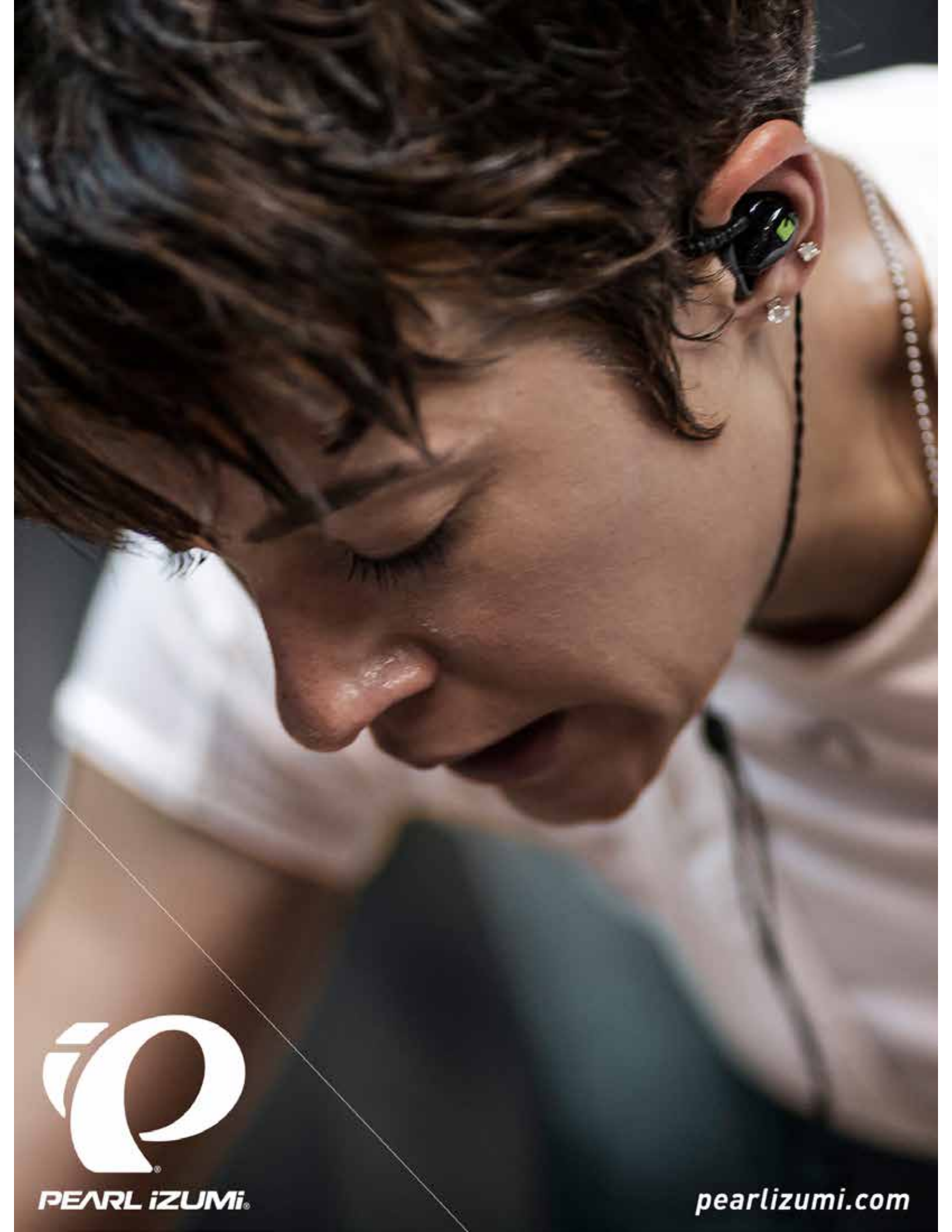


momentum

(**smart** living by bike)



December 2015



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Lindsey Fahey: Cyclocross racer, year round commuter

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Our cover model is Jeanne Eisenhaure, photographed in Boulder, CO by Tanya Dueri. The two are partners in the communications firm, Jett Digital, and the creative team behind the **Bike Stylish website**. Read about **Jeanne's BikeStyle** and see more of their work at jettdigital.com

*editor's*note



THIS ISSUE IS
BROUGHT TO YOU BY:



PHOTO BY **DAVID NIDDRIE**

WHY I LOVE TO HATE RIDING IN THE RAIN

It's cold, wet, dark, and really hard to see because I have to squint to keep the rain from getting in my eyes. Wait a minute – this is enjoyable? I start questioning my decision to hop on my bike and ride to work.

Riding in the rain, especially for a fair-weather bike rider like me, can be unpleasant. Or at least my brain tells me it will be unpleasant. In actual practice (admittedly intermittent in my case) it's not that bad and can actually be kind of fun. At the very least, it gives me a sense of accomplishment.

Most of my discomfort from riding in the rain happens in early autumn after the first few rainfalls. I sigh and dream of those warm summer days when I rode all over the city carefree – without having to plan ahead or bring an extra pannier full of gear in case it rains.

On the first day of heavy rainfall, when I haven't quite gotten my act or my gear together yet, I take a train and a bus to work. Admittedly, I don't love taking transit. I arrive at the office about 15 minutes later than I would have had I biked and definitely feel grumpier because not only have I missed my morning rush of fresh air but I have started my day squished into a crowded space filled with unfriendly or groggy faces. Not being able to face the evening transit rush hour after work, I reserve a carshare and drive home. "Yuck! Yuck! Yuck," I think to myself as I barely get a mile from my office before getting stuck in traffic.

Now that I'm less inspired by other ways to commute, I arrive home and dig out my rain gear. This includes my jackets (I choose between my stylish Nau jacket and my waterproof Arc'teryx jacket, depending on my mood); waterproof gloves (I am loving Sealskinz products right now); lights (Dynamo are always the best but NiteRider, PDW, and Cateye make models that work well for me in winter); and not-so-stylish yet completely practical rain pants (I am currently testing a model from Showers Pass). Years ago I was determined to look good while riding in the rain; this year I decide that if I ride in the rain at all, I have accomplished greatness!

The next day I wake up and it's only lightly raining outside, so I gear up, swish noisily outside, and get on my bike. Wow, does it ever feel great! I can feel the fresh air on my face – albeit mixed in with cold splashes of water in my squinting eyes. The bike lanes are definitely less busy than in the summer. I arrive at work awake, happy, and with an added feeling of accomplishment: I did it! I rode in the rain.

And truth be told, it wasn't actually that bad. Sure, it's no summer riding but even the worst day riding is better than the best day on transit or in a car. And best of all, soon there will be special winter days when the air is clear and crisp, the sky is blue and bright, and the mountains

are singing to me with their shining crystals of snow.

The next day I wake up and it's pouring rain again. Ugh, I really don't feel like riding my bike today. So I take transit and go through the same pains I had days before. And thus it continues for the next six months, my love/ hate relationship with riding in the rain.

