

# FIXED MAG.

An aerial photograph of a city street. On the left is a multi-story brick building with a concrete balcony. On the right is a road with several cyclists riding away from the camera. A person in a red jacket is walking on the sidewalk. The overall scene is captured from a high angle, looking down.

[ NEW ZEALAND ]  
[ THE REVIVAL ]  
[ BRIGHT TIMES ]  
[ ON THE ROAD WITH THE CTRS ]  
[ STAMPING GROUNDS ]  
[ RED BULL EYE IN THE SKY ]  
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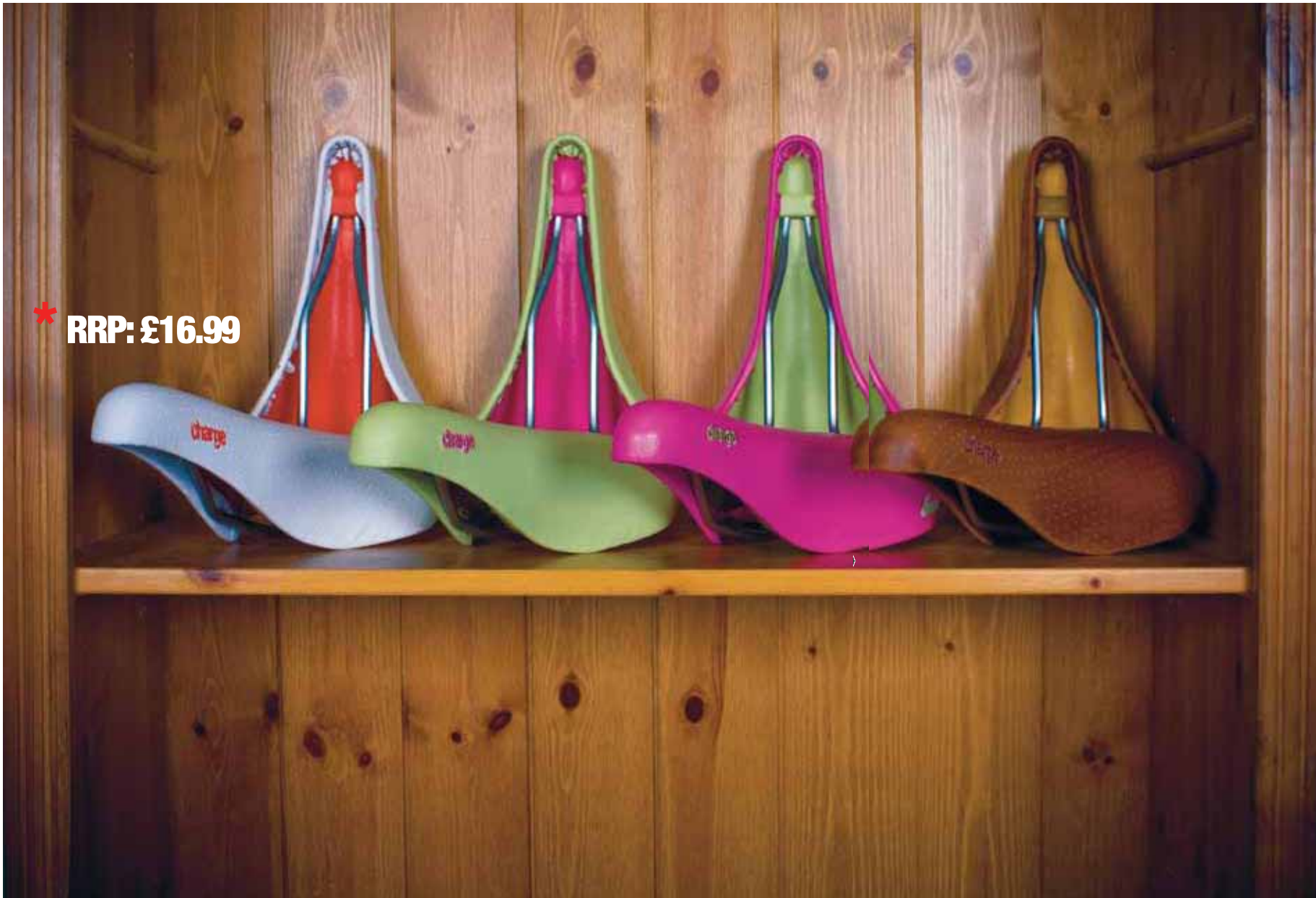
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# FRAMES



WONKA WAS IN EUROPE THIS SUMMER AND DESTROYED EVERYTHING THAT WAS PUT IN FRONT OF HIM. WALLRIDE IN PARIS.  
PHOTO: BARNABUS TOTH (WWW.IAMBARNIE.COM)





PALAIS DE TOKYO IS ONE OF PARIS' BEST-KNOWN RIDING SPOTS. LAURA COMPLETES THE SCENE.  
PHOTO: BARNABUS TOTH (WWW.IAMBARNIE.COM)





MICHAEL VOREL TAKES IT DOWN TO THE SHORE AT  
CHICAGO'S 12TH STREET BEACH SEA WALL  
PHOTO: MICHAL TUSZYNSKI (WWW.ARSENDESIGN.COM)





WITH TOURNAMENTS AT EVERY MAJOR EVENT, AS WELL AS THE EUROPEAN HARDCOURT BIKE POLO CHAMPIONSHIPS IN LONDON THIS SUMMER, IT SEEMS LIKE URBAN BIKE POLO IS TAKING OVER THE WORLD!  
PHOTO: ROXY ERICKSON (WWW.ROXYERICKSON.COM)





SMALL BRANDS CAN TURN NEW STUFF AROUND QUICKLY - CASE IN POINT, 14'S NEW HUB, COMING SOON!

**YOU NEVER APPRECIATE AN EDITOR'S INTRODUCTION UNTIL YOU HAVE TO WRITE ONE YOURSELF... I GUESS THAT APPLIES TO EVERYTHING ELSE IN THE WORLD, TOO.**

Something that impressed me the most in this issue were the Fyxation tyres (see 'Most Wanted' that starts on page 90). Fyxation saw a direct relation between the tyres that were needed for the fixed gear trick riders and BMX tyres for street riding and then made it happen. It's a case of making exactly the right product at the right time. That got me thinking about the way that things are developing. It's hard for the big guys, the brands that have been around for decades, to come out with something new and up to date in a short timeframe. Even if they really want to put an idea into action, it's gonna be at least six months to get anything on to the market. For smaller companies, with smaller scale production

runs, it's a hell of a lot easier. I can really appreciate how far Cinelli had to go to get the MASH frame out there... How mind blowing would it be if Campagnolo decided to re-release all the old fluted record pista cranksets? It won't happen, though. On the whole, the traditional cycling industry needs a good kick up the ass and stuff that is happening, as the fixed section is shaking it up.

How much? Nobody knows. But it's in our hands.

Andy

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- 1. BLB track pedal cages
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- 3. BLB anodised chainring bolts
- 4. BLB flouro custom cut spokes
- 5. Paul Comp Royal Flush crankset
- 6. BLB anodised lock rings
- 7. BLB sealed bearing track pedals
- 8. Phil Wood high flange track hub
- 9. Velocity rims
- 10. Phil Wood track sprocket
- 11. BLB "Fly" Saddle
- 12. Custom Made WheelSets
- 13. BLB track sprockets
- 14. Fyxation Vivid color tyres
- 15. BLB single leather pedal straps
- 16. BLB New Shape track crankset
- 17. Velocity B43 rims
- 18. BLB Track Frame "OrangeGreen"
- 19. BLB Orlowski LoPro - Columbus
- 20. Nitto Riser Bar
- 21. Paul Comp Polished Silver Elevor
- 22. H Plus Son "Shine" red/blue rims
- 23. BLB 'doubledouble' strapa
- 24. Affinity framesets
- 25. BLB Classic 531 framesets
- 26. BLB 1/8th track chainrings
- 27. Velocity 48Hole Hubs
- 28. Paul CNC'd Dropouts
- 29. BLB Track Drop Bars
- 30. Phil Wood 90 series Hubs
- 31. Nitto Baby Bull Bars
- 32. BLB Double Gate Vivid colors





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THE THINGS THAT MAKE YOU GO 'MMMM'...



HERE:  
AS FIXED GEAR GROWS, RIDERS EXPAND  
THEIR HORIZONS AND ROAD TRIPS  
BECOME A PART OF THE SCENERY  
PHOTO: IAN SANSON



## BREAKING THE LAW

### IN GERMANY, THE POLICE ARE PISSED, BUT RIDERS ARE STOKED. WILL A RECENT COURT CASE SET A PRECEDENT?

The hoo-haa started when a policeman saw a fixed gear rider trackstanding at traffic lights, accused him of riding dangerously (when he was stationary!) and pulled him over for a closer look. The police decided that the bike was illegal as it had no bell, no reflective sidewalls, no rear brake and no lights (it was daytime).

Despite the rider arguing that a fixed gear is a brake, the policeman judged that only hand brakes count and issued a €50 fine, reporting him to the state traffic registration bureau. Deciding not to accept the fine, the rider engaged a lawyer for his defence and in court, the lawyer (herself a trained bike rider and active triathlete) argued that the law defies a brake as 'a mechanical device to reduce speed' and makes no mention of it having to be

hand operated – so a fixed gear can, and should, be legal as a brake.

The court accepted this view and reduced the penalty to 15 Euros for the missing bell and reflectors. The policeman was furious and is now trying to get the law changed to define a brake as hand operated. The lawyer is trying to get the policeman involved in a traffic safety program with her triathlon club – so far without success.

It cost the rider a few hundred Euros to take this to court. It all may seem like a silly waste of time and money, but this action can be seen as a victory for bike purists and common sense. We asked some of Germany's fixed gear riders what they thought about the whole thing...

"Whatever! I have been riding a track bike for more than 10 years and have never had brakes – I am still here... I honestly believe a brake, especially a front brake, is MORE dangerous. Ride hard ride safe, no brakes no lights no gear" (Mortimer / keirin / Berlin)

"In my opinion people should use at least a mounted front brake for their an safety – whatever the law says. We'll see what comes next..." (Eduard / bike syndikat / Cologne)

"The police should worry about the real bad guys, not bike riders and their missing brakes." (Kent / singlespeedshop.de / Hannover)

"For those that (like me) that have at least a front brake it is now finally cheaper to ride legally. A lot of our customers were fucked up by the nerdy german police. I hope the police don't chase skateboarders for having no brakes. Riding fixed is not a crime" (Manuel / traffic-distribution.de)

"It's good because now there is no need to watch for police cars all the time. Now I have to keep my front brake, even if I never use it" (Eddy / geheimrad / Munich)

"Riding brakeless in times of this unprecedented FixedGearHype, should either be left to experienced riders, or happen in a controlled environment. Call me a pussy, but I do like my life and am not going to do without my front brake, on or off the job. Ride hard, ride safe, stay rebell!" (Frederik, fixie-tube.de and kurierkombinat / Frankfurt)

"We didn't care about the police before and we don't care about them now! If you know how to ride any bike, you should know that you are first in line to get crushed if you ride badly." (MetalmEier & Gianni, Suicycle4life Hamburg St.Pauli)

"It is always a special kick riding through the lively cities without a brake. But the fixed gear only can be partially used as a brake. and that is why it is in my eays very dangerous. I am not able to influence certain situations, even by riding looked ahead – for example a dog or a child can run into my line from the side. I ride a singlespeed trackbike with an old shimano coaster brake and even that can be sketchy" (Udo Hempel / Gold Medal in Men's 4000 Trackbike Team Pursuit, Munich 1972)

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# RATIOS

*The world, in numbers*



### NYC BY PROLLY:

- 0 – number of fixed gear “700cmxs” in 2006
- 18 – number of fixed gear “700cmxs” in 2009
- 7 – most number of stairs that have been 180 bunyhopped on a 700cmx
- 20 – empty Budweiser cans after the Peel Sessions
- 100 – percentage of Midtown spots that are busts.
- 37 – minutes it takes to bomb Manhattan from 228th street to the Bull on Wall St.
- 365 – number of days a year you ride your bike regardless of the weather. HTFU!

### HONG KONG BY BRIAN FU (HKFIXED)

- 110 – approximate number of fixed bikes in 2009
- 1 – number of trick-orientated fixed riders in 2009

- 0 – number of fixed bikes that have been stolen
- 1 – bike polo players in Hong Kong
- 45 – average distance in km of our weekly group ride
- 20 – minutes from Tin Hau to Central on the metro
- 12 – minutes from Tin Hau to Central on a bike
- 1 – Hong Kong’s ranking as the city most hostile to bike commuting

### BRISTOL, ENGLAND BY DANNY WAINWRIGHT:

- 20 – number of fixed gear bikes in Bristol in 2008
- 0 – number of trick fixed bikes in summer 2008.
- 5 – number of trick fixed bikes a year later.
- 10 – number of riders in 50:50 store on a weekday.
- 0 – number of Polo players in Bristol
- 100 – people who ask ‘where did you get your bike?’

