

Issue 3 Winter 08

DAMES ON FRAMES



Burden up!
It's all
there



FEMINIST
BIKE ZINE

in this issue . . .

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AND special thanks to Cynthia McArthur for leading the excellent training session!

Dames on Frames? What is all this?

In the spring of last year, a bunch of us started attending a free class called "Bicycle Feminism" through Macalaster College's Experimental College (EXCO) program. Claire organized the class, Cali taught us bike mechanics and as a final class project, we made and distributed our first "Dames on Frames" bike zine.

The class ended . . . but a bunch of us wanted to keep meeting! We met to discuss our mission (see p 38), our name and what we'd do. That's when we became GearUP! (an organization dedicated to making bicycling accessible to all). We kept "Dames on Frames" as the zine title.

What do we do?

In short, what ever group members find interesting.

We make and distribute this zine. Table at events (like the Bike-in at the Bell). Work with other organizations who have a similar mission (Bicy Tamales, Women Bike On). Make patches. Organize and participate in rides. We're setting up a website (www.gearupmn.org) . . . which is hopefully up-and-running by the time you read this.) . . .

Who are we?

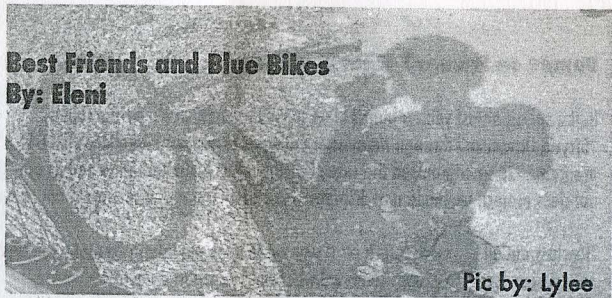
We are a bunch of people who, like you, love to bike!

We'd love it if you'd join us! For more info, email damesonframes@gmail.com or check out our livejournal <http://damesonframes.livejournal.com/>

EVERYONE WHO LOVES BIKES IS WELCOME!

Best Friends and Blue Bikes

By: Eleni



Pic by: Lylee

I don't remember when I first got on a bike. It was red and white, with supporting wheels, which I called "irli irli" a nonsensical word even in my native Greek. I then got a blue and yellow BMX as a birthday present which I was scared to ride because it was too tall. I practiced going up and down my parent's 10 meter long garage entrance, where I one day thought I saw a snake, got scared and fell in my mom's rose bushes. I stood still for a couple of hours until my mom and neighbors picked thorns off me and applied some sort of cream.

My best friends and I often rode beyond our neighborhood to check out rich people's houses and fantasize about how ours would look when we'd grow up. Warm Mediterranean air blew in my face as we cruised down the hill, and I was happy. Then we hit high school and instead of riding we read about riding, most notably Antonis Samarakis' "The blue bicycle" about a young man who gets ready to ride his new bike in front of a cheering neighborhood crowd (and particularly in front of a certain lady with a red carnation and pretty dress). The shiny bike and the crowds' faces are juxtaposed in the same velocity as the man coming down the hill. In victorious spirit he turns back to see the face of the woman he fancies, while at the same time failing to see the truck that is coming right at him. I haven't ridden a bike in my country since then, out of fear (and high likelihood) that the same truck will be after me or that I'll fall in a pothole and never be found.

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DAMES ON FRAMES

Issue 3 Winter '08

How to assemble 2 zines

How to assembler 2 zines

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Step two: Fold along this line

I came to the US in 1999 to attend college. My new best friend bought a \$300 bike from a fancy bike store on Snelling Avenue, which sadly ended up getting stolen. I was given a brown vintage Schwinn which I loved at first, but then started resenting after being told by my then boyfriend that I looked like Mary Poppins, in addition to not being able to keep up with his dark bleu Peugeot. But then the Jesus looking man at the bike shop praised its looks, and I realized that he knew better than my ex, because he had thick cracked hands, greasy clothes, and a nonchalant look. I thought he was beautiful and after that one sentence exchange I decided to add bikers into my "men I'm attracted to" list.

I moved to Minneapolis where people in tight pants and key chains hanging from their back pockets, ride their road bikes to things like alley cat races and critical masses. I started fantasizing about my own road bike. Then my soon-to-be roommate gave me Drakoumel, a blue World Traveler with white handle bars, my second color choice after the yellow Schwinn that I saw parked outside Spyhouse. And I am oh so happy with it as I cruise down the road with my new and more adult best friend, while frigid Minnesota air blows on my face.