Do you ride in the rain and snow, ride only on sunny winter days, or do you put your bike away for the winter months? **EMAIL ME** to share your winter riding stories or winter bike storage tips and tricks.



MIA REVIEWS THE NAU COPENHAGEN RECYCLED DOWN TRENCH (PICTURED)

This is my dream winter jacket. It's so comfortable and warm, it is my new go to jacket on really cold and rainy days. This jacket is ideal for slower rides if you are not going to work up a sweat, or if it's subzero outside as you will be immediately warm when going back inside. Made from recycled down, Nau has once again won my heart over with this year's new offering. I highly recommend it!

MIA KOHOUT, editor-in-chief

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and inspires smart living by bike.

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CYCLEPRENEURS



bells+whistles » 10 Reasons to become a Cyclepreneur



CLOCKWISE FROM TOP LEFT: WENZDAY JANE OF METRO PEDAL POWER IN BOSTON, MA (PHOTO KIRK TEGELAAR), BOB LARSEN OF BOB'S BAKERY IN PORT TOWNSEND, WA (PHOTO DEBRA ELIZABETH SWANSON), SCOTT BAERMANN OF URBAN STREET WINDOW WORKS IN CHICAGO, IL (PHOTO MARTHA WILLIAMS), LAURA WEISS OF GO BOX IN PORTLAND, OR (PHOTO ASHLEY ANDERSON).

We featured some very inspiring Cyclepreneurs in 2015, all of them rolling with interesting and profitable bike-based businesses. Are you ready to Pedal to the Profitland yourself in 2016? There's never been a better time to earn a living by bike and here's why:

1. A rapid build-out of bicycling infrastructure is paving the way for Cyclepreneurs

Cities across North America have finally figured out that becoming bike-friendly is one of the best ways to attract the kind of residents they want – healthy, productive, eco-conscious, and people-friendly.

As municipalities build out their bicycling infrastructure, a rapidly expanding bike economy will follow with all kinds of pedal-powered business opportunities. Right now, Philadelphia, Tampa, Detroit, DC, Pittsburgh, Cleveland, Indianapolis, San Diego and Memphis are constructing major bike infrastructure improvements, while New York City alone has added 250 miles of bike lanes since 2006.

With metropolitan areas like these making a commitment to bicycling, the new bike-based economy is here to stay – and Cyclepreneurs will lead the way.

2. Power-assisted cargo bikes make bike commerce more practical

Electric assist bikes are dramatically changing what we can do as Cyclepreneurs. And more bicycle manufacturers are getting behind the emerging cargo bike trend, bringing prices down on commercial bicycles of all kinds.

Electric assist makes it possible to pull heavier loads longer distances so you can reach more customers and markets. People who need a boost to pedal a fully loaded cargo bike are also benefiting from electric assist bicycles as they consider the Cyclepreneur lifestyle. There's no need to purchase a new e-bike; electric assist kits can be added to virtually any existing bike or trike.

3. Consumers support sustainable values

Bikes don't burn oil, they burn calories. They don't make smog, they make smiles. Because of that, almost every Cyclepreneur I've spoken with says that they are getting new business simply because ecologically-aware people want to support a sustainable future – and bike-based businesses do exactly that.

4. Easy to set-up and administer

A bike business requires no special licenses, registration fees, or taxes. If you can ride a bike, you're basically in business.

5. The start up costs are very low

According to Elly Blue, author of *Bikenomics: How Bicycling Can Save the Economy*, the cost of keeping a company car or van on the road each year is 30 times that of a bicycle. Even the most elaborate bikes – like food vending trikes with freezers, propane tanks and sinks – can be purchased for \$3500-4500. Adding electric assist to help pedal the load might cost another \$500-1000. A food truck, by contrast, costs tens of thousands of dollars. With a great product or service and a cargo bike you're ready to roll.

6. As a Cyclepreneur, you'll be your own boss

You can set your own hours, take vacations when you want, and put the profits back in the business or in your pocket. Need better reasons to get started?

7. Good for your mind and body

A 2011 study of bike commuters found that they are happier, more relaxed, and more enthusiastic about their lives than those who commute by car or mass transit. On a bike you're outdoors and getting your daily dose of exercise so you'll definitely be feeling fantastic.

8. Cyclepreneurism is synonymous with success

Andy Lewis of Off Grid Juice in Chattanooga shared this piece of wisdom: With a bike-based business, whenever you are out and about you are open and therefore you're a success in the minds of your customers. With a storefront, if you're closed a couple of days a week for any reason, you could look like a failing business. This is never true with a pedal-powered operation where you're considered a success with every pedal stroke.

9. Personal connections with your customers

On a bike, you can bring your product or service right to your customers' doors, to their businesses, or to the center of parks where they play. That's not possible with a truck or van – both limited by where the road or a plaza points them.

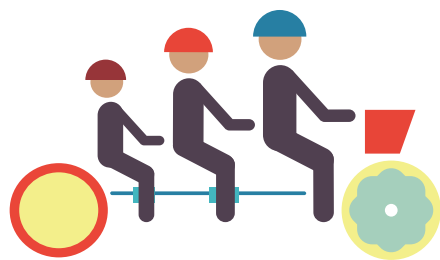
10. It's never been easier to promote

Cargo bikes with prominent graphics on them are essentially rolling billboards. Every Cyclepreneur we've interviewed says that the best form of advertising is simply riding around. Other than maintaining a website, very few have done any other form of advertising – eliminating the high cost of advertising and promotion that can be a financial burden to a start-up business.

WE CAN'T WAIT TO BRING YOU MORE CYCLEPRENEUR SUCCESS STORIES IN 2016. AND WHO KNOWS – MAYBE YOU'LL BE ONE OF THEM!

WRITTEN BY **ALLAN ISHAC**

how to bike IN THE WINTER WITH KIDS





Stay warm, be safe, and have fun

When the streets have been cleared, the kids and I love to ride in the winter. We dress warmly, we ride slowly, and we always have a backup plan or two in case the weather changes. If we wake up to piles of snow and deep winter conditions, we leave our bikes in the garage and strap on our skis.

Winter riding with kids is fine when the roads are cleared enough that your balance is certain and your bike won't get overly damaged by salt and slush. If it's too snowy to ride together, I'll walk the kids to school while pushing my winterized bike and then ride after dropping them off.

We love getting around in the winter and biking is one of the ways that takes us wherever we need to go.

Here are a few things to keep in mind:

Pedals: Trade out your cages and clipless pedals for wide and grippy mountain bike pedals that are big enough for boots. This winter I'll be riding in water-proof Bogs boots to keep me dry and warm.

Tires: If you're planning to ride in icy conditions, you should invest in studded tires. I rode all winter when I was pregnant with my daughter and felt safe and confident with studded tires. Some people practice riding on ice in empty parking lots first. As with sand or mud puddles, as long as you keep pedaling, you can usually stay upright.