# FIXED MAG.

### EDITORIAL

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# RATIOS

*The world,  
in numbers*



DOBE BY IAN SANSONOM

### LONDON BY ANDY ELLIS

4 – number of trick fixed bikes in summer 2007  
200 – number of trick fixed bikes in summer 2009  
50 – % of trick bike owners who say it's for polo  
72 – number of fixed gear riders you see pass at 9.37am on Clerkenwell Road while drinking a cup of coffee

### PARIS BY LOUIS DAVID NAJAR

0 – number of trick-orientated bikes in 2008  
10 – number of trick bikes in summer 2009  
50 – number of Polo players in Paris and Rouen  
10 – number of bikes you can see in an hour on Rue de Turenne (central street in Paris)  
3 – number of meetings for Polo in a week (average!)  
1 – number of back wheels that were stolen in 2008 – and later retrieved  
10 – fixed gear parts stolen so far in 2009 that I have heard about

### BROOKLYN BY MASSAN:

1000 – number of pot holes on Broadway between B'way junction and the Marcy stop  
0 – number of track bikes you'll see at Kennedy Fried Chicken at 5am on any given morning  
123 – number of O.G.'s, 55 years and older, still riding track bikes around Brooklyn  
5 – number of little kids on my block that now know exactly what a track bike is  
4 – tickets received for riding on the sidewalk  
38 – average mph of cars on Bushwick Avenue  
220 – cash pay out in dollars for getting hit by a cab. Sometimes an 'on the spot' negotiation is better for everyone  
4 – number of my family members that now own track bikes. I used to be the only one



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## HOT AIR



## PROGRESS REPORT

*A list of five starter and more advanced moves that you should definitely have down by now*

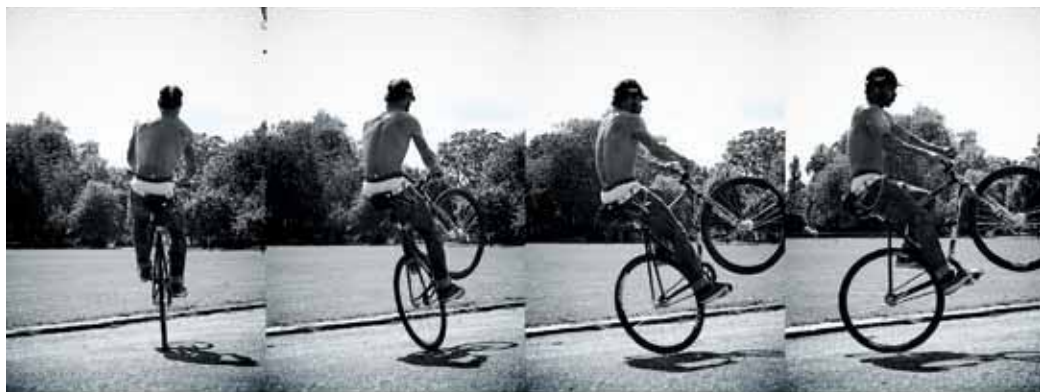
**WHEN WE LAUNCHED ISSUE 1 OF FIXED, WE RAN A LIST OF TEN TRICKS THAT YOU SHOULD BE ABLE TO DO. A LITTLE OVER A YEAR LATER, WE'VE REVISED THAT LIST TO BETTER REFLECT THE CURRENT STATE OF FIXED GEAR AND IT'S RIDERS...**

### STARTER MOVES

1. Riding no handed whilst on your mobile
2. Wheelies
3. Not spending a fortune on your first fixed bike
4. Not buying a Unipack/Create bike
5. Fixing your own punctures

### ADVANCED MOVES

1. Playing polo – and winning
2. One handed skids
3. Bunnyhop barspins down 3 stairs
4. 3 taps
5. Building your own wheels



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# ⚙️ HOT AIR

## PK RIPPER X DC SHOES



Oh man, this is the one... Ever since I started riding BMX way back in the early '80's, the PK Ripper was the bike I wanted. The flobal aluminium tubing, the gussets and totally out there shape all added up to a bike that everyone I knew dreamed of owning – but none of my friends did. For the last three years, SE Racing and DC shoes have teamed up to offer a strictly limited edition bikes which showcases the heritage of the brands and this year's offering is a PK Ripper 700c fixed gear bike. That's right, you heard me.

It's not the first time that the PK Ripper has been honoured in the fixed gear world. DQM built a Ripper-inspired complete bike and even John Cardiel has been seen sporting PK Ripper stickers on his Pista Concept, but this is the first time that the real thing has been available. The spec is a mixture of the classic and the new. A full flobal aluminium frame

with looptail rear triangle and the all new cro-mo 700c Landing Gear forks, which look burly enough to take some big drops (they'll be available separately as well), mixed in with a classically inspired chainset and a Velocity Deep V wheelset. Two colourways are available, a classic ball burnished silver, which could have come straight from the pages of an '80's SE Racing catalogue, or a matt black version which echoes earlier DC x SE collaboration bikes.

Whichever one you choose, be quick. Only 2,500 of these babies have been made worldwide and a good portion of them have already been presold. They're expected to drop at the beginning of September. Get your orders in now!

Check [www.shiner.co.uk](http://www.shiner.co.uk) or [www.sebikes.com](http://www.sebikes.com) for more information

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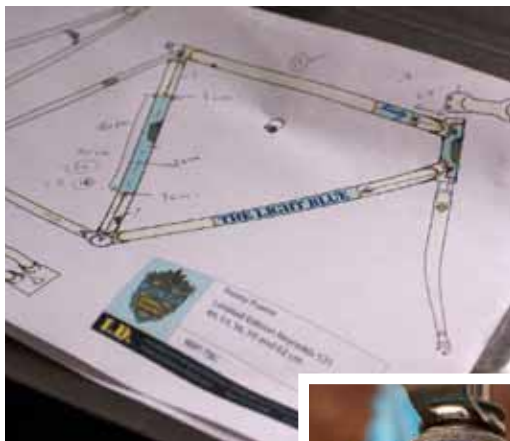
## TRUE VINTAGE

We've all seen 'vintage' track bikes for sale on eBay, twenty, thirty or maybe fifty years old – but a recent visit to Ison Distribution unearthed a real gem – a lo-pro track bike built in 1900, to celebrate the turn of the century!

Ison Distribution is owned by Lloyd Townsend, whose family first started building bicycles under the Townsend brand name in 1895. In those days, bicycle racing was the equivalent of today's Formula One and track bikes were big business. As the new century dawned, the family decided to celebrate the centenary by building a one off bike in their company colours. We're not sure why they built it in a lo-pro shape, but they were at least 50 years ahead of their time. The chainset was built with a custom 100 tooth chainring to keep the centenary theme and surprisingly, the Light Blue is actually quite easy to ride (thanks in part to the huge rear cog to balance out the gear inches) and there's no denying that it looks amazing.

To bring everything up to date, Lloyd has designed a brand new track frame 'The Trinity' which has been made from special edition Reynolds 531

tubing (produced to celebrate Reynolds 110 year history) and is limited to just 100 frames. Check out [www.ison-distribution.com](http://www.ison-distribution.com) for more information.





### *Phil Wood 90 Series hubs*

Phil Wood's company mantra 'Build it strong. Keep it simple. Make it work' has been serving them well since they first started business back in 1971. They were the first company anywhere in the world to offer sealed bearings in their hubs, which has now become the industry standard. One of the things that has ensured their popularity is the fact that their products are bombproof and last for absolutely years – and they're 100% designed and manufactured in the USA. To celebrate their 38th anniversary, Phil have launched their '90 Series' hub, which is limited to just 100 pairs worldwide. The 90 is incredible – super oversized flanges which are then drilled to reduce weight, all of which should help ensure a stiff and responsive wheel. Hunt them down, because they're well worth the effort to see them in the flesh. Swoop at [www.bricklanebikes.co.uk](http://www.bricklanebikes.co.uk)



### *14 Bike Co*

14 Bike Co aren't a ones to sit still. Since they launched their line earlier this year, the London-based bike company have built more than 100 custom bikes for their very satisfied customers. All frames are handbuilt in the UK using British Reynolds steel, and as well as their four 'traditionally' styled bikes, 14 have been working in conjunction with 'Super'Ted James to develop a freestyle fixed frame called The ESB. They soon realised that the increased forces that freestyle places on a frame mean that some of the off-the-shelf frame components that were available simply weren't up to scratch. So, working with a Rolls-Royce certified firm in the Midlands, they have quietly been developing their own bottom bracket shells, steerer tubes and head tubes – the idea was to produce high quality, strong and lightweight components without dramatically increasing the costs – and the first production batch would suggest they've got things right. The ESB is dropping later in the Autumn, but check out [www.14bike.com](http://www.14bike.com) in the meantime for the lowdown.

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# TEAM PRO ALPE D'HUEZ EDITION

Alpe d'Huez is famous as one of the main stages and legendary climbs of the Tour de France. Fausto Coppi won the first edition in 1952 at a time when most professional cyclists were riding Brooks Saddles.

The topographical pattern of the Alpe d'Huez impressed on this saddle has been designed by Dan Funderburgh, an artist, bicycle lover, and wallpaper designer in Brooklyn, NY. Dan's works have been included in the collections of the Cooper-Hewitt Design Museum and the Miami Museum of Modern Art.

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

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## SKIN GROWS BACK

**AUSTRALIA'S SKIN GROWS BACK ARE A TWO PERSON OPERATION, MAKING ACCESSORIES THAT STAND THE TEST OF TIME ON THE STREETS. WE CAUGHT UP WITH THEM TO FIND OUT A LITTLE MORE.**

### WHERE DID YOU GET THE IDEA FOR SKIN GROWS BACK? WHAT DO YOU MAKE?

Skin Grows Back started when we saw a need for a female-specific cycling clothing that wasn't pink and/or floral. We soon realised there were too many variables and that we weren't able to make the garments ourselves. So, we adapted our ideas to something we could do and knew something about. The first prototype products were made in May 2006 and many thanks to the Sydney Courier Crew for testing our original disasters (even though some of them are still in use).

We have both worked as couriers and hoped to use some of our experience to create some useful equipment. London and Sydney have two very different climates which gave us some ideas for bag features to make working life easier and more comfortable. Our current range includes courier bags, backpacks, hip packs, D-lock holsters, phone pouches, top tube pads, key loops and rubber wallets/tool kits. There are the just the two of us, all items are made to order.

### IS SUSTAINABILITY IMPORTANT TO YOU?

We like to use recycled packaging when we can. Our rubber wallets are made from recycled inner tubes. We want our products to last, preferring to take extra time to make something that is solid and avoid contributing to a 'disposable society'.

### WHERE DO YOUR CUSTOMERS COME FROM?

The internet allows us to have customers all over the world, something that we couldn't have dreamed of if it didn't exist.

### WHAT DO YOU HOPE TO ACHIEVE?

We aren't aiming to take over the world! We just want to make stuff that works and lasts. and don't want to rip anyone off to get where we are going. We would prefer not to shove this down anyone's throat, therefore we haven't advertised.

Check out [www.skinalgrowsback.com](http://www.skinalgrowsback.com) for more information

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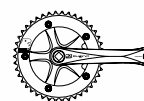
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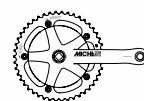
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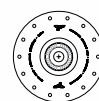
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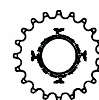
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# INSTANTS

One in a...?  
By Andy Ellis



I've built a lot of wheels over the years. I'm not sure how many because I haven't been keeping count, but one thing you don't see very often is an unfinished nipple... Normally spoke nipples are drilled and threaded, but every now and then, one slips through the net. Most wheel builders just cast them aside.

When I find them, I keep them.

I don't exactly know why, but I like to think they represent something special, like the one imperfection is really the most perfect of all.



*Vintage*  
san marco 1935

*Regal*

I THINK THIS IS "THE" SADDLE.  
ED WONKA





# POSY DIXON & JULIET ELLIOT

*Two friends, on their city and each other*



WINTER IN NEW YORK CITY  
AND THE AIR IS CHILL  
PHOTO: SAM HART

LURKING UNDER AN EAST LONDON  
RAILWAY ARCH

PHOTO: IAN SANSOM



## POSY ON JULIET

Juliet's a self-confessed nutcase which is probably one of the reasons I like hanging around with her. Riding our bikes across town, we're normally going fast to somewhere fun, chasing parties or wasting sunny Sunday afternoons park-crawling through East London looking for the next free BBQ.