Meanwhile, back in the land of rose thorns and bike chasing trucks, there is a recently acquired bike path right by the by the sea side. The Ministry of Tourism has high hopes that it will attract European bike riding tourists. At the moment, mostly East Asian immigrants appreciate and make use of the path, their bicycles contrasted to local mothers with Lui Vuitton purses, Burberry scarves and "Assos slim" cigarettes, sitting at the adjacent coffee shops watching their kids ride their tiny little bikes, perhaps forming their own tiny critical mass.

-Eleni enjoys bike voyeurism and sewing skirts. She wants to organize a biking tour of Cyprus

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Step one: Cut along this line

Community Bike Shops Should Not Be Funded (by Grants) by Laila Davis

This summer I attended the Bike!Bike! conference in Pittsburgh. Bike!Bike! is a yearly gathering of community and non-profit bike shops and projects. One of the topics that many of the attendees were interested in was how to become an official non-profit 501(c)(3) in order to be eligible for grants. While there are benefits to operating as a non-profit, I feel that the disadvantages aren't as often discussed, so I'll lay out some of them here. If you're thinking about incorporating as a non-profit or applying for foundation grants, you should consider these issues carefully first:

- The application process for grants is competitive, fostering rivalry between organizations which should be working together.
- Non-profits often find themselves molding their programming to what's "hot" among funders, rather than to the needs of their community or the passions and talents of their workers.
- Funders can revoke grants if your organization takes a political stance that they don't like. The fear of this happening serves to keep small organizations quiet. As these organizations are often created out of some sort of idea of addressing inequalities in society, losing your political voice is a big deal.
- Once you start down the non-profit road, you have to have someone in your organization who spends hours of her time searching for and applying for grants, rather than working with people and bikes. Foundations were created primarily to protect the wealth of ruling classes from income and estate taxes. Also to make exploitative corporations look good. Is this something you want to buy into?

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With funding, people sometimes start to think about making a "career" out of their work, and the non-profit is often structured like the capitalist businesses we are trying to surpass. Fitting your organization into a formal non-profit structure can mean losing the flexibility of a more grassroots movement-building structure.

Grant money can be unstable because it depends on the larger capitalist economy. Say you're getting your grant from the Bill and Linda Gates Foundation. Where is that money really coming from? The sale of software. So if there's an economic downturn and people buy less software, Microsoft isn't going to be able to skim the top of as much corporate profit, and they'll make fewer grants. I also just find it rather ridiculous that the fate of necessary social programs is tied to things as unrelated as software sales.

Using grants to offer goods/services for free maintains a charity-type relationship which is dehumanizing for the people who need those goods and services and shields the corporations that mistreat their workers from public scrutiny. Wal-Mart is my favorite example: Wal-Mart doesn't pay its workers a living wage, so they can't afford to pay for their own services, such as health care. They can, however, often qualify for free or reduced cost health care offered by non-profits. These non-profits are funded by grants from corporate foundations who in turn get their money from corporate profits. So the Wal-Mart Foundation may be funding free or reduced cost health care for Wal-Mart workers. Why not just pay the workers enough to purchase their own health care like other people? Well, that would involve too much human dignity, wouldn't it?

So if you don't apply for grants, how are you supposed to run a bike shop? There are shops, such as the Grease Pit, that succeed without grant funding. A shop can cover its rent, utilities, insurance, and tool purchases with cash donations that

come directly from those who use the shop. There are many ways that the people who use your shop can contribute. They can make cash donations for use of the space or parts. Those who aren't able to give cash can do work-trade or donate bikes or parts, which usually are pretty easy to find. Or they can offer some other skill/asset your shop needs, like free copies. Grassroots fundraising in the form of collecting used bikes from people in your area and alleycat race benefits are also an option.

While running a bike shop without grants takes a lot of volunteer time and commitment, every grassroots institution we add to the movement increases the time and energy available to those in our community to create more. If you can get yourself a bike for four hours of work trade and fix it for free, rather than working for some corporation to earn the money to buy and fix that bike (or worse, a car!), you can give that time back to the community instead. Maybe you could invest it in community-based co-operatively run child care, restaurants, grocery stores, or medical care. Each of these institutions supports the people working in the others.

A question to ask at the next meeting of your organization: "Do you create situations in which people can experience their personal power, their connection to others, and their ability to work together for change?" How would gaining funding as a non-profit work towards or against these goals?

For more information on how non-profits are insidiously draining radical energy from social movements, read *The Revolution Will Not Be Funded: Beyond the Non-Profit Industrial Complex* by Incite! Women of Color Against Violence.

Laila is a freelance free non-profit community organizer with interests in community-building, local independent business, and the Cedar-Riverside neighborhood. She's enjoying biking much more this winter since she learned to put air in her tires.