Helmets: Helmets with adjustable fittings and straps are useful because they will accommodate winter hats (certain companies also offer winter liners or fashion covers for their helmets). Some people prefer downhill ski helmets. These are great for kids because they come with visors that offer extra wind protection.

Lights: Visibility is key. Make sure your lights are fully charged. Drivers are less accustomed to seeing cyclists on winter roads, snow banks make the roads narrower, and the ride home from school will often be in the dark when the days are shorter. I like to put safety vests and flashing back lights on the kids in the winter to make sure we're extra visible.

Clothing: Warm kids are happy kids. You're moving. Younger kids probably aren't. And their little bodies can get cold quickly.

» If you're wearing gloves, give them mitts.

» If you're wearing splash pants, give them snow pants.

» Wool sweaters, long johns, wool socks, and warm boots are all part of our winter ride.

The kids wear balaclavas under their helmets and Vaseline on their cheeks to keep them warm and to protect against frostbite.

On longer rides, or when the north wind is blowing fiercely, I stop to check if the kids are warm enough – especially their fingers. A few times my daughter hasn't been warm enough, so I've suggested we hop off the bike and walk together for a few minutes until she heats up.

Kathleen Wilker and her family are off on a year's cycling adventure. Follow along at bikingwithkidsadventure.wordpress.com



WRITTEN BY **KATHLEEN WILKER**
PHOTOS BY **DEREK HEFFERNAN**

CHIANG MAI

RIDING THE ROSE CITY



WRITER & PHOTOGRAPHER: **STEVE THOMAS** ▼



Chiang Mai, the biggest city in Thailand's north, has become something of an Asian cycling haven in recent years. Local resident Steve Thomas rides through the secret sois of the city and beyond to show us why.

Compared to Western cities, Chiang Mai is quite small with a population of about 400,000, although it's expanding rapidly. It's the second largest city in Thailand and was once the capital of the ancient Lanna Kingdom of northern Thailand. It earned the nickname the "Rose of the North" from its beautiful surroundings and cooler climate (compared to Bangkok).

The city lies in a long, flat valley with jungle-lined mountains on either side – some of which top out at more than 8,200 feet (2,500 meters). This is something visitors don't usually anticipate, as Thailand is often seen as an island with beachfronts destination.

During the past few years, Chiang Mai has developed a thriving cycling culture with the emergence of numerous local clubs, teams, and several homegrown events. It's now the Asian equivalent of Girona, Spain; Nice, France; or Lucca, Italy in leisure cycling terms – only generally with better weather.

With pan-flat roads; narrow, winding sois (small side streets); and endless temples, crafts shops, markets, and coffee shops, the city becomes an urban cyclist's dream. Throw in an ever-growing network of cycle lanes (rarely observed by other traffic) and the friendly nature of most Thai people and this is truly an enchanting – if somewhat hot – place to spend a few days discovering by bike.



Cycling Culture

Thailand has a strong, vibrant cycling scene and culture – and the north is definitely the heartland of road riding and racing. Chiang Mai has one of the largest cycling populations in Thailand – be it leisure, urban, or competitive.

Seemingly the whole of Chiang Mai has gone fixie crazy during the past few years. You'll see groups of one-g geared riders all around town at night, especially around Thapae Gate, where they strut their stuff along with local trials riders (obstacle course riding) and BMX bandits.

Every Saturday night a mass of fixie riders heads out from the Three Kings Monument. There are also regular weekend rides and events around town (ask at [Velocity The Cyclist Shop](#) for details). This trend has been good for business: many of the local bike shops have now turned their focus over to high-end fixie bikes.

There is also an outdoor velodrome on the edge of town (700 Years Stadium). The local [Chiang Mai Track Cycling Club](#) usually meets and rides 2-3 times a week.

Thai Road Rules

Road rules are something of an oxymoron in Thailand, so you do need to be aware of how things roll and that Western standards are not found here. For starters, they drive and ride on the left side of the road – generally.

On the whole, road rage and aggression are rare in Thailand and it would seem that horns, mirrors, signaling, and stopping at junctions are optional, so always be alert when riding. People rarely look sideways or behind, use mobile phones continuously, and pay little attention to road directions and what we would consider logical and legal right of way.

As long as you hold your own frustrations within and accept things as they are, you should have no troubles on the roads of the city.

Bike Shops & Tours

Just about every guesthouse and tour agency will have city bikes for rent; prices are usually between 50-100 TB (\$1.50-\$3.00 USD) per day; be sure to be selective and find one that is well maintained and sized for you. The City has also recently introduced a bike share scheme and there are a few kiosks dotted around but not enough to make most A to B rides convenient – yet.

The city is very flat, so gearing is not really an issue. However, if you want to explore beyond city limits then it's best to rent an MTB or a road bike, found everywhere within the old city walls. There are many tour companies offering single and multi-day tours of every kind, including city tours, and these are a great way to find your bearings if time is short or if you want to venture farther afield.

Check out [Active Thailand](#), [Chiang Mai Mountain Biking](#) and [Trailhead](#) for organized options. There are many great bike shops around town too – although most do not offer bike rentals. Inside the old city try [Chai-tawat](#). For a larger selection, [Velocity](#) is worth a look and there are several more bike shops along this road.

Almost every hotel in Chiang Mai has its own rental bike fleet.



A Buddha statue seen through the slatted windows of an old temple.

Local Eats

It's hard to go wrong with food in Chiang Mai be it Western, street food, or local cuisine. There are restaurants with delicious dishes all around the old city and it's well worth eating at least once or twice at the local night markets just north of Thapae Gate - at Chiang Mai Gate and Nawarat Market.

The city has a thriving coffee culture with more baristas per square kilometer than almost anywhere else in the world. Be sure to check out [Ristr8to](#) for superb specialty coffee, social enterprise [Akha Ama Cafe](#) for fine local brews, and the bicycling themed [Kafe'Roubaix](#) for strong beans, bites, and internet connection.

Rides & Attractions

Most of the city's attractions are easily discovered by bike, with flat riding from one to the next. The old, walled city is surrounded by a moat and has a one-way system either side of the water so navigation is easy and maps are plentiful. Most of the historic attractions lay within these city walls with many stunningly ornate temples dotted around. The 14th century, classic Lanna-style temple Wat Phra Singh is the most impressive; some of the smaller wooden temples you stumble upon will also charm you.

Riding along the Mae Ping River heightens all senses, especially in the evening when the colorful flower market and Nawarat Market come alive. At around 6pm the Night Bazaar opens and although it's a tad touristy compared to smaller markets like Nawarat, it's well worth a visit to people and boat watch and see local commerce flourish.

There are many group rides that visitors are welcome to join, details of some can be found at [Cycle Chiang Mai](#).