Juliet is constant entertainment as she's either up or down, love or hate, ecstatically happy or ready to kill. She's known to shout 'I love riding my bike' at no one in particular and tends to pop back up smiling after every slam she takes. She's very rarely grumpy or negative, and when she is it's normally just cause she's hungry. A pint and a packet of crisps and she'll chirp right back up again.

Top riding memories including charging down Broadway in New York ready for a night out, a spectacularly cold and pointless adventure to Romford via several motorways to check out a tattoo parlour, and several slightly wonky races across London in the dark...

Juliet rocks. She can throw wheelies in a mini skirt, party till the sun comes up, and ride through traffic stupidly fast with me (and she does it brakeless). She's proper fun and never takes life too seriously – she's 'hell', I'm 'yeah' (lip tattoos) so guess we'll have to stay friends for a while now...

## JULIET ON POSY

Posy rides super fast and squeezes through the tiniest of gaps that I wouldn't even contemplate. She's a whirlwind of fun and excitement and never turns down the chance to dash across town on a crazy mission.

We like to whizz our way around London's streets seeking out fun and trouble; laughing non-stop.

We pretty much never fail to have a good time as Posy can sniff out a party from a mile off! If you can keep up with Posy on a bike or at a party then you're doing mighty well; she has bags of energy and I've never seen her tire.

Posy and I have always had fun together, but it was New York where we stepped things up a level and cemented our friendship. I've never ridden so fast and hard, partied so much or crammed so much fun into so little time and it was then I realised the full extent of how awesome this girl is.

Posy Dixon, I salute you!



# Thunder Down Under



The Fixed Gear scene in  
Auckland, New Zealand

Intro by Mike Davies & Justin Henehan. Photography by Mike Davies

**T**here's a Maori story that says the North Island of New Zealand is a giant fish that was pulled up out of the ocean. The legend has it the fishermen hacked the fish into pieces, which is why

Auckland is so damn hilly. Science says it these hills are really all dormant volcanoes, most of which a due to go off in the next little while.

What this means is that riding fixed in Auckland is all about sprinting up hills, bombing down the other side – usually towards the ocean – on the back of a legendary giant fish that might actually explode with red hot magma at any moment.

All the dormant volcanoes also mean

our roads are made of volcanic scoria, a hard, jagged and abrasive rock spewed out of volcanoes like boiling ambegrils out of a whale. We go through tyres fast here and don't fall off – bailing off your bike in AK city is like falling on a cheese grater.

Another important feature of this city is our drivers – they're terrible. The worst in the world, many say. Riding in Auckland can be a bit like Spain's running of the bulls, except we have 2 tonne SUVs instead of bulls and bottles instead of rotten tomatoes. Most of the riders here call it fun and, for many, it's an important part of riding fixed gear.

Because Auckland is built around two big harbours, the Manukau and the Waitemata, it's possible to just jump on a ferry and go for

a ride on a remote island or just cruise the waterfront, drink beers and smoke a blunt. The Waitakere ranges are also a favourite. An expansive national park of sub tropical rainforest, the Waitakere ranges are full of fast snaking roads and views that make you want to turn bush hermit.

The Auckland scene, like any, has its groups of riders, but it's really just a tight group of people who are all up to ride whenever and wherever. An important part of breaking through the cliques is the regular events and rides that spring up. AKFixed has its Alley Cat races, Skull Bike Club has its Booze Cruises and Steady Rollin' has its Asylum Criterium, Red Bull Tires Of Fire and the epic three-day 'All Track 09'. Tank Farm

Tuesday and the Thursday Night Hustle always gets a good turn out for those wanting to spin their legs, shoot the shit and try some tricks.

The retail stores play a large part in the scene here. Both Qubic store and T White's Bikes have put a huge amount of effort into supporting the fixed gear scene. While other shops have turned riders away, these two stores welcome them. The guys who run the stores ride and are keen to provide an cool environment to hang out in.

But the best way to get to know any new place is to get the locals to show you around – and that's just what we've lined up for you – a group of different people representing all aspects of Auckland's fixed scene.







## CONRAD SMITH – AKFIXED

### DESCRIBE THE AUCKLAND FIXED GEAR SCENE?

It's a mix bag of veterans, messengers, loners and chauvinists. The common bond of the fixed sprocket brings us all together in a unified collection of opposing backgrounds. It's a welcoming community that for the most part ignores what you're rolling and instead embraces the thrill of the ride. Auckland's streets offer a great range of routes – from Queen Street's all-out city traffic mash down a long grade, to the endless flats of Tamaki Drive complete with scenic vista's. Auckland's scene is influenced as much by it's topography as its riders and will undoubtedly live on well into the future

### HOW DID YOU GET INTO RIDING TRACK BIKES?

While visiting a clothing sale in Tauranga I had a ride on Jake from Thanks / Lower's fixed gear. Initially unimpressed by the stiff unforgiving momentum, I wrote it off as a ridiculous idea that wouldn't be for me.

Curiosity and pride got in the way and I had to prove to myself that I could master the stupidity of the steel machine and along with my flatmate went about buying a cheap conversion. Within a week I was hooked. Once I'd mastered stopping the thrill of speed and quasi-danger left me wanting more.

### BEST WAY TO SPEND A DAY OFF WORK IN AUCKLAND?

Meet up at Mobil K'rd and roll through St Helliers to reach the far end of the bays, once there it's a fast flat spin into Mission bay to grab a beer and laze on the grass while watching tricks and talking shit before pacing back to town for Kiwi Countries finest food offerings. Ideal.

### WHAT'S YOUR FAVOURITE BAR?

D.O.C, although probably not my all-time favourite is an awesome spot to lock the rigs and down a brew while chatting to some lovely ladies about NJS stamped parts and ratios! A hot-as broad with a classic Cinelli is worth looking for, and D.O.C is the place to hunt.

## TEVA – SKULL BIKE CLUB:

### WHAT DO YOU LOVE MOST ABOUT AUCKLAND?

Money, sex and the drugs.

### WHAT'S YOUR FAVOURITE TIME OF THE DAY TO RIDE?

2 am in autumn with a crisp, foggy city.

### HOW LONG HAVE YOU LIVED & RIDDEN BIKES IN AUCKLAND? HOW MANY OF THOSE YEARS HAVE BEEN FIXED?

It's going to be my first year anniversary in March, oh wait, it's done already.

### DESCRIBE IN YOUR OWN WORDS THE AUCKLAND FIXED GEAR SCENE?

Sex drugs and rock and roll.







**BEST WAY TO SPEND A DAY OFF WORK IN AUCKLAND?**

Hanging out with my wife, oh wait, I mean riding a bike with the lads! Ha ha... As long as I'm not at work, I guess its a good day!

**JUSTIN SWEENEY – STEADY ROLLIN'**

**WHAT DO YOU LOVE MOST ABOUT AUCKLAND?**

It has everything – a cool downtown area, good food, city life. It's surrounded by water. It's really close to go to West Coast beaches and has a really good mix of riding terrain, with lots of hills!

**IS FIXED GEAR HERE TO STAY IN AUCKLAND?**

I see more and more bikes every week and I'm sure it will grow, especially as there are more bikes easily available. I think it's pretty trendy right now, though. I'm sure some will fall off while others will stick with it. I think most likely it will lead people to other types of bikes/cycling as well and grow cycling as a whole.

**WHAT'S THE WEIRDEST THING YOU HAVE SEEN WHILE RIDING IN THE CITY?**

I think its weird that it's so acceptable to be a shitty driver – does that count?

**DO YOU THINK THE AUCKLAND FIXED GEAR SCENE IS STRONG?**

Sure, its good. It owes a lot to Ivan at Steady Rollin' and Tim at T. Whites, both the events and the shop bring everyone together. There are lots of riders doing their thing, but I think that (the events and the shop) creates "the scene". Oh and the forums, too, but fuck that – ride bikes, not keyboards!

**JEFF X – STEADY ROLLIN':**

**WHAT'S YOUR FAVOURITE TIME OF THE DAY TO RIDE?**

It's hard to beat a good play in peak hour traffic after a hard day at work, but probably a nice chill, sunny, Saturday afternoon would be the best

**HOW LONG HAVE YOU LIVED & RIDDEN BIKES IN AUCKLAND?**

Lived in Auckland my whole life, riding bikes most of that. Specifically lived in the Central Business District (CBD) the last 9 years, riding a bit of BMX and road bikes. Been riding fixed only probably about 2 years, maybe a bit more.

**DO YOU HAVE A FAVOURITE PART OF THE CITY TO RIDE IN?**

Downtown is good, lots of hills, traffic, people. It's exciting, keeps you on your toes. But its also fun heading out into the mountains for a bit of punishment.

**HAGAN HILL / AKFIXED**

**DESCRIBE IN YOUR OWN WORDS THE AUCKLAND FIXED GEAR SCENE?**

People from all different background coming together to ride bikes, every one doing it got their own reasons, track riders to 700CMXers, baller fat cats, poor students, to coffee shop hipsters, we got the lot, but all seems to roll along with out much beef, every one I guess is just stoked to be riding. The scene is getting bigger and bigger every day with the help of T White and his rag tag crew of shop leaches, we're having fun along the way.





**BEST WAY TO SPEND A DAY OFF WORK IN AUCKLAND?**

Some dope food and lazy roll around the city, a hill bomb here and there, maybe a trick around Aotea Square or Britomart maybe a few brews at the sunken buildings before heading to D.O.C to catch up with Rowan for some Coopers.

**WHAT DO YOU LOVE MOST ABOUT AUCKLAND?**

The diversity of people and culture. Wait, can there be a 'what I hate question'? Traffic, weather, people, but I ain't no hater!

**WHAT'S YOUR FAVOURITE BAR IN AUCKLAND?**

Code/Met, no! Not funny? Would have to go with lazy brews at D.O.C or at Macs Brew Bar in Kingsland or a hip hop gig or two and Fu Bar and Zen. But we all know that beers and JB's at T Whezeys is the way to start any evening.

**JUSTIN HENEHAN / SKULL BIKE CLUB**

**DESCRIBE IN YOUR OWN WORDS THE AUCKLAND FIXED GEAR SCENE?**

It's gone from a few groups of friends riding around having fun, to a movement. It's become unusual not to see someone riding past on a track bike or fixed conversion, one hand in the air, yelling "fixed gear!" Everyone's friendly and most beef is either tongue-in-cheek or shown up pretty quickly as cocks strutting.

**BEST WAY TO SPEND A DAY OFF WORK IN AUCKLAND?**

You can't beat riding around with your buds drinking beers and looking for buried treasure.

**WHAT'S THE WEIRDEST THING YOU HAVE SEEN WHILE RIDING IN THE CITY?**

I work at night, so my daily commute to work starts about 2:30pm and I often ride home during the witching hour. One day I was riding the Arch Hill reserve track (a small twisty track through bush down near the motorway) on my way to work when I came



burning round the corner and nearly ran straight into a dude having an argument with a tree. The same night I was riding home along K Rd at about midnight. Now K Rd is an Auckland Street notorious for it's sordid and venal mix of nightlife. I'm used to getting bottles and abuse hurled at when I ride along here, but this night a massive, hulking dude in a mini skirt with feather boa stepped into the street and yelled "Fixie! Yeah!"

**WHAT IN YOUR OPINION IS THE BEST THING ABOUT RIDING FIXED?**

Skids and out of control speed. Lots of things can go faster downhill than a track bike, but Burt Munro was a legend because he went real fast on an old custom Indian, not a jet bike. Fun isn't going the fastest, it's going too fast.

**FRANK / QUBIC STORE**

**DESCRIBE IN YOUR OWN WORDS THE AUCKLAND FIXED GEAR SCENE?**

I think in a way it seems to have evolved over the space of half a year what most places go through over a few years. When we first started there were only a handful of us, now I see dozens of people out there on fixed bikes. There's a great core group of riders that ride far more than I do and I respect them for that, because they remind everybody that end of the day, it's about getting out there on your bike and having fun, whether you ride distance or you want to go trick around in a car park.

**DO YOU HAVE A FAVOURITE PART OF THE CITY TO RIDE IN?**

I enjoy doing the Tamaki Drive ride that follows the waterfront or just zipping around the inner city with friends. Actually, riding anywhere with friends is fun. The route alongside the North Western motorway is a pretty good ride too. I do the Tamaki drive route going to work sometimes, it's only about 20km to my office, but it's a nice wake-up in the morning.