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Winter riding by Kesa

As I wake to another day of near zero temps
I slowly and achingly climb into my two pairs of long
underwear
determined to battle this cold permeating my bones
Then leg-by-leg I go into my shiny spandex tights to pull
all my imperfections in.
The warmest socks in my drawer will grace my feet today
along with
my 1984 White Sorel boots that still fit my feet.
And 15 minutes after starting to dress I am ready to put
my jacket on.

The hoodie rocked for style,
with the vest for warmth, I am hoping that I will be warm
enough.
Rain pants,
Balaclava and neck gator,
Hat and glove liners,
Mittens and, "oh I think I am finally ready to go outside."
Now
the feat of unlocking my bike,
as I take off the gloves trying to maneuver myself and all
layers
over the bike,
to see, the hole where the key must go in.

Riding down the street I feel the wind blow

and I think how glad I am that I wore all these layers.
My legs can hardly turn the pedals because my clothes
hinder my movement.

My boots are clunky and unsightly,
But.....my feet are warm..

Finally my body gets heated also,
and I start to pick up my speed a bit
as sweat forms and steam rises off of the melting cold-
ness of my body.
pedal, pedal, huff, huff.

I chug down the street barreling my way through the
cold air
and the snow formations grabbing my tires with their
ruts.

Twisting and turning I power through the slowness that
tries to stop me
I laugh at the adrenaline of making it through
I search for ice but find none and praise the day for not
letting me slip.
pedal and huff, pedal and huff.

The cars beep at me for riding in the road
but they cannot see the trap the snow has set to the right
of my tire.

It and the drivers want me to enter it
so I refuse to follow their wishes
and balance between the snow line and their right car
door

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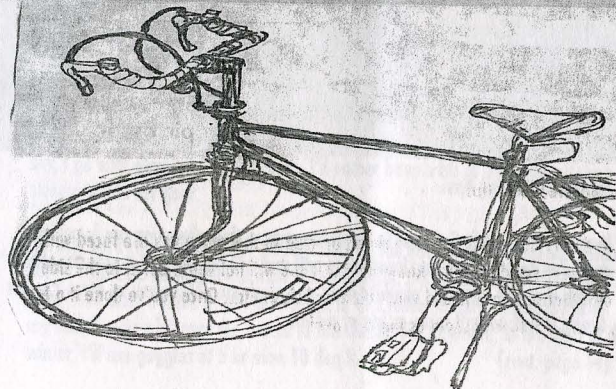
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as they honk spewing madness and hostility,
and they end up stopping at the red light a block away
anyways.

So much to do, so little time as their feet become heavy
on the gas pedal.
impatience pollutes the road as my lungs fill with exhaust
from tailing them.

Finally reaching my destination,
I sigh relief as I am there.
my endorphins race with excitement
filling my body with healthy life.
I am no longer cold but warm with the great feeling
of toxins leaving my body.

Bicycle, my ode to thee.....



On Winter Biking By Lee Penn, aka biker_Lee

This biker chick has been commuting by bike during winters since her move to Minnesota in 2001. This is my sixth winter, and I usually opt out of biking approximately 5 commutes per YEAR. Go to metrocommuterservices.org for access to a commuter program called guaranteed ride home. You get two coupons for bus/cab fare per 6 month period. I've taken a cab home two times since joining.



pic by: fox

My top five biking tips.

Item #1 - PRACTICE! Get used to riding on crap so that when you are faced with crap plus dorky driver, you know what will and will not work. Get onto the side streets that still have lots of white pack and slush etc... Once you've done it a few times, it just doesn't seem as big of a deal.

Item #2 - You can't steer / turn on ice, so just forget about trying. Keep forward momentum going

Item #3 - don't stare at your front tire when you hit a patch of heavy slush or some other kind of crap. Power through the slush/crap and look forward at least 10-20 feet. Use your butt to steer - not your hands. LOOK WHERE YOU WANT TO GO cuz that is where you'll end up.

Item #4 - biking in fresh powder of up to six inches is a BLAST!!!! For me, if my pedals can clear the snow, it's bikeable powder. Once the pedals don't clear the snow, it's just plain hard work although crashing is easy and pain-free (mostly) in such conditions. Getting up hills can become a problem simply because it's really hard work!

Item #5 - the only way to dress is to use layers. Always wear a good base layer - never ever use cotton next to your skin. Right - so, my commute is 5 miles. This means that I'm on my bike for approx 15-40 min in the morning, depending on conditions. Within approx 6-10 minutes of departure, my body is warm. I wear two jackets - outer is wind resistant and inner is not - when it's below approx 15 deg F. Avoid rain gear unless it's wet. Avoid gortex unless it's wet. If it's dry, do not wear anything that compromises breathability, or you will have a swamp inside your gear. Yuck. If the roads are wet but nothing wet is coming out of the sky, I go with gear for dry conditions. I'd rather have a bit of a damp butt than a swamp inside my gear.