Sleep Easy

No matter what level of accommodation you're looking for, you will find it in Chiang Mai and prices will run at a fraction of those in North America. There are so many options ranging from the major chains to bou-

tique spa hotels and budget guesthouses. I recommend booking a room on-line for 1-2 nights and then riding around to see what fits – many of the more peaceful boutique options are along the Mae Ping River banks or on the quiet sois east of Thapae Gate.

Seasons & the Sun

The prime time for warm and dry weather riding in Chiang Mai is between October and February. From mid-February to late April do not even think of riding or even visiting: the seasonal burning makes air quality abysmal and dangerous. From May to July it can be very hot and humid. July to October is rainy season, although this can be a very colorful and pleasant time to visit the area and ride.

STEVE THOMAS IS A WRITER, PHOTOGRAPHER, AND ADVENTURER CURRENTLY BASED IN THAILAND

STEVETHOMASADVENTURES.BLOGSPOT.CA

A Recommended Ride to **HUAY TUNG TAO LAKE**

HUAY TUNG TAO LAKE – 5 MILES (8 KM)+

Some 6 miles (10 kilometers) north of the city (just past the 700 Years Stadium) is the serene Huay Tung Tao Lake – a great place to spend a lazy afternoon riding. The ride from the city follows the old canal road, which has a new bicycle path along part of its length. Or you can simply hitch a ride there in a tuk tuk.

There is a 5 mile (8 kilometer) loop around the lake that's quiet, slightly rolling, and tree clad with several restaurants beside and on the lake. This is a favorite retreat for locals; cyclists flock here in the evenings.

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ILLUSTRATION BY **DOUG SCOTT**



HOW TO BIKE IN THE RAIN

Biking in the rain does not exactly scream 'fun!' to most people and that's understandable. It's wet, dark, a little more dangerous than riding in the sun, and did we mention that it's wet? But with the right gear and the right attitude, it can feel like only your face is getting kissed by the rain and the rest of you is biking in between the raindrops.

It's time we changed our collective attitude about bicycling to one that embraces wet weather, because if we're truly going to build a culture of everyday bicycling, we're going to need to accept that sometimes it's gonna rain.

HERE ARE A FEW TIPS TO ENSURE YOU HAVE THE SAFEST AND MOST ENJOYABLE RAINY COMMUTE POSSIBLE:

Get visible. Lights, lights, and more lights. High visibility (hi-vis) clothing if you have it. Clothing, footwear, helmets, accessories and some bike parts (and frames!) are available in highly reflective materials, some of it is very fashionable, too. Rain can obscure everyone's vision somewhat, so make yourself as bright as you can. Similarly, ride defensively. Even with all that reflectivity, ride under the assumption that motorists won't see you: stay out of blind spots and make eye contact wherever possible.

Watch out for slick spots. Piles of leaves, painted lines, railroad tracks, and any other metal will all be slippery in the rain. Ride over them with caution – neither too quickly nor too slowly.

Save your puddle jumping. Riding through puddles on unfamiliar roads seems fun but is an ill-advised idea; puddles frequently disguise potholes. Save your puddle-jumping for streets where you're certain of what lurks beneath.

Adjust your speed and braking. Disc and drum brakes work well in the rain but rim brakes take longer to slow the wheel when wet. Ride more slowly when it's wet and give yourself twice as long to come to a stop as you normally would. Properly adjusted brakes are more important than ever.

AND HERE ARE A FEW SUGGESTIONS ON GEAR:

Cycling rain jackets are fully waterproof while still breathable and allow for the full range of movement needed on a bike. The thing to be mindful of is the hood. Is it big enough to fit over a helmet? Some brands make hoods meant to be worn under your helmet – do those fit properly? If you don't wear a helmet, is the hood so big that it falls over your eyes? And when you have it cinched around your face, does it turn with you when you turn your head?

Cycling rain pants usually have tapered ankles and reflective accents. Most are meant to be worn overtop of your regular pants, making for a quick change at the

end of your ride. If you only have a short commute, inexpensive rain pants will do just fine but springing for a breathable pair is worth it for a long ride.

Waterproof gloves can be the difference between an uncomfortable ride and a pleasant one. Your hands bear the brunt of the cold on a bike so something waterproof with insulation is a good idea for rainy or cold weather or both. If you don't want to spring for gloves, an old pair of fleece gloves with dish gloves over them will do the trick.

Bike fenders are just as important as a jacket for staying dry on a bike. They keep the rain from splashing up over your face, legs, feet and back – plus they protect anyone riding behind you as well.

Waterproof footwear is key if you don't want to spend the rest of the day with wet feet. If you don't have or want waterproof shoes, a pair of waterproof overshoes or spats will also work just fine.

Waterproof panniers and bags are essential for keeping precious electronic devices and papers protected. It's not enough for you to arrive dry as the enthusiasm of conquering the rain will wear off quickly when you realize you've soaked your laptop. Waterproof panniers, backpacks, and messenger bags are great for ensuring your belongings stay as ready as you are.

Saddle covers are often overlooked, and a grocery bag will suffice in a pinch, but keeping your saddle dry while locked up makes the ride home that much more comfortable. If you ride a leather saddle, this is essential.

SO WHAT ARE YOU WAITING FOR?

Other than the rain, of course! There are many products on the market to make your rainy-day bike commuting as comfortable as it can be, but the most important thing (besides the bike), is just deciding to do it. Biking in the rain is great, it gives us the chance to connect with our environment and allows us to continue to do what we love despite the weather. And at the end of the day, it's just a little water right?

WRITTEN BY **MOMENTUM MAG STAFF**

PEDALING OUT OF

POVERTY IN

NEPAL

PHOTO BY MOLLY SEELING



WRITTEN BY **ALLAN ISHAC**

B

ikes can inspire and liberate us. Bikes can heal. They offer opportunity, affordable mobility, and a means of connection. In some circumstances, bikes can even save lives.

It is rare, however, for a bicycle to do all those things at one time in one place. But that is exactly what happened for Caleb and Emily Spear and their non-profit organization Portal Bikes the moment disaster struck.

Originally from Pueblo, CO, this dynamic couple, along with their two young sons, have been living in Kathmandu, Nepal since 2013. They went there on a mission to help people in poverty. The Spears established operations in Nepal because it's one of the poorest and least developed countries in the world. They chose the bicycle as the ideal vehicle for change, not only because it is well suited to the terrain of the Kathmandu Valley and southern Nepal, but because it is also simple, affordable, and efficient.

"The beauty of a bicycle in the underdeveloped world," Caleb says, "is that it's a very efficient machine that can do powerful things, truly life-changing things."

His high praise for the bicycle is supported by research from World Bicycle Relief. They show that an individual can carry five times the load, four times farther, and three times faster by bike than by walking. According to Caleb, that makes it more than just a means of affordable and reliable transportation – a bicycle creates real economic opportunity and transforms lives.

down and retrofit them. Once modified, the bikes can haul goods to market, move supplies to remote areas, and carry people over rugged terrain.