## **MIKE LAWRENCE / STEADY ROLLIN'**

### **WHAT DO YOU LOVE MOST ABOUT AUCKLAND?**

I grew up in a lot smaller town and then lived overseas before coming to Auckland so I love the diversity, food, music, size, the fact there is always something to do or going on and the weather – Ha ha. I love how Auckland is big enough to have everything you want, but it's still comparatively small to other major cities. The layout of the city is great for riding bikes, especially fixed. Lots of ups and downs in the city, plenty of decent roads, fun obstacles to play on just a good mix of terrain to keep things interesting

### **WHAT IS THE BEST THING ABOUT RIDING FIXED?**

I like the speed, the challenge. I like how you can bomb hills, sprint the flats, ride it backwards and skid it with no hands! Ha ha. I like the simplicity. I like how the mindset when riding these bikes through the city is more like BMX or skating as opposed to classic road cycling. It's relatively new to me so it has that energetic feel of learning new things all the time.

### **HOW LONG HAVE YOU LIVED & RIDDEN BIKE IN AUCKLAND?**

I lived in Auckland for about 4 years now. I've ridden BMX that whole time and been riding fixed for a little over two years I think.

## **KENNY / AKFIXED**

### **WHAT DO YOU LOVE MOST ABOUT AUCKLAND?**

The people and the food! Auckland is built up of such a diverse range of cultures from around the globe which is rad, for a city that consists of only 1.4 million people, we're quite a colourful bunch. We're a city that gets behind and support its culture which I think is a contributing factor in making Auckland such a vibrant place to live in. There are so many good places to eat here and the various types of cuisine is endless. It's a good



thing I ride a bike to stay fit or I'd have to dust off those Tai Bo tapes to keep in shape.

### **HOW LONG HAVE YOU LIVED & RIDDEN BIKE IN AUCKLAND?**

I was born in the US and migrated to NZ when I was 9, Auckland has been my home ever since. I'm still in the early days of riding fixed, I've only been riding for a little over a year.

### **DO YOU THINK THE AUCKLAND FIXED GEAR SCENE IS STRONG?**

Absolutely! In the small amount of time I've been riding I've seen the popularity of it



increase rapidly. Auckland has held its fair share of events which has no doubt attracted more people to the sport, plus it encourages more people to get out there and ride bikes.

## IVAN MENNIN / STEADY ROLLIN

### WHAT'S YOUR FAVOURITE TIME OF THE DAY TO RIDE IN THE CITY?

In the height of summer it's too hot to ride during the middle of the day. I like evening in summer and winter. Rides in the sun on Sunday with my friends after lunch is pretty high on the list.

### IS FIXED GEAR HERE TO STAY IN AUCKLAND? DO YOU THINK IT'S GOING TO CONTINUE TO GROW?

Yeah it's not slowing down – but it's just a natural cycle like any subculture. It will peak and trough and people will start and stop riding fixed. The people who are riding because they love the feeling of controlling and adapting with a fixed gear bike are the ones most likely to keep riding and drawing people into the scene for the right reasons.

### WHAT'S THE WEIRDEST THING YOU HAVE SEEN WHILE RIDING?

Motorists increasingly using three second red lights as optional indicators to stop rather

than actual law; oh wait that's not weird, that's common. An old man stopped me once and wanted to buy my KHS Aero Track frame off me.

### WHAT IS THE BEST THING ABOUT RIDING FIXED?

Being an old man dinosaur and being able to ride with my friends and feel EXACTLY like I'm a teenage skater again.

### BEST WAY TO SPEND A DAY OFF WORK IN AUCKLAND?

Sleep in, eat well, coffee, ride with friends in the sun and scare ourselves on new hills. Drink some beers in between spots later in the day. Go home and spend a few hours preparing a good meal and hang with my lady watching the sun set from the deck.

### DO YOU THINK THE AUCKLAND FIXED GEAR SCENE IS STRONG?

Yeah I think it's stronger now than it was a year ago when it was dispersed and seemed to be mostly forum and blog-based. As long as we keep holding events and rides where people can get together it will always bring people into a frame of reference with each other. It doesn't matter what people's motives for riding are, I think it's just pretty important to ignore the hate and just enjoy doing what you're doing when you ride.

*Vintage*  
san marco 1935



sanmarcovintage.com

**concor**  
E' TORNATA!  
IT'S BACK!



CONCOR NERA  
PELLE SCAMOSCIATA  
MOD. CAMPIONE DEL MONDO  
TELAIO CS9  
Cod. 267C031

CONCOR BIANCA  
PELLE LISCIA  
MOD. CAMPIONE DEL MONDO  
TELAIO CS9  
Cod. 267C033







# ALL TRACK 2009

RACING, TRICKS, EXHIBITIONS...  
AND A **HELICOPTER!**

**AFTER MONTHS OF PLANNING, SITTING AROUND AND BRAINSTORMING IDEAS AMONGST FRIENDS AND CREW, THE ARRIVAL OF MIKE AND RAINIER FROM MASH SIGNALLED THE OFFICIAL START TO THE ALL TRACK FESTIVITIES...**

#### **Wednesday 8th April – Ghettodrome**

5:00pm, we converge at the Avondale velodrome. Unlike the Manukau velodrome where the bulk of the city's track racing is held, this 'velodrome' is a weird after-thought, with a full-sized soccer field in the middle. Whatever. It's tarmac, bumpy, and hardly the 42-degree bank angle required for track competition. Maybe 37.285 degrees. Who knows? At 7:00pm, 32 competitors had shown up, whilst dozens of friends, supporters, and other riders arrived to cheer, jeer, and consume frothy beverages. The event

format was simple – one on one, heads up, straight elimination, with the Top 8 receiving championship points for the ultimate ALL TRACK trophy for the best all-round, all-discipline track bike rider. The first round of eliminations went like clockwork – scores were settled, upsets were had, and the strong runners for the event advanced through. A jet-lagged, but determined, Rainier quietly breezed it, whilst the only female competitor Míeche tried her best, but was unfortunately eliminated. Kudos for competing!



The weather finally broke and the heavens opened, which would normally mean that racing would be suspended, but someone left the UCI rule book at home. It's called the Ghettdrome sprints for a reason, I suppose. After some rather close photo finishes during the Top 4, it was Ken White that stole the crown for the evening's sprint event, with a solid and consistent performance, giving him a commanding lead in every single one of his races. As the rain continued, we wrapped up the first night's events, packed down the flood lights, and retired for the next day.

Thursday 9th April 2009 – Qubic party  
Thursday was the party at our store/gallery space, Qubic, so the majority of the day was



“IT’S CALLED THE GHETTODROME SPRINTS FOR A REASON...”

spent preparing for the night's festivities, and to make sure we had all the items we were releasing on the night, including our ALLTRACK kit & cycling cap, and the special MASH print Ivan and Benny Gold had designed for the event. T. White was also in store, furiously finishing his pop-up store in our gallery area. As part of the week's celebration, we decided it would be nice to give something back to the bike community, in the way of... free shoes. We asked riders

to come in to trade their beat-down, stunked out shoes for brand new authentics, for no particular reason. Roll forward to 7:00pm, the party kicked off and the beers flowed. The porn shop down the road caught on fire and burned down, and fire engines filled the street. Rainier sighed about putting a bigger gear on his bike before we put it on display. We told him to walk around flexing his quads instead. After the party, we all retired to Lone Star whilst some of the riders took off on a



late night spin around Auckland. Inebriated, we called it a night, and then planned for tomorrow's event – the trick/freestyle ride session.

#### **Friday 10th April – Trick Comp**

The trick comp drew a large, energetic crowd, scattered around the walls of the Red Bull hanger. The crowd cheered and cringed at the bicycle antics that took place in front of them. During the practice run I popped a pinch flat, which was nothing compared to T White bending rims and blowing tires with his BMX/thrash style riding. Some of the highlights from the trick comp were Ken White's weird trick bike' setup (an extra compact alloy frame with BMX bars and

clip less pedals), Unicycle Muzzle crashing into everyone as he tried to surf his bike, but the biggest highlight was Mike Martin's pre-event competitions – strip track stand, foot down, goat-off and piggy back races where just some of the events that took place. The winner of the trick comp Mike Lawrence, Mike was dialled and all his tricks where super smooth. T White was second, which was well-earned for his BMX style tricks and Rene was a third for sticking all his tricks.

#### **Sunday 12th April – Main Race**

The Eye In The Sky race started in the heart of the city, in an area called the Britomart. All riders who entered were given the check

points for the race the day before, so most people spent Saturday figuring out the fastest way around the city. Riders were fitted with electronic GPS triathlon ankle bracelets and just before the race was about to start the Eye In The Sky (the Red Bull Helicopter) turned up and I'm sure everyone had the same thought going through their heads – 'this is about to get a whole lot more serious!'. The riders took off from the line and scrambled for their bikes. The race consisted of 5 check points, or 6 for those who had breaks, you could go to the check points in the order you wished so riders took off in all directions. It was quite a sight to see a big group of riders bombing into the Auckland city traffic from every direction.

From there on as the riders sprinted off into the depths of the city it was a waiting game at the finish line. The only indication of how far through the race the riders was the helicopter trolling them in the distance... 16/17mins later it approached the finish line, hovering above the nearby buildings, you knew the leading rider was very close and then Rainer popped out of the corner of one of the buildings and came sprinting towards the finish line... his hands on the drops and a huge smile on his face he crossed the line... It was pretty amazing to see him win, especially in a city where he had no local knowledge. He left riders joking that he was secretly superman. Shortly after the race finished the after party took place at a nice little local gallery just around the corner from the race. The gallery quickly filled with all the riders, spectators and organizers of the events. Plenty of beer was consumed as everyone checked out the photography from Mike Martin and talked about how amazing the week had been.

The prize giving took place after everyone had settled in and had a few drinks. Ken White was the overall 'All Track 09' winner. Congratulations Ken and a special thanks to all the guys the put the hard work into making All Track 09' happen.

**For more information, check out [www.redbulleyeinthesky.com](http://www.redbulleyeinthesky.com)**





# STAMPING GROUNDS

PARIS/  
**RODOLPHE NANTAS**

IT WOULD BE EASY TO THINK THAT RODOLPHE NANTAS IS A SLACKER, AS HE CAN OFTEN BE FOUND CHILLING IN THE SUN, WITH WAYFARER SUNGLASSES ON HIS PRETTY LITTLE NOSE, BUT ONCE YOU'VE READ MORE ABOUT HIM, YOU'LL PROBABLY CHANGE YOUR MIND.





**BEST PLACES TO EAT IN PARIS:** MOST OF THE TIME, I LIKE TO EAT AT HOME, BUT I REALLY LIKE TO GO TO MCDONALDS AND KFC, TOO (I KNOW, I'M KIND OF AMERICAN, HA HA)

**T**he first few times I met Rodolphe – hanging out at the Cyclope store or at parties – he had a 650c front wheel on a big-ass white track frame and was getting into his first barspins. I guess from practicing and watching all the trick videos and forums, he switched to an all-black aluminium EXS, with a flashy orange rear aerospoke – the first one in Paris – still with that front 650c, kicking out some wily barspins...

After the EXS got stolen, it was time for Rodolphe to get a proper trick bike. He traveled to NYC, bought a Brooklyn Machine Works and that was it – we'd always see him with two hands on the bars, doing backward circles, over and over and over. Basically, while we'd play polo, Rodolphe would practice his tricks. But then we found out that he'd go to the courts even when we weren't there, just to get more practice in... That just shows how dedicated he is.

