovations for women, helped turn the industry's focus to women.



and design recommendations with his 1977 book *Bicycle Transportation Engineering* — both published by MIT Press.

Forester's advocacy led to the California highway manual's bicycle section, the basis for U.S. national bicycle facilities guidelines. He is a strong advocate of cyclists' right to the roads. As a critic of special bicycle facilities, he has been criticized in turn for not taking a broader perspective on cycling issues. Now in his 70s, he is still active as an advocate, and maintains a Web site, www.johnforester.com.



20. JOHN FORESTER

(born 1929)
by John Allen

John Forester, a past President of the League, put bicycling education on a scientific footing with his 1976 book, *Effective Cycling*, and expanded policy

21. GARY KLEIN

(company founded 1975)
by Mike Klasmeier

It's impossible not to mention Gary Klein when you talk about high-end bicycles. Klein Bicycles was founded on innovative frame design and the manipulation of aluminum tubing to reduce weight. His development of large tube shapes is responsible for the



current popularity of aluminum frames. The flawless execution of technology and aesthetics has made Klein Bicycles one of the most respected and sought-after brands in modern American cycling. Klein has consistently dedicated time and resources to bicycle advocacy both locally and with the League of American Bicyclists. Whether he is prototyping frames for small builders or dreaming up another featherweight, world-class machine, his attention to detail and penetrating laugh will always be part of American cycling.



22. EARL BLUMENAUER

(born 1948) ▲▲
by Dan Burden

Blumenauer began his career in public service at the young age of 25, when he was elected to the Oregon House. He moved up to become a state senator, then County Commissioner for the Portland area, then City Council member for Portland, and then became Portland's Public Works Director. He became a member of the U.S. House of Representatives in 1996, and is now in his sixth term. His achievements over the years have helped push Oregon and Portland into national attention in bicycling, walking and transit ... helping

promote the notion that great cities need to focus on their people, not just their cars.

During these years, he developed an awareness that change only occurs with an informed constituency. He taught courses on citizen advocacy at a local college and helped fill an essential niche to make Portland one of America's best, most livable cities. Always with a bow tie, this bright beaming smiling Congressman is a constant force for change. Blumenauer is a strong advocate for smart spending on transportation, and one of the most knowledgeable and capable change agents in city making and transportation.

23. JULI FURTADO

(born 1967)
by Alison Dunlap

Furtado dominated the women's mountain biking circuit in the early 1990s. In 1990, she was Cross-Country Mountain Bike World Champion, and then in 1992 she won the Downhill World Championship. After narrowly missing out on the 1992 Cross Country title, she

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proceeded to win every race in the 1993 season, a feat that has never been repeated. In 1997, she was diagnosed with Lupus. This unpredictable disease thwarted her quest for an Olympic medal in 1996.

On a more personal note, I've known Juli Furtado since my sophomore year of college. At the collegiate nationals in 1990 at UC Santa Cruz, we raced against each other. While I didn't win anything that weekend, I raced my heart out and attacked any time I could. At the awards ceremony, she presented me with one of their National Championship jerseys. Juli Furtado is the kind of rider that inspires us with her greatness. She has had a remarkable impact on the sport and on women cyclists.



24. Horace Huffman

(1885-1945) ▲▲

by Dan Burden

As a child, Horace Huffman (Huffy) loved rivers and bicycles. He carried both of these inspirations forward, making his company, which was founded in 1925, the largest manufacturer of bicycles in the world. This came at a time when the nation's thirst for an abundance of adult bikes blossomed. A fellow Ohioan, Huffy was a personal mentor of mine. He served as one of the founding members of my board for the start-up of the Bicycle Federation of America. He opened doors, pumped money, and his own dreams, into this

young professional organization. Earlier, Huffy seeded funds and helped inspire the Bikecentennial organization (now Adventure Cycling).

25. ROBERT RODALE

(1930-1990) ►►

by Steve Madden

Bob Rodale was the scion of the family-owned company that made its reputation publishing *Organic Gardening* and *Prevention* magazines. As a member of the 1968 Olympic skeet-shooting team, he got to know several elite cyclists and became fascinated with their bikes, and their sport. A publishing as well as a social visionary, Rodale understood the bicycle's ability to transform as well as transport riders. So in 1977, Rodale Press bought *Bicycling Magazine*, which was to become the cornerstone of the company's sports publishing division. Rodale also built and donated to his native Lehigh County, Pa., the Trexlertown Velodrome,



a world-class training site that is a mecca of American cycling. Rodale built *Bicycling* into the world's largest cycling publication, a position it retains now, 15 years after his untimely death in a car accident in Moscow. ●