"Raw parts and materials are incredibly limited in Nepal," says Caleb. "We quickly realized that it was 'improvise or die' here relative to getting more bikes into the field."

No matter how the bikes are built, the end result is welcomed by the people who pedal them. In one Nepalese community, they affectionately refer to their long-tail Portal Bike as "The Blue School Bus" because it carries several children to and from class each day and to after-school medical appointments.

For two years, Portal enjoyed steady growth in Nepal, becoming a familiar sight in the country's capital. Then, on April 25, 2015, a devastating 7.8 magnitude earthquake struck and the team's work took on new meaning. With roads and supply routes destroyed, electricity cut off, and gasoline hard to come by, the existing fleet of Portal Bikes in Kathmandu went into emergency mode: used to carry large quantities of clean water, protective tarps, and critical supplies to survivors scattered throughout the city.

"Following the quake, our cargo bikes quickly became disaster relief tools," Caleb explained.

“ We were using the bikes to carry cargo, transport people, and deliver water all over town. It became obvious that cargo bikes are the ideal ‘first responders’ in natural disasters like these.”

While the cargo carrying capacity of these blue bikes is certainly having an impact, the real genius behind the Portal Bike is an invention of Caleb's called the Bicycle Power Take Off or PTO. Using what is effectively a second drivetrain attached to the rear hub, this simple add-on converts a bike into an efficient pedal-powered machine whenever the rear wheel is turning. The rotating shaft can be connected to an almost infinite variety of tools and customized for many accessories.

With its sturdy kickstand allowing it to be pedaled in a parked position, the Portal Bike can quickly become a source of utilitarian power – performing vital functions like generating electricity, pumping water, shelling corn, grinding grain, washing clothes, mixing concrete, and more.



Umesh Ghimire paints homes in Kathmandu. Since purchasing his Portal Cargo Bike, he has been able to take on more work in a much larger area. No longer does he have to transport his supplies by foot or public transportation. Instead, he uses his bike to carry buckets of paint all over town.

PHOTO COURTESY OF PORTAL BIKES

PORTAL TO THE RESCUE

Caleb, Emily, and the Portal team started building their durable, blue, cargo bikes in Kathmandu using Chinese-built bicycle frames. They chop the frame

“One of the things we really love about the Portal Bike and the PTO is the way it liberates people’s time,” says Emily. “Women in Nepal, for example, spend hours shelling corn by hand – breaking kernel after kernel from the cob. With our PTO and corn sheller, women can do a day’s work in less than an hour and then carry their harvest to market on their bicycles instead of on their backs.”

Another advantage is riders have access to all the gear functions of a normal bike even in PTO mode. That means that depending on what task the bike is performing, users can change gear ratios to power a machine more slowly with more torque for certain applications like cement mixing or pedal more quickly for tasks like propelling a wood lathe. This assures that men, women, and children can make productive use of this cycling workhorse, keeping it in operation all day long.

But even beyond emergency conditions, Portal Bikes are changing lives every day. Caleb spoke about one business owner in Kathmandu: “Barat Koirala (pictured below) is an entrepreneur who has been using a Portal Bike to power his housewares business. Prior to owning a cargo bike, he made deliveries with an overloaded bicycle. It was so burdened with goods, he wasn’t even able to ride the bike but spent the entire day pushing it around town. Now that he owns a Portal, he can make more deliveries more quickly and at the end of the day has more time and money to share with his family.”

PORTALS OUT OF POVERTY - EVERYWHERE

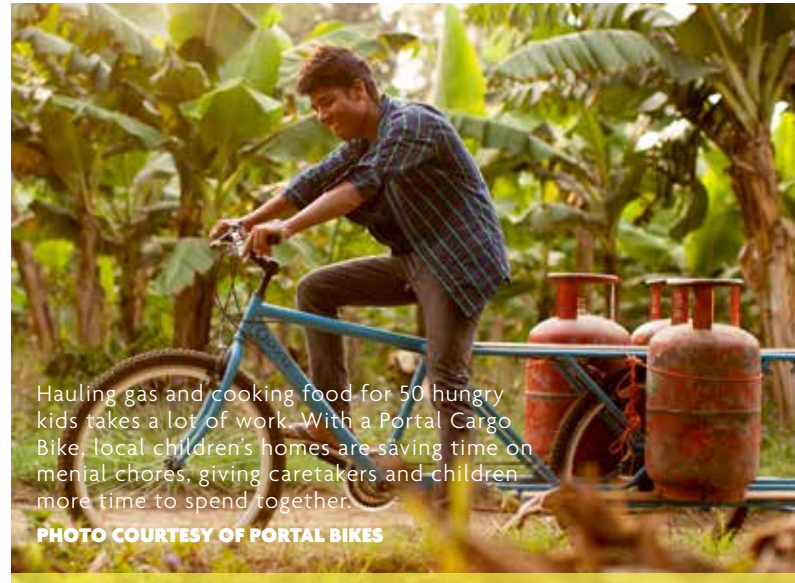
There are still critical shortages of electricity, fuels, construction materials, and other basic supplies in Nepal – compounded by ongoing political strife that has led to a blockade of supplies at the border with India. This has only heightened the Portal Bikes’ importance in people’s lives, as a human-powered water pump, generator of electricity, and more.

If there is a silver lining in all of this, the earthquake

has given the Portal team new insights into how versatile and valuable their bikes are. The benefits of the Portal Bike in developing countries are so apparent that the Spears are now looking at ways to manufacture them more quickly, efficiently, and in greater numbers in the hopes of introducing them to underserved regions in Africa, South America, and Southeast Asia.

“Cutting up Chinese bikes and re-welding them isn’t efficient, but it has allowed us to hone in on a practical design that is ideal for the developing world,” says Caleb. “The response has been phenomenal. In late 2014, we partnered with GSD Global to refine our design and bring our bicycles to market on a larger scale.”

According to Caleb, the April earthquake delayed scale-up plans but they are now back on track to introduce the new bicycle design in 2016.



Hauling gas and cooking food for 50 hungry kids takes a lot of work. With a Portal Cargo Bike, local children’s homes are saving time on menial chores, giving caretakers and children more time to spend together.

PHOTO COURTESY OF PORTAL BIKES

BEYOND BIKES

Nepal is not a place where you want to be without shelter – especially during the monsoon season or the forbidding winters. However, millions lost their homes during the earthquake. Knowing that the tarps pro-



“Now, with my cargo bike, everyone wants me to stop and tell them about my bicycle. Often, while people are talking to me, they buy something” - Barat Koirala

PHOTO COURTESY OF PORTAL BIKES



Portal's Bicycle PTO can attach to a wide variety of tools. This simple grinder can process everything from coffee to corn.