My first hard-core winter, I had trouble striking the gear/warmth/not-hot balance. But, it's become rather second nature at this point. It's totally doable. Also, a 15 deg F ride after a week of sub-zero starts to feel rather balmy! I typically drop my temp limits a bit over the course of the winter. For example, at the start of the winter, I'll use goggles at 5 or even 10 deg F.

(cont. page 14)

(cont. from page 13)

At the end, I often find myself happy at zero without them. I always, however, wear eye protection of some kind....

-Favorite hand gear = lobster gloves. Only good if it's below 25deg.

Otherwise, downgrade to gloves. Swamp inside gloves sucks.

-Favorite foot gear = winter cycling shoes (for dips) or winter boots (for toe dips or flat pedals) plus wool sock. Add booties for below 20deg F ride. DO NOT wear tight foot gear. That limits blood flow and speeds toeberg formation (i.e., really cold toes).

-Least favorite head gear = goggles (required below 5 deg F) and face mask (required below 10 deg F). Totally hate them both, but I hate cars and driving a lot more.



Balaclava is tasty, but will not keep you warm.

-Favorite head gear = BALACLAVA plus ear warmer plus eye protection plus helmet.

My balaclava and ear warmer are both made by IP. Both are very thin material, so they do not compromise the effectiveness of my helmet. For really cold weather, I actually add a helmet cover, to which I've added reflective striping.



balaclava

-Favorite lower body gear = wind front tights for below 20 deg F. Add wind pants for below 5 deg F.

Wait wait __ now which bike should I ride you ask? Well, there are many answers to that question. The best bike for winter riding is a rugged rig on which you are comfortable. I rode an old mountain bike (rigid fork, hardtail) for years. This year, I have been riding a single speed road bike (frame from the 70's) equipped with knobby tires (cyclocross tires). Both are great choices. I much prefer the single speed with cyclocross tires, though. The narrower tire cuts through the snow more easily. The single speed means fewer parts to wash / maintain

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Is the cold weather getting you down? Keep riding your bike over the winter! Did you know that riding a bicycle is a natural antidepressant? The exercise produces endorphins which boost your mood. I've known people who have effectively "treated" depression by riding a bicycle every day. So if you've put your bike in the basement for the winter and are wondering why you don't quite feel yourself, try Lee's winter biking tips, or find some other form of exercise to get you through to spring. - Laila

during the winter. Some folks choose to purchase studded tires, which are expensive but many swear by them. I find myself quite happy with the cyclocross tires. Since my wheels are 27inch wheels, the tires are very inexpensive (\$12 each).

Okay - just one more item. Item #6: DOUBLE YOUR LIGHTS at night. I use a red blinky on the back of my helmet or backpack and another on my bike. I add another blinky to the trailer, when attached. I use a minimum of two lights in the front. I have white flashers and a rechargeable bright light. In the end, more is more. In addition, I use a lightweight, homemade backpack that has three vertical, foot-long reflective stripes. I figure that anything I can do to make it easier to see me is a good thing.

Happy riding!
Lee

August 25, 2007:

Hi Faith,

I was wondering if you might be interested in helping me teach a friend of mine to bike. She's a 32 year old woman and has never learned to ride a bike. She would love to be able to commute the 2 miles to work by bike. I can try to teach her, but I thought as you used to work at Neighborhood Bike Works (in Philadelphia) you might be better at it, or might know someone (a woman, as she's Muslim) to recommend? I'm hoping it will only take a couple hours, but I really don't know!

Thanks, Laila

LAILA

That's so cool that you thought to ask me. You can teach your friend to ride with some helpful tips.

What I have found to be the biggest indicator of how long it will take for the student to learn to ride is how much they want to ride. In order to want to learn how to ride a bike you must be confident that you will learn to ride a bike. Some people that I have tried to teach weren't ready and needed to go at a very slow pace.

Don't worry that they are a grown up 32-year old. You shouldn't hold the person up. I don't think weight has much to do with balance either, unless someone is seriously overweight, then a really wide seat and wide tires would be the solution there. I think some one with low self-esteem is the hardest to teach to ride. It is easy for a lot of kids because they think the world revolves around them and haven't had a lifetime of scarring

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experiences yet.

Being comfortable with the bike is a big component of learning to ride. It has to be the right size and the seat should be lowered so that they can touch the ground while on their seat although they should learn (eventually) to get down when they stop and also learn how to start off their seat with one pedal in the air and push off with the other foot. Some friends of mine still don't feel comfortable riding this way but it really is the safest and quickest way to start and stop.