The Suburbs crew was formed in 2009 by Rodolphe and a few other riders including Nordine (expatriate FGLDN rider), Romain Abeille, who also rides BMW (the rustiest one you'll ever see) and Le Lama, a killer polo player and member of the Gorilla polo team. The Suburbs crew hang out in Marche St



**RODOLPHE**  
**NANTAS**



## 6 BEST PLACES TO PARTY IN PARIS : LE MONTANA, CHACHA, BARON, BC (BLACKCALVADOS), NÉO, REGINE

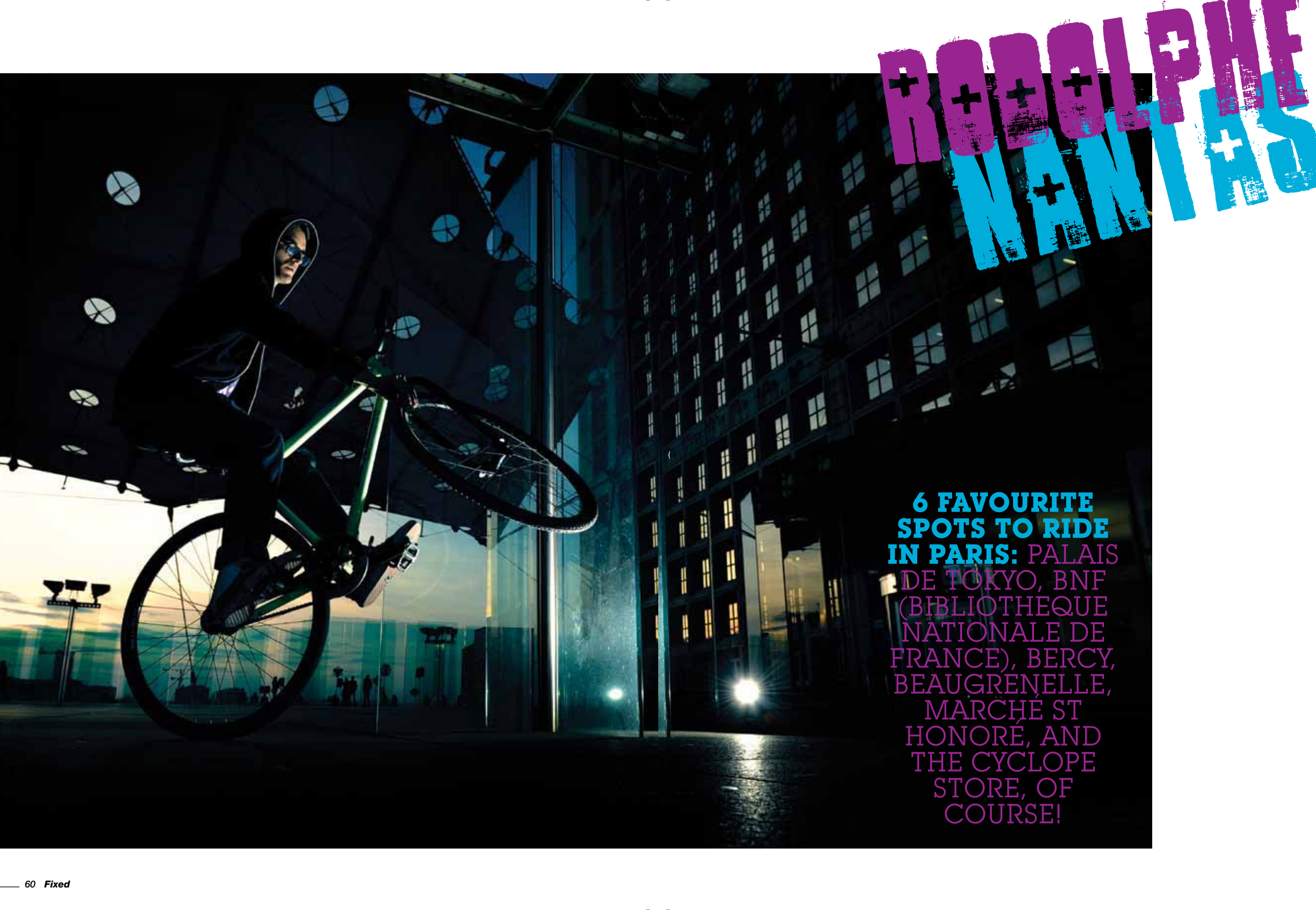
Honore, on Sundays at the polo spots, but you can also find gorgeous pictures of them riding at the track circle La Cipale. They form a pretty eclectic group of riders, as everyone has their own style. I kind of like that, because just as everyone has opinions and preferences, they seem to share an open-minded and innovative vision of fixed gear and bicycles. That is probably what led them to be invited to the Bright Tradeshow, alongside FGLDN, and expose the Pigalle bike built by Suburbs; it's cool they had the opportunity to bring what we do to more people, and hopefully it gives a sense of what's going in Paris. I'm pretty sure that

watching Tom and Ted during Bright must have been quite motivating for Rodolphe.

In finishing, it's worth mentioning that Rodolphe was picked as one of the Parisian riders with Italian Campione Laura to film for a Puma video – you don't get asked to do something like that without talent and drive.

It seems like Rodolphe isn't a slacker at all – in fact, if you look closely, it seems that he has a part to play in most aspects of the Parisian Fixed Gear scene...





# RODOLPHE NANTRAS

**6 FAVOURITE SPOTS TO RIDE IN PARIS:** PALAIS DE TOKYO, BNF (BIBLIOTHEQUE NATIONALE DE FRANCE), BERCY, BEAUGRENELLE, MARCHÉ ST HONORÉ, AND THE CYCLOPE STORE, OF COURSE!



**6 BEST FIXED RIDERS IN THE WORLD:** TOM LAMARCHE, ED WONKA, JOHN PROLLY, TOREY THORNTON, TOM MOSHER, SUPERTED

**6 FAVOURITE TRICKS (I WISH I COULD DO):** 1080 BIG SPIN, 360, 180 TO SLIDER, 1080 KEOSPIN, 3-6 TAP TO 180, TAILWHIP



**ROADLIFE  
MANTAS**



**6 WEBSITES THAT YOU CHECK EVERY DAY :** [HYPEBEAST.COM](http://HYPEBEAST.COM), [HYPEQUEST.COM](http://HYPEQUEST.COM), [FACEBOOK.COM](http://FACEBOOK.COM), [PIGNONFIXE.COM](http://PIGNONFIXE.COM), [PROLLYISNOTPROBABLY.COM](http://PROLLYISNOTPROBABLY.COM), [SKIPASS.COM](http://SKIPASS.COM)



HERE  
AND... ACTION! THE REVIVAL FILMING  
SCHEDULE IS OFF TO A GOOD START  
PHOTO: MATT LEAF

# THE RE- VIVAL

BY TOM BRIGGS

I REMEMBER  
WATCHING BMX  
VIDEOS AS A KID  
AND THINKING IT  
WOULD BE AMAZING  
TO BE A PART OF A  
PROJECT LIKE THAT.  
I GUESS THAT IDEA  
NEVER REALLY DIED  
AND THAT'S WHAT  
GOT US HERE TODAY.





# THE RE- VIVAL



TOP  
FILMING MOVED OUT OF THE CITY  
— TYLER WHEELJEING IN NATURE

PHOTO: JAKE RICKER

HERE  
A BREAK IN FILMING GIVES WAYNE A  
BRIEF MOMENT TO THINK

PHOTO: MATT LEAF

I had recently moved across Canada to Toronto from Vancouver and it seemed like the rest of the scene back at home was starting to break up as old riders left to start new lives elsewhere. I think we all felt a bit of loss when the community we had built started to change. It wasn't all bad, though, because as we all went our separate ways we started to meet new, interesting people that became part of this growing family.

Wayne Morhart and I sat down one night on the phone and I basically told him that I wanted to make a film about all of our friends and all the people we rode with. I think it had also been an idea floating around in Wayne's head for some time as well. It set off a spark and it's been phenomenal watching what he's been able to capture.

The initial plan for The Revival was to create a road trip film where a group of friends all came back together and traveled across Canada as well as parts of the United States. Due to scheduling conflicts, lack of funds and a few other roadblocks we made the brutally tough, last-minute decision to cancel. At the time it felt like that might have been the end of it, that plans just did not work out the way we wanted them to and it was over. When you and everybody involved have very little money, it can be hard to make things work.

Wayne and I didn't speak for a week after the cancellation, but then he called out of the blue and we decided it had to be done. We had invested so much of ourselves into the planning of the project that we couldn't simply just walk away. At that point it became clear that we just had to get down to business and start filming as much as possible.

A year prior to this Wayne had met Tyler Johnson at a Fast Friday event in Seattle and had spoken to him about possibly filming sometime in the future. That time had come and we added Seattle to the list of cities that would be included in the final film. Riders from Vancouver, Seattle, Toronto, Montreal and New York would all be showcased in The Revival.

Wayne has spent the last few months traveling between Vancouver and Seattle documenting both cities. At the end of August

filming will begin in New York City with riders from Toronto and Montreal being present as well.

Seattle has graciously opened its arms and doors to the project. Riders such as Tyler Johnson, Chris "The Butcher" Clappe and Zach Hoffner, of Zlog Blog, have all been Wayne's personal tour guides of the Seattle landscape with spots already picked out for filming. With camera, dolly, tripod and beers in hand Wayne has single handedly captured the dynamic riding that is happening in the Pacific Northwest.

Next up is New York, where a new group of riders have emerged with their own unique style that has changed how we think of a fixed gear bicycle. Sliding rails, jumping stairs and barspinning over everything. Wonka, Torey "Hfwido" Thornton and Tom Mosher will be sure to raise the bar yet again.

The project is being shot entirely in HD and will be premiering in early November in our hometown of Vancouver, Canada, before the crew will depart on a premiere tour that will be taking in London, England as well as many other, yet to be confirmed, cities.



# THE RE- VIVAL

HERE  
STORY WRITER, RIPPER AND ALL  
ROUND GOOD GUY TOM BRIGGS

PHOTO: TED POWER



MIKEY CLEARS THE GAP IN THE BRIGHT PARK, WATCHED OVER BY THE GHOSTS OF A THOUSAND PRISONERS

PHOTO: MICHAEL



WORDS BY MIKE MERKENSCHLAGER / GUS MALLETT

# BRIGHT

**SINCE IT STARTED, BRIGHT HAS BEEN A SKATEBOARD-ONLY TRADE SHOW. NOW, THANKS TO FIXED GEAR CULTURE AND THE FACT THAT 80% OF THE BRIGHT STAFF RIDE BIKES, IT MADE SENSE TO INCLUDE WHAT WAS GOING ON IN ALL THE MAJOR CITIES AROUND EUROPE...**



**A**n early July morning with the weather steadily improving, our group of nine riders set off to the Bright Tradeshow in the minibus; a couple of 14bikeco team riders, a few FGL originals & buddies down with the cause, including Johnny – one of our favourite photographers & all-round good guy. Sleepy-eyed, but full of anticipation, our excitement was furthered by the discovery that our tour bus featured a PS2, so Burnout 3 blasted us all the way to Dover.

On board the ferry, much fun was had in the arcade and seagull baiting featured among the activities – those things have pretty big wings! I was planning on catching the bird 'bush style' and cooking him up for dinner but everyone was so full on Tesco chicken that the primeval drive for food no longer existed, so I let him go with a light slap. The ferry eventually docked,

and we started driving through France, the Netherlands and Belgium (a.k.a. boring central) with skate spots sessioned en-route. Brussels baffled us, although our detours allowed us to see some of the city's beautiful old buildings, and by the time we were heading in the right direction, the veil of darkness fell and soon Frankfurt was within our reach. As we cruised through the red light district, jokes were had at the marvels of commercial erotica, before we realised that our very own Easybed24 hotel was in the midst of it all, surrounded by brothels and sex shops, spiritually guarded by strings of junkies and punters lining the pavement. Gus and I ventured onto the streets with nothing more than a few pens and a compact camera – hoods up, lads, it's time to check Frankfurt's underbelly.