PHOTO COURTESY OF PORTAL BIKES

vided by the government and various NGOs would do little to protect people long term, the Portal team set out to create a solution.

Indefatigable and inventive, they designed a corrugated metal structure that could successfully keep families warm, dry, and safe during harsh weather and months of aftershocks. Working in partnership with organizations and individual donors around the globe, Portal has now delivered more than 5,000 of their shelters, providing housing for more than 26,000 Nepalese at risk.

“We are a small organization but this also means that we are nimble,” says Caleb. “After the earthquake, we quickly shifted our focus to building emergency ‘Portal Shelters’. We made this an open source project and are humbled to see so many organizations now using our design to provide temporary shelters across Nepal.”

BIKES, HOMES, AND HEARTS

With winter setting in, the supply embargo getting worse, and the need for affordable mobility and stable shelter intensifying, the Spears are busy. But their mission has never been clearer.

“Poverty precedes a number of other horrific problems: human and sex trafficking, child labor abuses,

disease, and malnutrition,” says Emily, “The earthquake only increased the likelihood that more people in Nepal will find themselves vulnerable to the crush of poverty. What we now know is that these resourceful people will find ways to use our bicycles to create pathways out of poverty. So our main job now is to get them more Portal Bikes, more quickly.”

The Spears say that despite the ongoing hardships in Nepal and the challenges of raising their two sons there, it is the warm hearts of the Nepalese people and the commitment of those on the Portal team that keep them focused.

“We came here hoping our bikes could be used to help people out of poverty and provide opportunity,” says Caleb. “We ended up working in Nepal to rebuild lives, literally from the ground up. I guess you can never tell where a bike will take you.”

TO LEARN MORE ABOUT THE SPEAR FAMILY’S WORK IN NEPAL OR TO DONATE TO THE PORTAL BIKES MISSION, VISIT PORTALBIKES.ORG



A Portal Shelter becomes home for a family in Nepal.

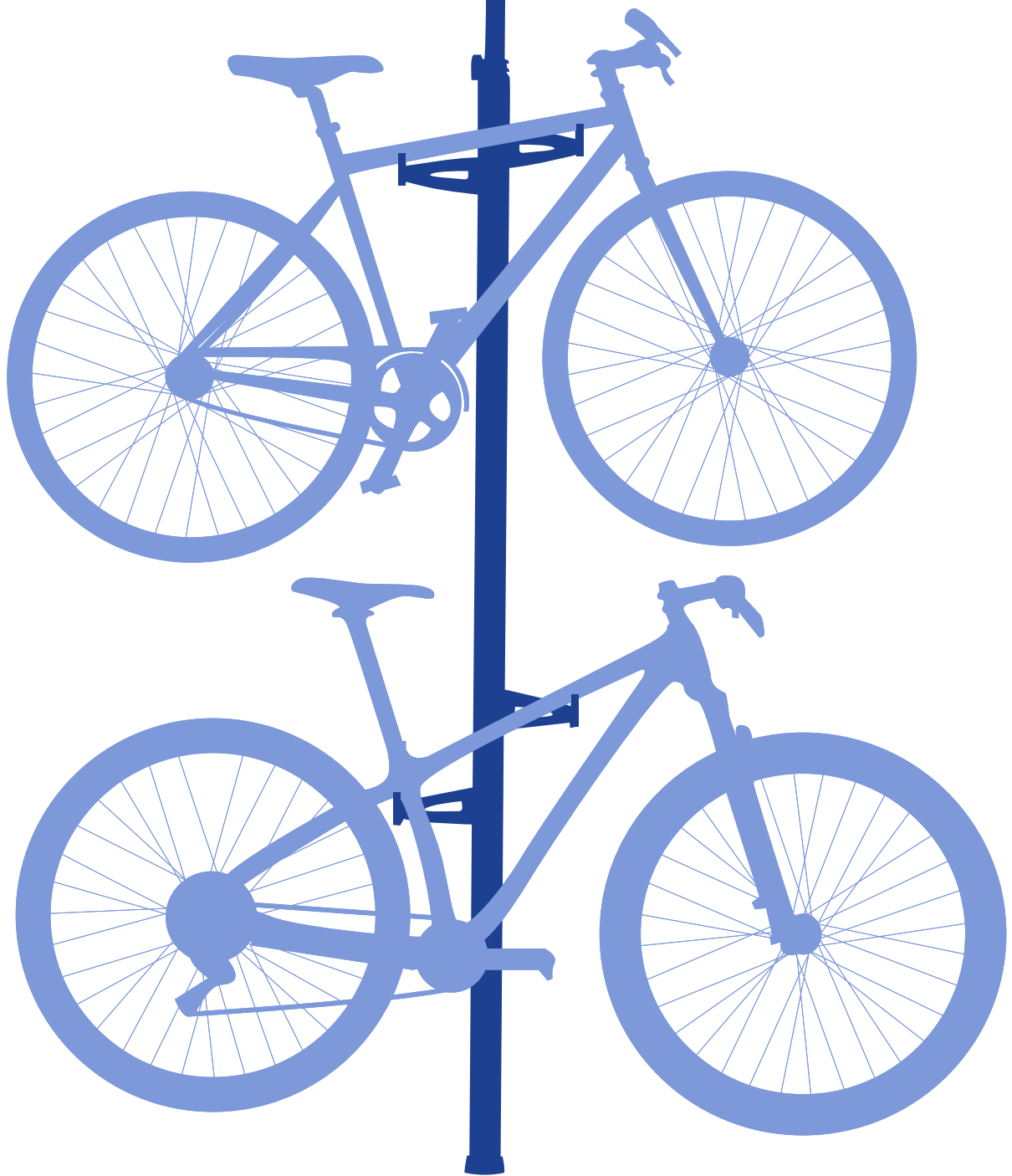
PHOTO COURTESY OF PORTAL BIKES



The Spears family.

PHOTO COURTESY OF PORTAL BIKES

RIDE'S OVER



WHERE TO PUT YOUR BIKE

A

nyone who owns a bike will at some point need to think about bicycle storage. As much as we'd love to, we unfortunately can't be riding our bikes every minute of the day, so where do we put them when we're not using them?

While storing your bike inside can sometimes feel like a tradeoff between the security of your bicycle and your ability to walk down your hallway, storing them outside can leave them vulnerable to theft and weather damage.

Fortunately, the bicycle industry understands the dilemma. There are numerous options for outdoor, indoor, small-space, and even stylish bike storage that will keep your bike safe, dry, and out of your way when you're not using it.

OUTDOOR

If you're lucky enough to have available outdoor space, storing your bicycle is easier. Various options exist for outdoor bike storage that range from high-security setups to those that protect your bike from the elements but have a higher risk of theft.

Bike sheds hold anywhere from 2-20 bikes depending on how much space you have and are as secure as the padlock you lock them with.