Another thing you can do to the bike is take the pedals off. Show them how and offer to let them try it. Remember that the wrench gets turned towards the rear wheel on both sides because of the reverse threaded pedal. Learning bike mechanics is both practical for a new bike rider and it builds self-esteem! So once the pedals are off the person can just scoot themselves around to get used to the balance of the bike. Slightly sloped places are good ramps and grass is softer than concrete (but bumpier).

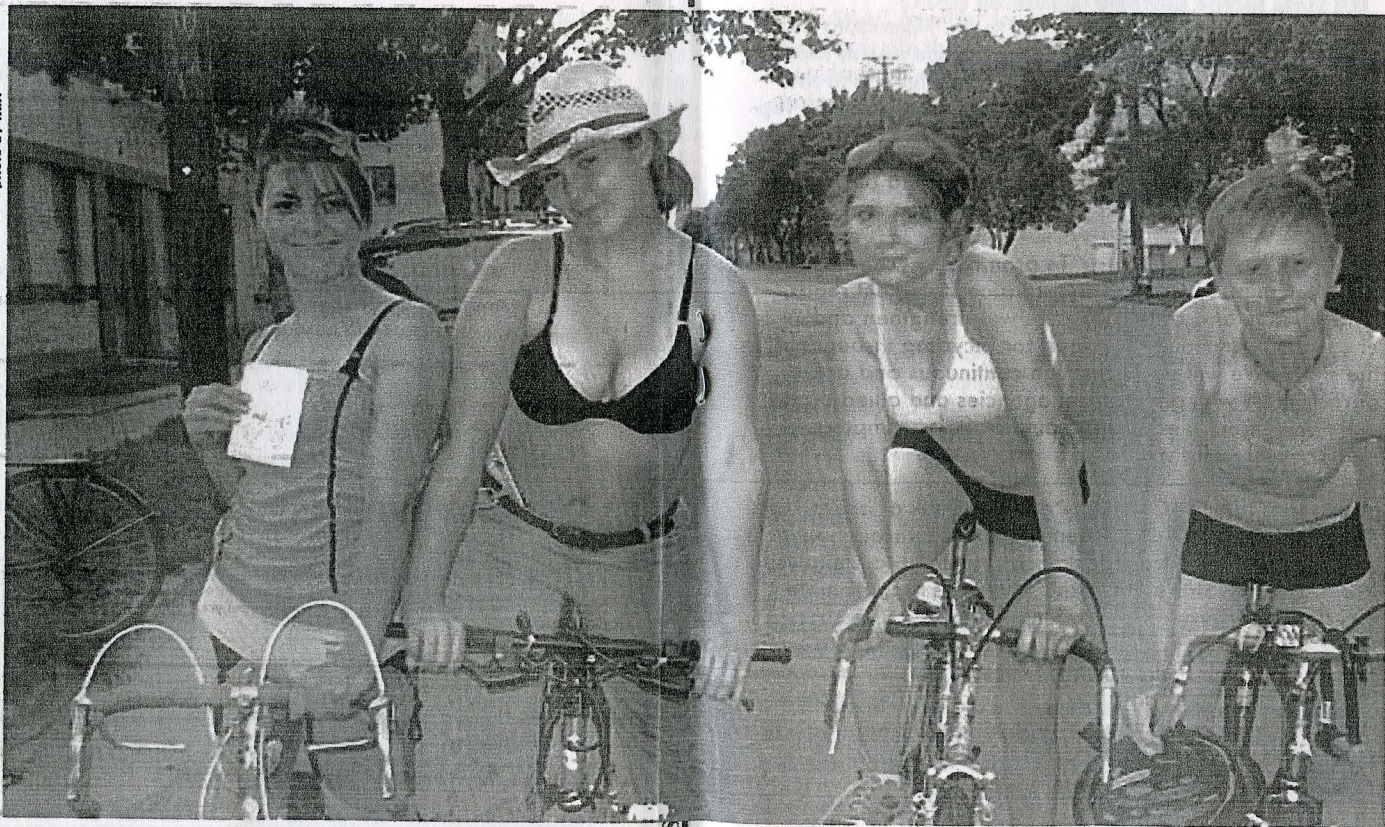
Don't have her learn on a road bike! Make a goal of going on a ride together by a certain date! Lots of encouragement! Tell her she has to practice on her own. Let her know that there are lots of adults that don't know how to ride, celebrate her courage to learn!

So yeah, that is a conglomeration of what I have learned through teaching kids and adults! I know these ingredients will help! I guess you have to have the confidence to teach though for this recipe to truly taste delicious.