Morning saw the first visit to the Bright Tradeshow complex, a decaying former prison complete with a monstrous skatepark in the middle of the plaza with hundreds of windows looking inwards towards the frankly intimidating array of ramps and obstacles. Most of the day was spent with introductions, explorations and finding lines in the park, allowing for a deep sleep that night in the knowledge that 'we righteously shaped that sheeyat'. Saturday brought some hard business,

and as the tradeshow steadily filled up with eager youts and streetwear rocking dons some more skating was had on the Converse mini ramp and lots of "Kein Bremsen?" questions arose. Many a grapefruit beer was passed around as CRUNK commenced in preparation for the Azita team BBQ, where we enjoyed some slow grilled treats, before stashing our whips in the BMX/sneaker

ABOVE  
ANDY CHECKS OUT SOME OF THE  
WARES AVAILABLE IN FRANKFURT

PHOTO: MICHAEL

THERE  
RANDOMNESS FROM LIFE ON THE  
ROAD WITH THE FGL CREW

PHOTO: MICHAEL





*boutique and heading to some Vice party, where some crazy dancing went down, especially from our very own dance supremo Ode and I was offered to freestyle on stage with Afrikan Boy, and at around 3 am we called it a night and returned to our rooms. I woke the next morning in a broken bed, covered in cuts, knowing last night was a good one.*

Sunday was the final day of the event. I was tired as balls but the sight of Lem Villemen, Marius Syvannen and David Gravette ripping the plaza woke me slightly. This day was spent chilling on the sofa of our exhibition, chatting with curious visitors. We all went out for a meal in a quiet street with the entourage – although we had unwittingly parked our bikes in an old lady's front yard, and after receiving our drinks we were confronted with an infuriated fat man throwing our bikes onto the street, and when reconciliation was attempted, he released a cry of 'FUCK!'. Oh dear oh dear. *Minh Ai bravely ordered the OAPs favourite, which looked like dog food but was surprisingly palatable, contrary to our waitress' warnings and dissuasions, and the Radler and Apfelwein was also strongly to our liking. Post Dinner Mike ripped it up on Teimas' manual moped, and Johnny and I had a run-in with the feds for skitching on the same. After all that lark we arrived at the local skate spot "Wiley B" where we spent most of the time getting down on a random tramp, chasing rabbits in the dark, jumping down stairs and stunt-busting and the 2 tonne Niko demolished my left pedal.*

Upon returning to the ho-tel for the last time, Minh Ai announced she had lost her key, resulting in a 20 Euro fine to be paid before she could get her passport back. Having left the hotel with our bags, we soon arrived at Bright with the skate park to ourselves, not counting the builders rendering half the park useless and with the usable space shrinking with every screw turn. We then grabbed some food, had a chat with Thomas and the gang about future plans, and headed over to Azita and its neighbouring BMX and fixed gear shops,

where some red/purple/black Nike Air Stabs – the freshest creps I have ever laid eyes on – were purchased by Guswald. The night was spent in the home of our good friend Tobi (the design artist behind the Bright Tradeshow graphics among many other things), with memorable moments included the first shower of the trip, as well as several visits to our room by Tobi's dog, who learned to open doors. He demonstrated his displeasure at being ejected into the hallway by being sick outside the door, setting an olfactory alarm clock for us for the morning. We said our farewells and collected ourselves, before loading the van and leaving Frankfurt, with the return journey being relatively seamless and without major hiccups or detours.

Our trip was an overwhelmingly successful one, with all involved having a great time, grasping the opportunities to meet new people, talking to old friends and to introduce an ever more open-minded audience to fixed gear. This trip promised a great deal, but I think I'm right in saying that all of us – especially those who were visiting for the first time – got far more from the trip than we could have even expected.



HERE  
GUS DODGED THE BUILDERS LONG  
ENOUGH TO BUST THIS HOP TO FAKIE  
PHOTO: MICHAEL

**In January 2010 Bright will be celebrating its 10th edition... and fixed gear will be a bigger part of the show than ever before. Bright hope to be able to bring riders together from all over the globe, showcasing bikes, images, films and everything else that comes with the culture of riding fixed. We'll be there!**





# On the road with The CTRS

London to Paris in three (two) days

Earlier this year, Nike sportswear launched an ambitious plan. Using their Tiempo shoe as a start point, they tweaked it for fixed gear riding by stiffening the sole and beefing the upper to provide additional support. Next, they assembled a team of fixed gear riders – The CTRS – who would put their own slant on the shoe by designing a limited-edition colourway, inspired by the city they were from.

The CTRS are drawn from all around the world and represent a diverse range of styles and locations. Massan from San Francisco, Artoo from Berlin, Jupiter from LA, SuperTed from London, Kyle from New York, Hal from Tokyo, Yorgo from Paris – and some dude called Lance from Austin.

The plan for this trip seemed simple enough – 7 of the 8 CTRS would meet in London and

ride to Paris – Lance would join us later, as he was busy cruising around France, or something. At the end of the ride there would be a star-studded, super VIP party. The CTRS would have to ride 70 miles a day for three days, a reasonable daily mileage and 210 miles in total – pretty achievable. Of course, things never go to plan, and after riding 85 miles on the first day, day two was lost to rental car woes, which meant that in order to get to Paris in time, the crew would have to ride 130 miles on the last day. On brakeless track bikes.

Fixed managed to tag along as a part of the team – OK, we drove the support van and snapped photos where we could, as The CTRS did all the hard work. What follows is a photo diary of how things unfolded.

Words: Ian Sansom

CLOCKWISE FROM TOP LEFT  
MASSAN, HAL, SUPERTED,  
JUPITER, KYLE AND ARTOO



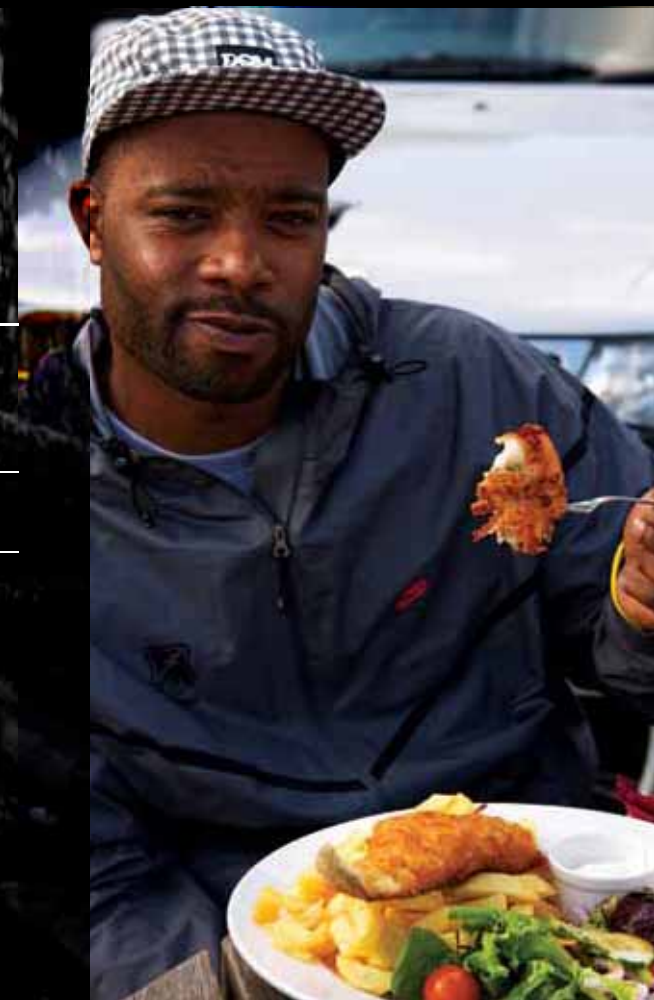


CLOCKWISE FROM TOP LEFT

GNARLY BEYOND WORDS. AFTER CLIMBING A HILL FOR MILES, THE CREW GOT TO THE TOP AND THERE WAS ONLY ONE WAY TO GO – DOWN. BY THE TIME THE VAN ARRIVED, ONLY MASSAN WAS LEFT, AND HE BOMBED THE HILL LIKE A MONSTER – NO BRAKES, FEET OFF THE PEDALS AND TUCKED DOWN FOR EXTRA SPEED, USING HIS FEET STRAIGHT ONTO HIS REAR TYRE TO SLOW DOWN. THE VAN QUICKLY FILLED WITH THE SMELL OF BURNING RUBBER. I SNAPPED THIS ONE HANDED, WHILE TRYING TO DRIVE AND NOT RUN HIM OVER AT THE SAME TIME.

IT SEEMED THAT BEER KEPT TED FUELLED FOR THE WHOLE TRIP. BREAKFAST, LUNCH AND DINNER. HE WOULD ALMOST ALWAYS HAVE ONE WITH HIS FOOD – IT'S THE CARBS, YOU SEE... THIS ONE WAS ROUGHLY AN HOUR INTO THE BEGINNING OF THE RIDE.

WHEN IN ROME – MASSAN ENJOYS GOOD OL' FISH N CHIPS IN A LITTLE SUSSEX PUB.







CLOCKWISE FROM TOP LEFT THE ROUTE FROM DIEPPE TO PARIS ROLLED UP AND DOWN THE WHOLE WAY, BUT NOT JUST LITTLE CLIMBS. THERE WERE SEVERAL BEASTS THAT WERE HARD WORK, INCLUDING THIS ONE WHICH WENT ON FOR ABOUT 5 MILES. TED, ANDY AND RYAN LED THE CHARGE AND PULLED THE OTHERS UP.

THIS KIND OF SUMS DIEPPE UP. WE WERE STUCK THERE FOR A DAY, WAITING FOR HERTZ TO SORT OUT THE HIRE CAR WE HAD BOOKED AND IT RAINED MOST OF THE TIME. ANDY TOOK REFUGE IN HIS SLEEPING BAG AND HID FROM THE STORM.

DON'T REALLY THINK THAT ANYTHING NEEDS TO BE SAID, ARTOO'S EXPRESSION SAYS IT ALL.

GPS, IPHONES, MAPS AND COMPUTER PRINT OUTS WERE ALL EMPLOYED IN OUR QUEST TO FIND THE WAY TO PARIS







CLOCKWISE FROM TOP LEFT  
THE PRIZE AT THE END OF THE JOURNEY - AFTER A 130 MILE RIDE IN ONE DAY THIS IS WHAT GREETED THE TEAM. WE SAT UNDER THE EIFFEL TOWER, DRANK BEERS AND SOME OF THE TEAM CAUGHT A FEW Z'S AFTER THE EFFORT THEY'D JUST PUT IN.

THE DAY AFTER THE END OF THE RIDE WAS ALSO THE FINAL DAY OF THE TOUR DE FRANCE WHERE CAVENDISH WON, MANY BEERS WERE DRUNK AND CHEESY TOURIST SOUVENIRS WERE SNAPPED UP!

OBLIGATORY TEAM PHOTO: THE CTRS AND FRIENDS - A JOB WELL DONE. THANKS NIKE AND ROLL ON NEXT TIME!

CTRS REPRESENT! KYLE'S STRIPPED BACK VIGORELLI WAS THE PERFECT SPOT FOR SOME CTRS CREW STICKERS





# BENNY GOLD

*Design is Golden*

**BENNY GOLD IS AN INDEPENDENT GRAPHIC DESIGNER FROM SAN FRANCISCO, USA AND IT SEEMS EVERYTHING HE TOUCHES TURNS TO GOLD. BENNY IS THE MAN BEHIND SOME OF YOUR FAVOURITE LOGOS AND DESIGNS. SEEN THE HUF LOGO? THAT WAS HIM. STUCK THAT MASH STICKER ON YOUR BIKE? YEP, BENNY AGAIN. WORKING UNDER THE NAME STAY GOLD CREATIVE, HIS CLIENT LIST INCLUDES CARHARTT EUROPE, DVS, NIKE, ADIDAS AND REAL SKATEBOARDS TO NAME JUST A FEW. HE'S COLLABORATED WITH THE HUNDREDS, TRANSWORLD AND BURTON AND IS NOW FOCUSING ON HIS OWN SELF-TITLED CLOTHING RANGE, BENNY GOLD. IT'S A GOOD THING, TOO, BECAUSE IT IS STOCKED ALL OVER THE WORLD. THINGS ARE ONLY GETTING BETTER AND BIGGER. MONIQUE KAWECKI CAUGHT UP WITH BENNY TO FIND OUT IF HE REALLY DOES HAVE THE MIDAS TOUCH.**

**M//** You moved to San Francisco from the smaller South Florida Key West, to be part of a bigger skate scene. You also became interested in design through skateboard graphics. Would you say skating is the biggest influence in your life?

**B//** Skateboarding has definitely played a huge role in who I am today. It has always been challenging – 20 years after I first started it's still not easy and that's the beauty of it. San Francisco is a beautiful city. I have been living here for 11 years and I'm still finding new places. Just get out on your bike or board when you come to SF and see it for yourself.

**M//** How did you get into riding bikes?

**B//** Most of my friends mess with both skating and bikes. One of the first times I rode a fixed gear bike I was skating with Gabe Morford and all the Deluxe riders. Gabe asked me to come with him to the bike shop to pick up a De Beranrdi track frame he had ordered. I was so stoked on it and rode it around the skate spot. He told me I should get one so we can figure them out together. My friend Massan had been bugging me to get one as well, so the next day I picked up a conversion off Craigslist and proudly showed it to Gabe and Massan. I ride an early 80's Ciocc track frame now. It's far from cherry, but I love

it. I have been on that frame for about four years now. I have had a few other bikes that I alternate in, but I keep going back to the Ciocc. I love classic Italian frames. I am fortunate to have it. I pieced it together slowly over the years and it is just right now. The funny thing is after I found all the parts I was hunting for I realized that the end product was not important. I had a blast riding that bike in all it's different build stages.