Bike tents take a step away from security but are much cheaper, less permanent, and easier to assemble. They won't do much to protect against theft but tents keep your bikes protected from the elements and out of sight.

Bike covers cost the least and provide the least security. They're basically like a waterproof blanket for your bike; they'll shelter it from rain or snow but do little else.

INDOOR

Indoor bike storage usually involves the eternal struggles of keeping your bike out of the way and keeping scuffs on the wall to a minimum. There are a number of options to work with, depending on the kind of space you have available.

Wall bike racks are the most common kind of indoor bike storage. One version lifts your bike up on to the wall by its frame, which leaves the bike resting horizontally

along the wall. This gets it out of the way. The downside is they don't work well with step-through bike frames.

Bike hooks solve the frame-incompatibility issue by lifting the bike by its front tire. Some bike hooks that mount to the wall have a hinge element that will allow the bike to swing flat against the wall, but most of them have both tires resting on the wall, so your bike will be sticking out into the room by a distance of its height. You can also get a simple hook for the ceiling from the hardware store and simply free-hang the bike by its tire. This is a great option for kids bikes.

Freestanding bike stands and gravity or tension racks are perfect for people with 2 bikes who don't want to attach anything to the wall. They hold two bikes vertically on top of each other and many of them are compatible with step-throughs. Some stand freely so they have a larger footprint but could be placed anywhere. Gravity racks lean against walls but aren't attached to them. Tension racks stay up by tension between the floor and ceiling.

Bike stands are small, single-bike holders that hold your bike upright so it isn't leaning against the wall. Some attach to the wall but most sit on the floor and you slide your front tire in them; they can be folded and put away when not in use.

Bike hoists are pulley systems that lift your bike up to the ceiling. On the one hand, they require a bit of work to install and you'll have ropes and hooks permanently in the room. On the other hand, once installed they're easy to use and tend to look very cool when the bike is up there. There are some systems that pull the bike up vertically, some that pull it up horizontally, and others that can accommodate multiple bikes.

Multi-bike stands are similar to urban bike racks but designed for home use. They're great for families with 3-6 bikes who just need them to stay upright and are best suited for use in a garage or a secure backyard.

Stylish bike racks are increasingly easy to come by. Check out Knife and Saw, Tern, Outline Works, CB2, Lignum Bike, KP Cykler, Saris, or Etsy for bike racks and shelves in a variety of designs and materials.

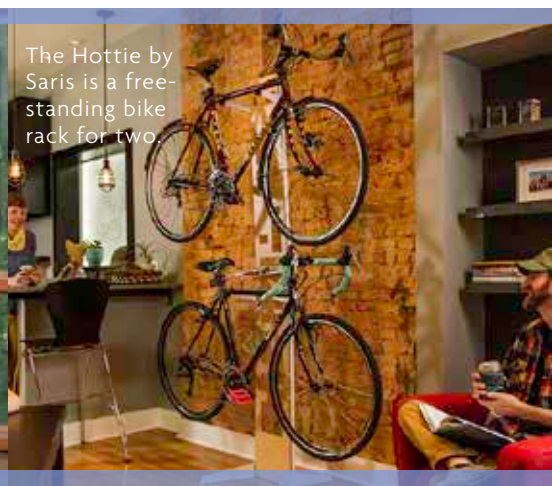
WRITTEN BY **MOMENTUM MAG STAFF**



The Bike Shelf from Knife and Saw.



The two-bike Velo Column by Feedback Sports.



The Hottie by Saris is a free-standing bike rack for two.



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mobilesecurity.abus.com



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outdoortechology.com



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clubrideapparel.com



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performancebike.com



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With a traditional look, triple back pockets and a Club Fit the Roadeo is perfect for adventures and coffee runs.

clubrideapparel.com



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bikefriday.com



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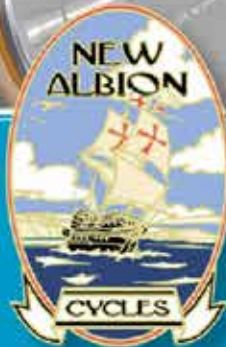
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Rain Jackets

WOMEN'S WEAR ▶




PHOTOS BY DAVID NIDDRIE

REVIEWS BY LINDSEY WASSERMAN, MIA KOHOUT,
Geffen Semach, Hilary Angus, and Molly Millar



A fully waterproof and breathable jacket designed specially for bike commuting with reflective accents to keep you seen. The best feature is the hood that comes with two cinches that make it ideal for bike commuting in the rain. While a bit of a heftier price tag, you definitely get the quality you pay for. - **MK**

Arc'teryx A2B Women's Commuter Hardshell Jacket
\$399.00 USD - [ARCTERYX.COM](https://www.arcteryx.com)



This hooded trench coat has been a great addition to my outerwear.

Cute enough to wear with a dress, the perfect warmth for cool autumn weather, and impressively waterproof, this jacket has kept me dry while bringing lots of compliments on the cheery colour. It even stood up to an umbrella-free, meandering stroll through the farmers' market during heavy rain without letting in a drop of water! - LW

HappyRainyDays Trench Coat


\$189.00 USD - HIPINTHERAINUSA.COM



This fully waterproof and breathable minimalist jacket will definitely keep you dry. The length is also perfect for walking or riding, although the hood is not ideal for riding as it blocks a bit of peripheral vision. - **MK**

Patagonia Women's Torrentshell City Coat

\$199.00 USD - PATAGONIA.COM




While the jacket remains breathable while cycling with underarm zips,

it is also warm enough for winter and stood the test of heavy rain. Reflective strips on extended cuffs can be folded down for riding and an adjustable hood includes a folding brim so it doesn't cover your eyes. The jacket is also really cute and flattering – I've received many compliments even when I'm without my bike. - **GS**

Mia Melon Commuter Jacket


\$199.00 USD - MIAMELON.COM



Love this jacket! It's completely waterproof while remaining super breathable and it packs away small enough to fit into a medium-sized purse. Just one wish: it would be great to have an option with a hood. - **HA**

Arc'teryx A2B Women's Commuter Jacket

\$225.00 USD - [ARCTERYX.COM](https://www.arcteryx.com)



This is the perfect jacket for Pacific Northwest winters. A chill in the air? The lightweight, sustainable, synthetic lining keeps you warm. Gusting wind and rain on your way to work? The two-way, waterproof, outer shell; hood; and 3/4 length fit keep you dry. Other amazing features include ample pocket space, centre back snaps that allow for maximum mobility needed when cycling, and a back waist snap adding an overall tailored look. The Luminary Trench may not be fancy enough for your Christmas party formal but it will be your Monday to Friday go-to jacket from now until spring - **MM**

Nau Luminary Trench Coat
\$385.00 USD - NAU.COM



This trench coat is fully waterproof and breathable. It is designed specifically for bicycle riding, with an extra layer of material on the lower half designed to keep your legs dry. While the extra layer and closure seemed strange at first, while riding it makes perfect sense and worked as designed. - **MK**