Peace,
Faith

CENTERFOLD!

photo by kari



How to assemble 2 zines

Step one: Cut along this line

MN State Bicycle Advisory Committee (SBAC)

Earlier this year, I was appointed to the Minnesota State Bicycle Advisory Committee (SBAC). I am one of four people who represent the bicycling communities in the Twin Cities Metro district. The SBAC has at least one representative from each congressional district in Minnesota, as well as representatives from the bicycle industry, the Minnesota Department of Transportation, and bicycle clubs.

The mission of the SBAC is, "To promote bicycling and its acceptance in Minnesota." Our vision statement reads, "Individually and collectively, we will strengthen and encourage community support for bicycling throughout the state. We will do so through continuous and active participation with government agencies and allied organizations, through education, public affairs campaigns and political initiatives."

What does the SBAC actually do? We look at issues that affect bicyclists and potential bicyclists throughout the state, such as infrastructure, safety, and bicycle laws. We distribute "Share the Road" materials that promote bicycle safety through education. The SBAC also sponsors an annual bicycle tour called "Bicycling Around Minnesota," or BAM for short. This tour lasts several days and the routes are chosen to highlight important infrastructure in the various districts. The ride usually is scheduled in August, and registration is open to anyone willing to pay the fee and go on the ride.*

Each SBAC member serves on one or more committees that deal with the topics mentioned above. The committees draw up a work plan and then track their progress throughout the year. I have volunteered for the law committee. This committee is taking a look at the various bicycle laws in Minnesota to identify if there are any that we feel should be changed. We will be drafting proposed changes to state bicycle laws and sending our recommendations to the Minnesota State Legislature. Our goal is for the Legislature to adopt our recommendations for bicycle law changes.

I am also working with a former SBAC member on getting Spanish language Share The Road materials distributed throughout areas where the number of Spanish-speaking people is high. Bicycle education is needed for members of this community so they understand their rights and responsibilities when they ride bicycles.

If anyone has any bicycle related concerns that you want brought to the attention of the SBAC, send them my way. My e-mail address is warns@pclink.com. I hope to hear from many of you concerning your most pressing bicycle-related issues.

Benita B Warns

*Registration for the ride opens in March, and there is a cap on the number of riders, first come first serve. Anyone may participate, until the cap is reached. I do have the BAM 2008 dates - August 20-23. The ride will start and end in Granite Falls.

"What shall we wear?" is a query rising from every channel of a women's life: for upon each occasion we must be suitably clad to enjoy its peculiar benefits. This is especially noticable for such exercise as bicycling, for, in this case, it is not only a matter of appearing well but the health, the comfort and the safety demand a carefully selected costume and equipment.

From 'The Ladies Standard Magazine' April 1894, p.98

What Shall We Wear? By: Fox

It was either my second or third AIDS ride. We were camped somewhere in the middle of Wisconsin on our way to Chicago from Minneapolis. The organizers set up a stage and had a talent show night. Some entertainment while we nursed over use knee injuries and sore nethers. A woman got up to do some comedy, she was pretty funny (if you are from Mpls you may know her) one thing she said stuck with me. She said "people ask me if I get hot, I tell them 'of course I get hot!' We all laughed with her at the absurdity of the question. See she wore spandex tights and a spandex top that went all the way to her wrists and ankles while biking through every kind of weather a Wisconsin July could throw at us. She said she was just more comfortable being covered due to her beliefs and upbringing, than she was uncomfortable in the heat. But the question came up because she was wearing clothing that wasn't the spandex shorts and jersey everyone assumes is most comfortable. I figured her clothing was still chosen for her comfort though, and isn't that the point? Why choose our clothing for

someone else's comfort? Yeah we all want to look our best, but still.

It seems anytime women aren't dressed as expected in any realm of life, random people will question our decision. Women's clothing has come a long way toward functional. When women first started to sit astride these two wheeled machines they were expected to preserve their modesty by wearing ankle covering skirts, and of course physicians lined up to tell women not to ride bikes in them, it could damage their delicate nature. Never mind that those ankle covering layers were wool.

As restrictive as the social codes were then, they changed because women refused to stop riding their bicycles no matter how much they were frowned at for finding clothing that was comfortable for them. Hooray for ForeMothers! But even though clothing styles adapted, the attitude that women who aren't wearing the standard costume of the day should be questioned, hasn't changed.