**M//** Can you explain the rest of your setup and mainly why you aren't riding the MASH Cinelli...!

**B//** I had the pleasure to design the Mash Cinelli frame paint and graphics. I got kicked one down but I am saving it for a portfolio piece. I asked about getting another one to ride, but it looks like I am going to have to pay for it. I'm fine with that, because the bike is worth it. Gabe and Mike both worked on the geometry of the bike and I was responsible for it's physical appearance. The color breaks on the bike come from the shape of the lighting bolt inside the Mash logo. I mimicked the lighting bolt and expanded it to fit the frame and fork. The monotone colors were chosen to keep the bike classy and rideable. I didn't want it to be too loud, like a Nascar, but I still wanted it to be special. If you check out the bottom



bracket, you'll find my paper airplane icon on it. I had to sneak one in!

**M//** In a Vapors article you mention you introduced Mike Martin and Gabe Morford to each other. Can you tell me more about this match make?

**B//** By the time I met Mike Martin, Gabe and I were obsessed with bikes. There weren't many options for starter bikes like there are now, so I was piecing stuff together. Mike had an ad posted for some parts he was selling so I went to his studio. I walked in and he had all these cameras, bike frames, parts and skateboards piled up. I was blown away and called Gabe to let him know there was someone in the city who was into photography and bikes like he was. They're both pro photographers and quickly became friends.

**M//** You've worked with a wide range of clients: apparel companies, individual brands and fixed gear and skateboard companies. Is there someone you'd like to work with in the future?

**B//** I always wanted to work on a shoe with Vans. I think some of my paper plane flight patterns could lend itself to their shoe silhouettes. I am really excited that Gabe got the opportunity to put his spin on three of the Vans shoes – the Slip-on, Era and Half Cab (a great shoe). I did have a pair that held up amazingly well to griptape and toe clips. One of the best part about being a designer is solving problems for other people. Design projects are like puzzles. You have to take all the pieces of the project and put them together in a way that makes sense.

**M//** Are you surprised at the success of MASH..even now, so many years down the line?

**B//** I am still very much amazed at how successful MASH was. When I started working on the project it was so small and to think of all the opportunities it opened for everyone is really inspiring. I will be forever thankful for my part in the project, but I am not sure that there will ever be another full-length feature. It will continue to grow, though – you can expect more projects like the Cinelli frame and the Austin short film with Lance Armstrong.

**M//** What was your inspiration for designing the MASH logo?

**B//** The Mash logo illustrates the camaraderie of the team by utilizing a clean military insignia changed into an iconic "M". I included a lightning bolt into the mark to characterize the speed of the bikes on the



street. I wanted the logo to be different than what was out there at the time and associated with the culture. Almost everything at the time had a dirtier, street messenger feel. It was a conscious decision to move away from that. I am a firm believer in doing your best in everything you do. What's the point not to? You get what you give.

**M//** You've been to Tokyo twice with the MASH team. How is it riding in Tokyo in comparison to SF?

**B//** Tokyo is a great city to ride in. There is enough traffic to keep it interesting and everyone there is really excited about bikes. You can't beat the hills of SF. Riding a bike in any city is a great way to experience new surroundings. I just got back from a trip to Seoul, Korea. I had a day on the bike around the Han river and that was really special also. I traveled with my bike plenty of times in the past (Portland, Tokyo and Austin).

**M//** Whilst having everything else keeping you busy, what other projects are you working on? Any plans for the future?

**B//** My 'to do' list is huge right now, and that it is a bit overwhelming. I am content to work on my signature brand as well as client work. I have a Velocity rim collaboration coming out that I am excited about as well as a Sag bag that I designed. That's about it for bike related projects, the rest is logo and apparel work. I still make sure to find the time to push the bike and board around as much as I can during the week.

**M//** Thanks Benny... Any last words from the wise?

**B//** The best advice I can give is if you fall down, to get back up. It's the most important thing that skateboarding has taught me. I fell on my face thousands of times in front of my friends but you have to remember to get back up and try again. I carried over that practice to the rest of my life, no matter what it is.



# BRICK LANE BIKES

*Inside London's best-known fixed gear store*



**FROM HUMBLE BEGINNINGS, BRICK LANE BIKES HAS QUICKLY GROWN TO BE THE BIGGEST FIXED GEAR STORE IN LONDON. WITH A HUGE STOCK OF VINTAGE, NEW AND EVEN THEIR OWN BRAND BIKES AND PARTS, BLB IS A MAJOR PLAYER, NOT ONLY IN THE UK, BUT THROUGHOUT EUROPE, TOO.**

The shop is located on Bethnal Green Road in Shoreditch, right at the end of London's achingly hip Brick Lane. BLB have become famous as the place to go if you're looking for vintage European framesets, British steel such a Bob Jackson (they even have an exclusive collaboration frame with the Leeds framebuilder), or their ever-growing range of own brand framesets. Co-owner Jan regularly visits the continent, searching out vintage track and road frames from the likes of Ciocc, Colnago, Magni, Coppi, Masi and other brands to get your mouth-watering and your hands reaching for your wallet. If you're looking for something in particular, they're definitely worth a call – their stock is huge!

You'll find an enormous range of parts to finish your bike, from all the major players at price points that range from low (for their high quality BLB parts) to high (for those oh-so hard to find vintage Campag Pista cranks) – and everything in between. Wheel-building is a speciality, with in-house custom builds and exclusive parts from the likes of Mack Hubs, Phil Wood, Paul Components, H+ Son and Velocity rims.

Getting to Brick Lane bikes is best done by purchasing an A-Z from any newsagent and then

riding your bike. If you're on foot, then get yourself to Liverpool Street station and either make the walk, or catch the number 8 bus from outside the station to outside the shop – it'll be on your right as you ride the bus, just keep looking for the sign.

As one of the busiest stores in town, weekends can get hectic, so if you've got a lot of questions, then it's probably best to try and visit during the week when things are quieter and there'll be more time for the staff to help you out. BLB is like an Aladdin's Cave, so don't expect to get in or out quickly, and if your significant other is not into bikes, it's best to leave them at home!

The shop also has a distribution arm, BLB Big Mama which handles orders for other fixed gear shops throughout Europe with exclusive distribution on brands such as BLB, Phil Wood, Paul Components, Velocity, H+ Son, Affinity bikes, Orlowski and many more.

For more information, contact  
Retail: [www.bricklanebikes.co.uk](http://www.bricklanebikes.co.uk)  
Distribution: [www.blbbigmama.co.uk](http://www.blbbigmama.co.uk)



# MINH AI TON

*What goes in to – and on to – rider's bikes around the world*

**DATE OF BIRTH:** 23/02/1980  
**HOMETOWN:** London, England  
**SPONSORS:** Me! OK, None  
**HEIGHT:** 5 feet 4 and 1/2 inches

## THE SET UP:

**FRAME:** Custom hand-built SUPERTED frame. It's fillet brazed from Dedacciai Com 12.5 steel tubing and has a custom gusset for increased toe clearance for barspins and extra strength

**FORK:** Charge Plug

**CRANK AND CHAINRING:** Sugino 75 and Sugino Zen Messenger 44t

**PEDALS:** Suntour Sprint with MKS cages and straps, but they're soon to be swapped for black Gusset pedals with Power Grips

**HUBS:** High flange Gran Compe 32h

**RIMS:** Rigida 32h 700c anodised gun metal

**SPOKES:** Black double-butted Sapim

**TYRES:** Continental Sport Contact 700c x 32

**COG:** Euro Asia 20t on one side and Shimano Dura Ace 16t on the other.

**BAR:** Deity riser bars 31.8mm

**STEM:** Thompson Elite X4 70mm

**GRIPS:** Eclat Chester Blacksmith

**HEADSET:** Chris King 1 1/8" Threadless in Pewter

**SEAT:** Charge Spoon Ladies (leather with embossed pattern)

**SEATPOST:** Thompson Elite 27.2mm

**ANYTHING ELSE:** I've stuck little coloured diamante's here and there

## DESCRIBE YOUR BIKE IN 10 WORDS:

Too precious to jump around on, but I'll try anyway!

## WHICH PARTS DO YOU WEAR THROUGH OR BREAK THE QUICKEST?

Tyres. I tend to buckle the front wheel quite a lot and I always seem to round off bolts!

## WHY DID YOU CHOOSE THE COLOUR?

I looked through my box of 600 colouring pencils and this one stood out the most. Turquoise has always been one of my favourite colours as it reminds me of the sea. I didn't want it to be too flashy, so chose a soft touch finish with mainly black, dark or neutral-coloured components.

## HOW OFTEN DO YOU GET PUNCTURES? DO YOU PUT IN A NEW TUBE OR PATCH IT?

I go through phases with punctures – I can get five in a week or none for months! I patch, unless it's raining or dark, but always try to repair the tube anyway – rubber is bad for the environment!

## WHAT'S IN YOUR TOOLKIT WHEN YOU RIDE?

Ted's phone number. Puncture repair kit, a multi Allen key and 15mm Spanner.

## HOW OFTEN DO YOU DO MAINTENANCE?

I clean my chain and tighten my chain/back wheel about once a week. I don't do too much unless it needs it, or when a more knowledgeable person tells me something is wrong!

## WHAT DO YOU NEVER LEAVE HOME WITHOUT?

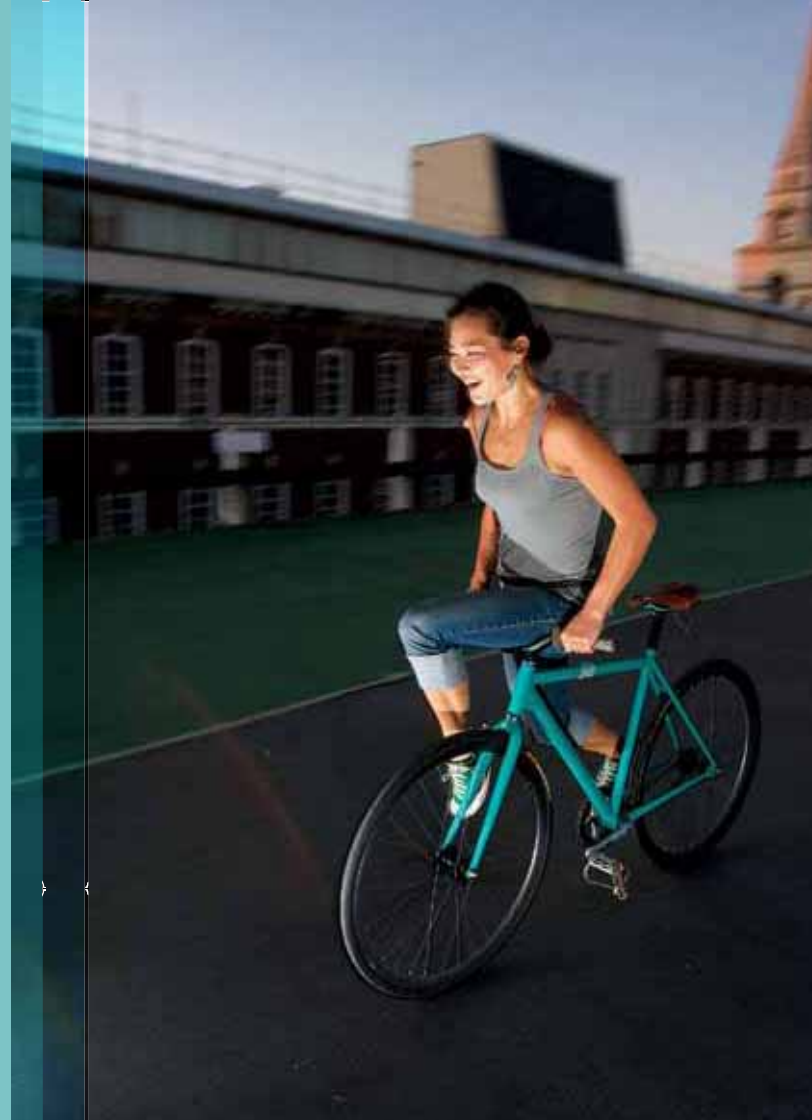
Phone, purse, shoes....

## HOW MANY MILES DO YOU RIDE A WEEK?

At least 65 commuting to work and back, but I guess I average about 100 in total.

## WHAT IS YOUR FAVOURITE TRICK AND WHY?

Uummmm, probably what I call the 'Supergirl' – lying with my belly on my seat and my legs outstretched behind me. It seems like only girls can do it well and it always makes me and others laugh. I'm also working on leg over the bar skids – and wheelies.





*More bike goods to whet your appetite*



4.



2.



1.



3.



6.



5.



7.



8.