HappyRainyDays Long Raincoat
\$189.00 USD - HIPINTHERAINUSA.COM



Rain Jackets

MEN'S WEAR ▶



PHOTOS BY DAVID NIDDRIE

REVIEWS BY YUVAL BURTON, DAVID NIDDRIE,
SAM CAWKELL, AND AIDAN FARRELLY



This waterproof, breathable jacket is fantastic for spring and fall weather. The outer shell is highly durable against wind and rain and the inner lining keeps you cozy on your daily ride. The Napoleon pocket with a headphone/ media port is a cool feature and protects my device. By adding a few layers of other clothing underneath, this jacket is perfect for commuting in above-freezing weather. - YB

Endura Urban Softshell Jacket

\$174.99 USD - [ENDURASPORT.COM](https://www.endurasport.com)



This waterproof jacket is easy to carry for whenever the weather forecast seems questionable. It packs down into its own tiny pocket, weighs just over 6 ounces, and is easily forgotten about in your pannier. Once the storm hits, this breathable shell protects handily without unnecessary bulk or warmth, making it ideal as a top layer. The bonus is that OR products have a lifetime guarantee. - DN

Outdoor Research Helium II Jacket
\$159.00 USD - [OUTDOORRESEARCH.COM](https://www.outdoorresearch.com)



Made specifically for fly fishing, this ultralight, nylon jacket provides breathable protection that holds up against the heaviest rainfall, making it perfect for wet conditions. The cut fits, helping you move comfortably while riding a bike and the hood is fully adjustable, making it easy to do shoulder checks. This jacket is great for travelling as it takes up little room in your pannier or bag. - SC

Patagonia Minimalist Wading Jacket

\$199.00 USD - PATAGONIA.COM




Overheating isn't an issue with this jacket.

The breathable fabric and large vents allow for plenty of air flow when grinding up a hill. Waterproof fabric and zippers keep you dry even when braving the elements on a lengthy ride. Cool features include shoulder patches to reduce wear and tear from your backpack, a warm fleece lining around the neck, and an off-center zipper for additional comfort. - SC

Showers Pass Men's Metro Jacket

\$245.00 USD - SHOWERSPASS.COM



I was surprised this jacket was both fully waterproof and somewhat breathable; I always thought you had to sacrifice one for the other! It kept me dry even in an incredible downpour and didn't make me sweat profusely either. When I got home and took it off, I could hug my honey without making their clothes wet. And the adjustable hood has two options for cinching – one of the only jackets with great peripheral vision while riding. A real winner! - **AF**

Arc'teryx A2B Men's Commuter Hardshell Jacket
\$399.00 USD - [ARCTERYX.COM](https://www.arcteryx.com)



Rain jackets

CAPES ▶



PHOTOS BY DAVID NIDDRIE

REVIEWS BY TANIA LO AND GWENDAL CASTELLAN



This cape comes with a kangaroo pouch to stow in your pannier for unforeseen rainy conditions.

The classic design has hand loops that are widely spaced out allowing for many different handlebar configurations and shoulder widths, with additional ties to secure the back of the cape to your waist. The fun pattern made me smile, making biking in the rain something I was looking forward to just so I could wear the cape! A great added feature is the zipper that goes up to the chin keeping me warm and snug, but I'd love to see a piece of fleece lining under the zipper near my chin in the future. - TL

HappyRainyDays Cape
\$89.00 USD - HIPINTHERAINUSA.COM



This patterned poncho, which has a lattice of highly-reflective thread woven throughout, has been a pleasure to use in November as wave after wave of low pressure systems have ensured perfect conditions for testing. On a warm, rainy day I was even able to take off my jacket and just ride with the rain cape over my shirt to keep cool without my shoulders or arms getting wet through the fabric. At 1.45 lbs (660g) it is a very sturdy material but still rolls up into a small package that is easy to store. - **GC**

Cleverhood Electric Houndstooth Cape

\$249.00 USD - [CLEVERHOOD.COM](https://www.cleverhood.com)



This rain cape is lightweight and has a futuristic feel to it - think Battlestar Galactica. While it's "one size fits all" and fits me at 5'1" tall perfectly, it will also fit those with longer arms if they like the 3/4 length look. Features include pockets, reflective piping, and a hood that cinches around your head. - TL

Ligne 8 Octavia Rain Cape
\$90.00 USD - LIGNE8.COM

bikeStyle

Jeanne Eisenhaure

CITY: BOULDER, COLORADO

OCCUPATION:

EXECUTIVE CREATIVE
DIRECTOR, JETT DIGITAL

PHOTO BY TANYA DUERI



What is your *BikeStyle*?

Hand-Me-Down Chic. I host seasonal clothing swaps with my girlfriends, so my wardrobe has evolved with my eclectic mix of friends. My style skews towards bright, textured, and slightly hipster. I am not a shopper, but if I have to, I'll go thrift store first, then made in USA brands like Topo Designs, or get technical gear from outdoor brands like Patagonia (who get bonus points for environmental responsibility). I'll always choose function over looking good, but in my opinion you can have both. One of my favorite terms and looks is "power clashing" (thank you 30 Rock for teaching me this term).

What are your favorite clothes to bike in?

My favorite clothing to bike in varies by season: Summer – dresses by far. I love the feeling of dress fabric blowing in the wind while I ride. Fall – right now I love the Kara Jean from prAna. The slim fit keeps it out of the way of my gears and the elastic makes it super comfortable for biking. Winter – whatever gets the job done. Sometimes I'll wear long underwear or spandex under sweater dresses or pants to stay warm. Spring – lots of skirts with warm textured tights and cowboy boots.

Where are we most likely to spot your bike?

Boulder is one of the most bike friendly cities. On the week days you will see me downtown heading to my office, at one of our six-plus natural grocery stores, or riding to my climbing gym. On weekends, you can find me outside around Colorado... often on my mountain bike.

What do you like most about riding?

Freedom. Riding your bike gives you a childlike sense of wonder – you can go anywhere and it is so fun.

What is your dream bike for everyday cycling?

This was the toughest question for me. I love the look of steel vintage bikes and the speed of road bikes. My main commuter for years has been a '73 Maserati, which was salvaged from the dump and built up by my father and I. That said, in recent years I've appreciated the lightness of aluminum & carbon bikes, especially if you're hauling a ton of gear to a shoot. After much review, I've decided that a dream everyday ride would likely be a Bianchi road bike, a brand that combines function and beautiful style... love me that Celeste.

What did you eat for breakfast?

Half an avocado mashed up on toast with flax oil and truffle salt – try it, you'll thank me.

What song is most played on your iPod?

Of all time? Probably a Bob Marley song.

Basket or panniers?

Right now Green Guru Panniers. In the past I've been a basket girl.

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