Spandex is now the standard bike costume, and while it is the most comfortable clothing on the bike for me, it can be rather uncomfortable off the bike. I have to admit feeling a little exposed when walking in the grocery store in bike shorts at first, but I got over it, and anyone who doesn't want to see me in bike shorts will too. I know what you're thinking. Not everyone can be so confident! Well, ever go shopping for bike clothing as a

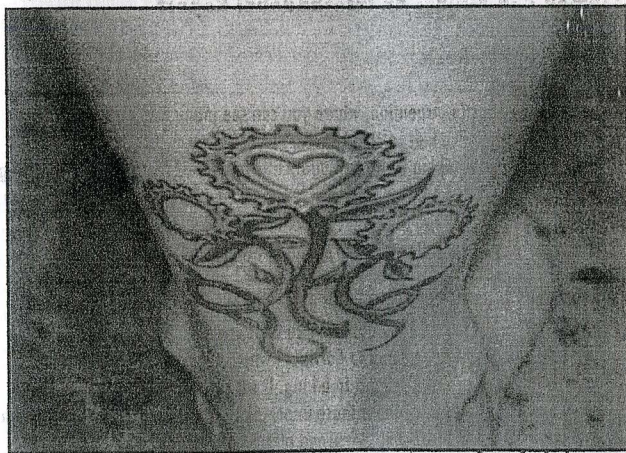
6'2", 200lb woman? Let's just say you don't shop in the women's section of the bike shop. I'm not sure what the XL stands for on a women's bike jersey, but it's not Xtra Large in my world, maybe Xcessively Limiting to movement and circulation. There are options though, you just have to know where to look. Personally I start at the men's racks, but I've never been a flower print person so I'm happy with men's designs, even if they pucker a little here and there...mostly there. But for those who like flowers, there are other options.

There is a padded liner short, which can be found at most bike shops. It's spandex, but really thin with padding right where you need it. It fits comfortably under most clothing, but as an extra layer, it can get kinda hot and stuffy in there. Skirts can work with these, you just have to watch that they don't catch in moving bike parts.

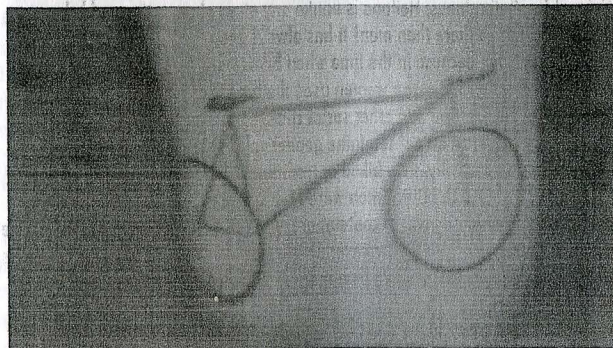
The internet is there for you also. My favorite company is Terrybicycles.com. They have all kinds of bike stuff for women, even maternity cycle shorts and plus sizes. Not always a lot of styles, but a start. The 'skort' can be found here as well.

The main thing is, whatever you choose to wear riding, like women before us, never mind what others think about it, until they walk a mile in your skin they don't get an opinion. Riding is it's own reward. You are on your bike with the wind in your face, and that's what really matters, be comfortable, be safe.

Bike Tattoos: What is it about bicycles that makes them so beautiful?



Amy's tat



Cayla's tat

Women and Biking: An Internacional Report

By Claire Stoscheck

Hello from San Agustin, Argentina, where you can see many women biking around alone or with one or two kids, often carrying bags of groceries on their handlebars. I am in the process of biking from Santiago, Chile to Quito, Ecuador and researching the various bike movements and cultures along the way. I wanted to give you all an update on what I've learned and observed about women and bicycles in the towns and cities we've biked through. We started in Santiago because I was part of a conference on Gender and the Bicycle where I presented on "Bike Feminism" (in which I highlighted a case study of GearUp!) in a panel discussion that included a Dutch woman (Marieke) who spoke about the Dutch experience with women and biking, and a woman from Santiago (Andrea Cortinez) who spoke about the challenges women face in Santiago with respect to biking. It was very interesting to be in an international forum speaking about these important but unknown issues, and we all learned a lot. I will start with what I learned about Holland from Marieke:

Holland-The Netherlands: Holland is unlike any other place in the world—because more women bike there than men! It has always been more accepted for women to bike in Holland because in the time when bikes were first becoming popular in Europe, while other European women used the bicycle as a protest tool and a way to motivate dress reform and other social change, the Dutch women biked without challenging the status quo of feminine gender roles (women as passive, proper, elegant, weak). Basically, they biked in traditional clothing, up right and proper-like. Because of this, the Dutch men were in a way proud of their tame women, and "allowed" them to bike. In contemporary Dutch society, women continue to be accepted in the bicycle world. However, its controversial as to whether or not this is necessarily "liberating". Women bike more than men because the Dutch continue to stick with traditional gender roles where the men have more power in a family

and the women have the responsibility of reproductive work, meaning shopping, housework, childcare, etc. Therefore, if a family has a car, a man will use it to go to work while the woman uses the bicycle. This seems to be for two reasons—one because the bicycle is better for chain trips (that is to say from grocery store to childcare to house to other store) which women do more of, and two because the men have more power and chose the car as they often see it as preferable to biking. So although more women bike than men, it is because of the very gender roles that oppress women (seen only as existing as to support the man in his "real" work). This situation greatly complicates the current form of bike feminism that I've held, which has always sought to increase the number of women biking. But if increasing women biking only holds traditional and perhaps unwanted and oppressive gender roles in place, is it really all that great? The Dutch experience has greatly challenged by ideas on bike feminism and I'm still working it through—if anyone has any thoughts on this issue, please contact me!