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BICYCLING

then and now

The LAW Starts Here

By David Herlihy

The League of American Wheelmen was founded in 1880, at the start of the American high-wheel era. Although this fleet but daunting vehicle had been under development in Europe (especially England) throughout the 1870s, it was a relatively new idea across the Atlantic. America's only previous exposure to the bicycle had been the brief "boneshaker" episode of 1869. This original bicycle, with its inviting low profile, had sparked a tremendous craze, with many enthusiasts fully expecting the compact two-wheeler to usher in a new era of road transport. Alas, that was not to be. The primitive bicycle, weighing some seventy pounds with its solid iron frame, wooden carriage wheels, and rickety joints, failed to meet expectations and quickly disappeared. By the late 1870s, however, a number of American businessmen, notably Albert A. Pope of Boston, decided to introduce and manufacture the improved "English bicycle."

This time around there would be no outpouring of popular interest. For all its technical improvements, the new-style bicycle, like its predecessor, was evidently no "people's nag." Rather, it was a purely recreational vehicle destined to serve wealthy young sportsmen. Nevertheless, that market was a significant one, and Pope and his competitors knew that they would need to secure at least a measure of public

tolerance if cyclists were to make good use of the roads without restrictions and harassment.

Hence the need for the LAW. It was modeled after Britain's Bicycle Union, which had already operated in Britain for a number of years with impressive results. The LAW was to serve as a national umbrella organization representing clubs formed at the state and local levels. It was also to oversee professional and amateur racing. Yet another role — comparable to Britain's Bicycle Touring Club — was to look after interests of bicycle tourists by offering maps and securing discounts at participating hotels and restaurants.

The founding of the LAW in Newport was largely the work of three prominent "wheelmen." Frank Weston, a Boston-based importer of bicycles, sounded the call for its formation. Charles E. Pratt, Pope's patent attorney, quickly seconded the motion and mapped out a structure (Pratt would soon serve as its first president). Finally,

Kirk Munroe, captain of the New York Bicycle Club, did much of the legwork, sending out invitations to the various cycling organizations and coordinating the meeting (for this, he had the honor of becoming its first member).

The LAW grew steadily; reaching its peak in the mid-1890s, by which time the new safety bicycle (a low-mount with





a chain and sprocket) had generated unprecedented popular interest in cycling. By this time the LAW had fully embraced a cause for which it would long be remembered: the Good Roads Movement. The formation of a national campaign for better roads would literally pave the way for the automobile. Though the original LAW petered out in the 1920s, it would enjoy several revivals. Today, under the banner of the LAB, it is once again, a vibrant national organization dedicated to identifying and advancing the interests of American cyclists.

Where is the League Now? **Bicycling in 2005** By Andy Clarke

Our mission in 2005 is alarmingly similar to that set by our forebears in 1880 — to protect and promote the rights of bicyclists. The angry whip-wielding carriage driver of yesteryear is today's careless cell phone-toting SUV menace, and the rutted, unpaved roads are...well, at least the roads are paved these days!

In some ways, we are truly blessed today compared to 125 years ago. What better incentive to get people out of their horseless carriages than seeing gasoline at more than \$3 a gallon? The oil crisis of the early 1970s saw an incredible resurgence in bicycling and sales of adult bikes topped 15 million annually — and there's no reason a similar spike couldn't happen again. Similarly, the fact that two-thirds of American adults are overweight or obese and seriously lacking in physical activity gives us another powerful reason for people to join us a-wheel.

How can we avoid a bicycling heyday with a popular sporting superstar like Lance Armstrong inspiring a generation of athletes with his recovery from cancer to win the most grueling of events? Surely we've got it made with the sitting President and his most recent challenger both being avid wheelmen?

However, it's still true that more than one-in-four trips made in this country is one mile or less. True, two-thirds of those trips are made by car, but think of the potential! We hold in our hands a technology that if it were invented today simply wouldn't be believed. The bicycle is a clean, quiet, economical, efficient, healthy, simple, non-fossil-fueled vehicle with great range and speed — and you can buy a decent machine for just a few hundred bucks. Wow! Just imagine what impact that kind of device could have if millions of people started using it to get to work and get around town.

Well, of course, millions of people do use their bikes to get around — more than 70 million adults according to the Outdoor Industry Foundation. But, we somehow don't yet put much value on all that riding, and few of our national, state and local leaders take seriously the



impact of increased riding across a whole range of public policy areas.

In the early 1880s, League leaders bemoaned that fact that only one in 10 bicyclists belonged and that those "cyclers" who didn't were mere "spongers" taking advantage of the League's work without lending their support or voice. Imagine the voice we would have today with seven million members... As we continue to work toward that goal, we'll always remember to focus on the rights of cyclists. ●




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ELECTRIC BIKES NOW SELLING IN THE MILLIONS

In 1993, three fledgling American companies were selling a new kind of bicycle that had an electric motor and battery at Interbike in Las Vegas. ZAP and Chronos were California startups, and Electric Battery Bicycle Company offered an imported German model. Only a few hundred were sold in the USA that year. Yamaha introduced the modern electric bike (EB) in Japan in 1992. The market has exploded since then and, in 2004, 7.5 million units were sold in China to the domestic market.