**1. CINELLI MASH**

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

I rode this from London to Paris – just over 200 miles – and it worked well right out of the box. I rode the 53cm and never had any pedal overlap. Despite the sloping top tube of a pursuit bike it rides very comfortably. Only 1000 Cinelli MASH framesets are available worldwide, so if you have an inkling to purchase one, you had better act quickly. All frame sets are constructed in Italy and built from Aluminum Columbus Airplane tubing. This is a major step in the right direction for fixed gear culture – Andy

**2. CONDOR POTENZA**

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

Condor have been involved in the fixed gear scene for longer than you could imagine and this year's Potenza is made from Dedacciai COM 12.5 and has double butted steel tubing throughout. This design will take a beating, curbs and maybe even a 2 stair should be no hassle. The frame and fork comes in at £400... which is an amazing price for this kind of quality. Geometry is tight, even tighter than the Pista. This is gonna be very responsive on your daily commute down Clerkenwell Rd! – Andy

**3. RAPHA FIXED BACKPACK**

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

Whoever designed this Rapha fixed backpack is one hell of an organised person! There's a pocket for almost anything and I'm still trying to figure out what some of them are for... The expanding front section is very useful and they have not missed a single detail – waterproof zips all round, reflective dots and well-placed spots to hook your lights. It has a laptop sleeve inside and the panels on the back are made to fit snug against your spine. A nice bit of Rapha kit for not a lot of money! – Andy

**4. VANS SK8-HI**

[www.vans.eu](http://www.vans.eu)

As excited as we have been about the Vans Gabe Moreford limited edition shoes that dropped earlier this year, the fact is that they've pretty much sold out everywhere. That leaves us with Vans regular line of shoes, which deserve a closer look – they've been serving skaters and BMXers since 1966 and the complete range is huge. We're feeling the traditional Old School, Era, Slip On and SK8-Hi lines as the best combination of value, durability and comfort – Ian

**5. FYXATION SESSION 700**

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

With a 120tpi casing they feel tough straight out of the box. These were designed with tricks in mind and have a diamond pattern on the sidewall too. Fitting was easy, not too tight or too loose on the rim. They can take at least 110 psi, have a rounded profile and a direction of rotation. For the first 30 mins they felt a little slippery, but after that... amazing. Two weeks in and about 200 big spins later they are wearing extremely well. They also sound super aggressive when you skid on them out on the street! – Andy

**6. CHARGE BUCKET**

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

If you like the legendary Turbo seat, then you'll love the Bucket as it's looks similar and costs a fraction of the original – what's more, this seat is an exclusive to Charge (check the moulding of the seat frame, with its 'Charge' logo. Well padded with steel rails and contrasting plastic moulded frame and even better value than Charge's well-respected 'Spoon' saddle, expect to see these all over later this year – Ian

**7. VELOCITY B43**

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

The big guns of the rim game enter the super-deep section battlefield with a bang. Built with Velocity's legendary quality, the B43 is a millimetre deeper than the H Plus rim and looks as though it will more than give it a run for it's money on the durability stakes. Deep section rims for the ultimate bling Expect a huge range of colours to be dropping any time now – Ian

**8. SWRVE JEANS**

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

Another fine piece from SWRVE. I've become sick of ripping holes in traditional jeans every few weeks from riding my bike, but SWRVE's clever redesign of the crotch area seems to have eliminated – or at least massively reduced – this problem. I've been rocking these for months now, with now sign of wear, or discoloration. Stretch fit for comfort with a phone pocket and perfect D-lock holding rear pocket. Amazing – Ian





9.



11.



10.



12.

**9. KNOG NERD**

[www.knog.au](http://www.knog.au)

Come on. Admit it. You want to know how fast you just went, how far your commute really is and how many miles you ride in a week. The problem with most cycle computers is the crap that goes along with them – ugly wires all over the place, brackets that are bigger than the computer itself. Knog’s NERD changes all this, with quick, bracketless mounting and a large, easy to read computer dial. In both 9 and 13 function varieties, the NERD is what you’ve been waiting for – lan

**10. BLACKBURN FLEA**

A challenger to the ‘small and handy lights’ crown comes in the unexpected form of the Blackburn Flea. These things are tiny, but incredibly well made – the rear light has a steel clip that stays in place and the front has a handy latex backed velcro strap. What’s best is the fact that they charge from most batteries via the including charging lead. Power output is incredible for their compact size, and when the USB charger comes out later this year, they’ll be perfect – lan

**11. CONTOUR HD**

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

The Contour HD is a tiny video camera that is self contained and lightweight. It records to Micro SD and comes complete with a 2GB card (around 60mins of footage), so there’s no tape mechanism to get bollixed up and what’s more, the Contour HD is the first helmet-cam to record to high definition! Operation is simple and footage is recorded to Quicktime files, so it’s super easy to import into the editing program of your choice. A wide angle lens so you catch all the action – lan

**12. CADENCE DOUBLESTRAPS**

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

Cadence clothing, have received a strong reputation in the fixed gear world and going on their new laminated suede double straps, the acclaim is not without reason. A rubber layer laminated between two layers of suede ensure that they’re sturdy and signature Cadence branding them a great alternative to industry staples such as the Toshi and MKS double straps. Price is good too, coming in at \$65, expect to see more of these around this summer – Oscar Khan







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**13. JOL GURNEY STRAPS**

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

Until recently, there have only been a couple of options for foot retention – clips and straps or Powergrips, neither of which were ideal. The Gurney straps use a good amount of velcro and Cordura, which stiffens up the strap and keeps them in the ideal position to slip your feet in with ease – and the fact that they don't require any mounting hardware is a bonus, too. They're lightweight, easy to fit and so far we haven't had any problems with slippages at all – have Jol found the answer? – Ian

**14. 3 WRENCHO**

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

Portland is awesome. Great music scene. Even better people. Portland Design Works are a company founded to make products for urban cycling and they put a lot of thought into everything they do. Take the 3 Wrencho, which is the perfect tool for those using 15mm axle nuts. Cast metal, sturdy and slips neatly into a pocket, or bag. What's more, there's a tyre lever/bottle opener on the other end. Simple, durable and well thought out – Ian

**15. CARHARTT ALCHEMY JACKET**

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

A lightweight and water resistant windbreaker, making sure you don't get caught out in the rain. It keeps your body heat in, without making you too hot, thanks to the layer of mesh on the inside. The front pockets are deep, all seams are fully sealed and the hood is peaked. The best feature of all is the hood has a flexi drawstring and moulds to the shape of your face so you can look over your shoulder easily. Genius! – Monique Kawecki

**16. KRYPTONITE LOCK**

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

The Kryptonite Mini Evo almost doesn't need to be reviewed. The lock of choice for messengers and fixed nerds around the world, thanks to its compact form and high security levels. Small and light enough to fit in your back pocket, yet strong enough to resist most theft attempts. It even comes with hefty insurance which is paid out if your bike is stolen while using it (conditions apply) – An iconic lock whose reputation is well deserved – Ian



Aerotrack rims - Various colours - 19mm width - 27mm Aero profile - 32H - 4559



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



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17.



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**17. PARK TOOLS**

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

Simple function is the key to tools and the Park Tools AWS-10 (try saying that when you're drunk) hits the nail on the head. A full complement of all the Allen keys you'll need for your bike, including one for your crank bolts, in a compact and super strong package. Extra steel on the tools ensure you can get the torque you need to really crank your bolts up tight. Made with pride in the USA – Ian

**17. FEETBELTS**

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

Straight out of San Marco, Texas comes Footbelts, a new twist (boom!) on the Powergrip-style foot retention system. Made from recycled seatbelts, they're strong as shit and easy to set up. I've been running clips and straps for a long as I can remember, but I can honestly say that Feetbelts have changed everything. Bargain priced and RECYCLED – even the packaging cardboard is made from an old Coors beer box. Fucking awesome – Ian

**18. NIKE AIR TIEMPO CTRS**

[www.nikesportswear.com/thectr](http://www.nikesportswear.com/thectr)

Based on the Tiempo soccer shoe, the reworked bike version gets a stiffer sole to help with power transmission and a host of other useful features. A slimline toe box makes getting in and out of your clips/feetbelts/powergrips a breeze and the lightweight construction makes them comfortable to wear all day. For the scoop on the CTRS project, check the story elsewhere in this issue – Ian

**19. HALO FREEDOM DISC RIMS**

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

In a quest to find super strong rims some riders have turned to 29er mtb rims, which are the same diameter as 700c's. Halo's Freedom Disc rims are designed for use with disc brakes, which means that there's no braking surface on the rim and consequently, they can design a wider, stronger section on the rim, but you'll need to run a fatter tyre (28mm and up). Perhaps not one for the weight weenies, but you'll be glad of the extra beef if dropping stairs is your thing – Ian

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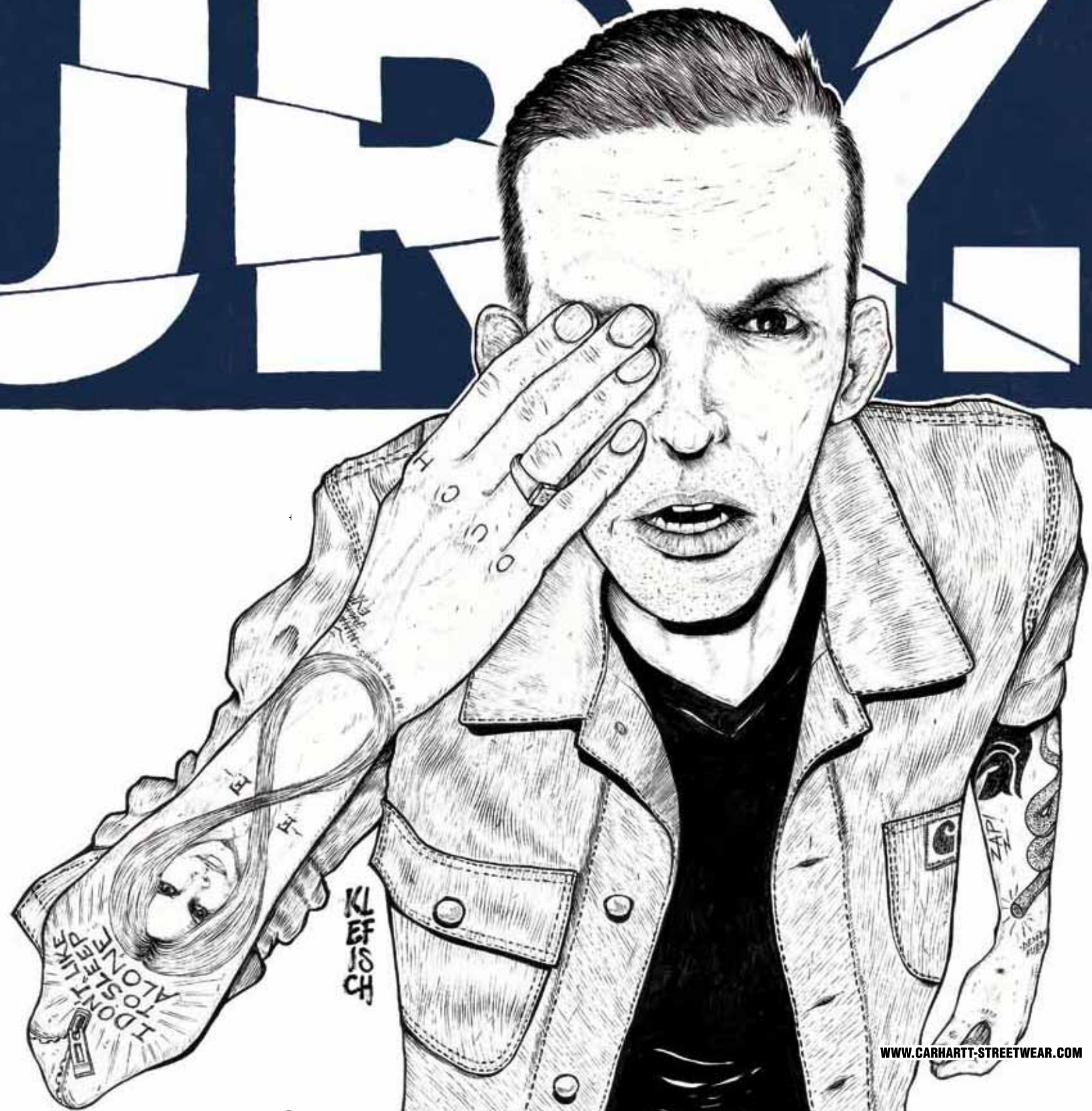
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Photo - Ben Broomfield



14bikeco.com

Romain rides for 14 Bike Co - This is the the new 14 & FGLDN frame built by SuperTed