The market in Europe and the U.S. is modest at 100,000 and 25,000 units respectively in 2004. The Europeans use bicycles for travel to work and shopping, whereas American emphasis on exercise and recreation favors conventional bicycles. That will change as baby boomers age and realize that an EB

provides safe aerobic exercise for the heart, according to a study done at Monash University in Australia. (Figure 1) Riders still can, and do, pedal an EB. The motor provides power assist on hills and against headwinds, allowing the rider to arrive at work or school without sweating and needing a shower. EB owners are very enthusiastic about the power assist they receive from their EB drive unit, especially seniors whose numbers are growing. And they do get exercise as well.

In Japan, the market grew quickly to 200,000 units a few years after introduction. Parking vehicles is expensive in Japan, so the EB, with its tiny footprint, is attractive to shoppers and commuters. This advantage also works in Europe where cities are closing centers to vehicle traffic. In China, major

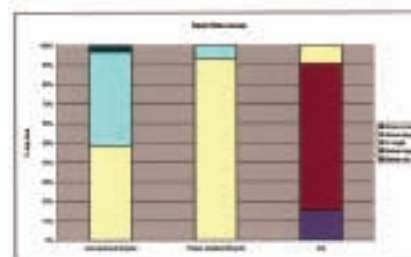
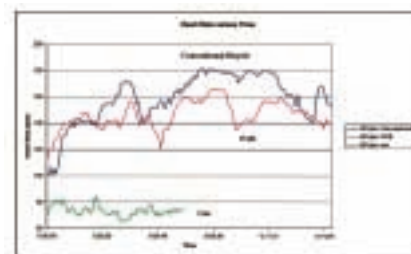


Figure 1



cities are banning the licensing of new gasoline-powered scooters to lower pollution. The EB, retailing for \$300, is affordable to a growing middle class and fulfilling the growing need for upward mobility transportation. EB sales are three times car sales in China. A Scooter Style EB (Figure 2) is the design leader (80 percent of units sold) since the rider can place feet comfortably on a platform while under motor power.

Interestingly, the top U.S. EB companies have roots to the auto industry. The CEO of EV Global Motors is Lee Iacocca, who was president of Ford and Chrysler. The CEO of Currie Technologies is Dr. Malcolm Currie, who was president of Hughes Aircraft. EVG (Figure 3) and CT (Figure 4) import their products from Taiwan and Thailand and have become solid suppliers of popular products that can be found in specialty IBDs and mass market stores. Both offer Light Electric Scooters (platform type) with a top speed of 10 mph and range of 10 miles.

An EB is a bicycle equipped with a motor that drives the crank, or the wheel directly in the case of a hub motor, along with a battery and electronic controller. The EB exists because of improved battery technology and the revolution in electronics and electric motor design at affordable cost. The first EB was invented more than 100 years ago when bike race pacer bikes used a motor with battery to provide a high-speed start. Konaake Matsushita developed an EB in 1978 but it never succeeded. Today, his company, Panasonic / National Bicycle, makes one of the premier brands in Japan. There are two classes of EBs, Pedelec, where motor power is activated with pedal action and E-Bike, where pedal action is independent of the motor that is turned on by an electric throttle. Japan and Europe have laws allowing the Pedelec class only. China and the USA allow both but these markets favors the E-Bike.

Several companies, Direct Methanol Fuel Cell in the USA, NovArs in Germany and Palcan in Canada, are working on small fuel cell units that use



Figure 2



Figure 3



Figure 4



Figure 5

methanol or hydrogen for EBs and scooters. The auto industry is aggressively pursuing fuel cell development using hydrogen as a fuel to replace the internal combustion engine that will benefit fuel-cell powered EBs.

This brief glimpse at the exciting pace of developments and markets in the electric bike industry comes from publishing a biennial report now in its seventh edition, *Electric Bikes Worldwide Reports* written in collaboration with Ed Benjamin (Figure 5), which is offered to companies

worldwide. Over 300 EB companies in China are feeding the explosive growth there. This spectacular growth will continue for at least another five years in China when we expect to see the beginning of spectacular growth in Europe and the U.S. following advances in technology and design (the EB will have a distinctively different appearance) that will make the EB a more attractive transportation and recreation alternative that will continue to complement the conventional bicycle that provides millions enjoyment and practical transport. ●

BY FRANK E. JAMERSON Ph.D.
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This month's expert is League board member John Allen. He has more than 30 years experience as a bicycle advocate and avid cyclist. He cycles regularly in Massachusetts and across the United States, and awaits your toughest questions.

Write to us at bikeleague@bikeleague.org with your cycling questions and we'll do our best to answer them.

WHERE TO REPAIR?

If I have to fix a flat, should I fix it on the sidewalk, or on the road shoulder where I am riding? BRIAN DICKEL, ELKTON, VA

Find some place where you aren't in anyone's way and can work smoothly — preferably a quiet place where you can hear the hiss of air to find the hole you need to patch. Whenever you stop and aren't paying attention to the traffic, for whatever reason, get all the way off the road, the trail, or the sidewalk, unless it is especially wide or you're in an urban area where you have no other choice. Pedestrians might not be happy to have you blocking the sidewalk!



"Bicycle touring companies generally are happy enough to have customers use their own bicycles."

WEIGHT DISTRIBUTION

I'm loading my bike for touring: How should I distribute the weight?

MURRAY SMITH, HOUSTON, TEXAS

Generally, the lower the load, the better. A good, stiff bicycle frame and rear rack avoid "fishtailing" shimmy with a touring load, but research conducted years ago by Jim Gentes for Blackburn Designs showed that low front panniers actually tend to stabilize handling. It is very important to make sure that front panniers can't loosen and go into the spokes, though — a locked front wheel will catapult you over the handlebars, while a locked rear wheel will usually only skid you to a stop. For a weekend motel or youth hostel tour, a large saddlebag mounted directly behind the saddle, such as the Carradice Nelson Longflap, is very convenient. This also has little effect on handling — except when the cyclist is standing on the pedals — because it is so near the cyclist's center of gravity. A small handlebar bag is convenient to carry *lightweight* items needed during the ride — maps, a camera, snack food.

I WANT MY BIKE!

I want to sign up for a cycling vacation, but I want to use my own bike — is this possible?

SYLVIA ROGER, UNIONTOWN, PA

Certainly. Bicycle touring companies generally are happy enough to have customers use their own bicycles, especially for people who have special bike-fit problems, saddle and gearing preferences, etc. Most touring companies keep a selection of bicycles available, but you might not find one that you like as well as your own. Check

with the touring companies you are thinking of going with.

INBOUND OR OUTBOUND?

If one were building a wheel, should the pulling spokes be on the inbound side of the hub or the outbound, or does it truly not matter? VIA E-MAIL

Yes it does matter, especially if clearances are tight. The pulling spokes should go from the inside of the hub flanges and be laced over the outside of the "pushing" spokes. That way, torque from pedaling will pull the spokes away from the rear derailleur. The situation is a bit more complicated on a bike with a hub brake, because then torque goes both ways. The best advice is to avoid tight clearances if using a hub brake! See Sheldon Brown's article at www.sheldonbrown.com/wheelbuild.html or read Jobst Brandt's book *The Bicycle Wheel* for detailed information on wheel building.



At what age is it safe to take my child on a bike? MATT GRAFTON, SAN ANTONIO, TEXAS

That depends on the child, and the equipment. My son rode in a car child seat strapped into the trailer starting at four months of age, wearing a small Bell



Shell helmet. We got him pedaling around our driveway and playgrounds on a small plastic “big wheel” tricycle as soon as he showed interest. Once he had learned to pedal and was out of diapers, at age two and a half, he began taking short rides with me on lightly-traveled streets and trails on our tandem, with a raised bottom bracket, long handlebars to reach back to him, four-inch long cranks, and pedals with toe clips and straps. See www.bikexpert.com/bicycle/tandphot.htm. Occasionally he would start to fall asleep — I could feel his weight slumping to one side — but he never let go of the handlebars! We would stop and he would rest for a while, and then we would finish the ride. He got to make the hand signals for us, and he was learning about bicycling by example and participation. Riding with him was a wonderful shared experience. He rode a quarter century — with three stops, at an ice cream store, a

playground and to sit in Mom’s lap — only a month after his first tandem ride, and came in at the end singing and laughing.

I prefer the tandem to a pedaled trailer bike attachment because the child is closer and the handling is better, but you pay your money and take your choice. I’ve seen a family with two children pulling a trailer bike behind a tandem.

I don’t like child seats for the rear of a bike much, because they are top heavy, the child is only a passenger, not a participant, and they don’t offer protection against injury, even in a simple fall to the side. Well, neither does the tandem, but it handles better and is more fun.

At age four, my son learned to balance and steer on a push-scooter; at age six, he began to ride his own bicycle, and now at age 14 he is able to ride in moderate urban traffic well enough that I



“At what age is it safe to take my child on a bike?”

have reasonable confidence, but he enjoys riding in the woods on his mountain bike more. And he still tandems with me, too. ●

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