Santiago, Chile: 8% of cyclists in Santiago are women—very few. There is, however, an organization that exists to promote women biking, called Las Macletas. They are a wonderful, well-organized and fun group of women with their male allies who work to do research, build networks and hold events encouraging everyone (other bike activists as well as policy makers, etc) to see gender and the bicycle as an important issue. The reasons women don't bike in Santiago seem to be the same as why they don't bike in Minneapolis or many other reasons in the world: women have too much work to do (the double responsibility of household and productive work), they never are taught how to ride a bike, a woman on a bike is taboo because of the idea that a woman should be feminine and dainty, women are taught to be less aggressive and in order to survive the Santiago streets one must be quite aggressive, and that machismo is very alive within the bike movement itself. Many challenges for women, but the Macletas are working hard to overcome these challenges. To find out more about them, check out www.macleta.cl.

Uspallata, Argentina: We could of sworn we saw more women biking than men in this small, peaceful tourist town, carrying children and packages. There were also many kids biking. We've noticed that if women are biking, children also tend to be biking.

Caucete, Argentina: Women and men ride here equally it seems, and children too. It's a small city of 40,000 people with one main bike path on the main street that during rush hour is full of cyclists. In this city parents also carry their small babies in one arm while they ride a bike with the other—what a shock! Hopefully no one crashes...

San Agustín, Argentina: We saw more men biking but also a lot of women. Those who we interviewed said they felt just as many women bike as men, and that its normal for kids to bike too. Just 4 years ago we were told practically everyone biked (now its just over half or so, perhaps 70%) but there's been a change with the new motorcycle fad that's been sweeping the small city. Women ride here because it's the cheapest and easiest way to get around and many women also only learn how to ride a bike and have never learned to drive a car or motorcycle. For many women, the bicycle is the only option for transportation other than walking, and women prefer it because it is faster. They ride to work, drop and pick up the kids at school, go shopping, etc. For many people in this small flat city it is THE only good option for transportation.

This is just a bit of what we've seen and learned to give you and idea of the stories were hearing... If you'd like to see the PowerPoint I gave on Bike Feminism in Santiago, please join our Google Group "Movement Par Un Cambio", and if you'd like to learn more about what were doing on our bike tour from Santiago to Quito, please visit www.movementporuncambio.blogspot.com. And please, contact me with ideas and questions! Until the next issue... Claire Stoscheck [stoscheck \(at\) gmail.com](mailto:stoscheck(at)gmail.com)

Community Bike Shop Profile: Mr Michael Recycles Bicycles

I am the owner of Mr. Michael Recycles Bicycles, LLC. Our business is to give away bicycles to people who need them. My husband, Michael, and I go to neighborhood recycling events and collect the bicycles that are brought in. We bring them home, fix them, and then give them away. So far this year we have given away 275 bicycles! We tear apart any bicycles that we cannot use and salvage as many of the parts as we can, then we make sure that the remaining metal is recycled. In order to have the money to rent garage space, purchase lube and cables to fix the bicycles, and to cover other miscellaneous costs to run the business, we sell some used parts as well as the occasional collector bicycle, and we make and sell art items constructed with used bicycle parts and other salvaged materials. We are also planning to teach classes through community education that target middle-aged women who "want to get a bicycle but don't want all those speeds." Our class will empower these women to select the appropriate bicycle for their use, perform basic repairs on the bicycle, and de-mystify the gears. We will also offer other classes for a more general audience, and possibly a class targeted toward children."

Benita B Warns

Mr. Michael Recycles Bicycles is currently looking for low-cost space (around 2000 sqft, mostly unheated with 300-400sqft heated for their office/shop) so they can accept more bikes. If you know of a space they could use, contact Benita at warns@pclink.com.

Ode To The Ladies

I have been in awe of women in the bicycling communities I have had the chance to meet in the past year of 2007 and thought it just to share that pure awesomeness with you all in the form of a thank you to all the rad ladies that have inspired me in many a bicycle way in this zine. It all started in the spring of 2007 with the bike feminism class I took at Macalester college in St. Paul taught partly by Cali and partly by Claire. Both of these ladies alternated with hands on mechanics and anything related to women and bicycles such as the Madotas, a women's bike group in Chile. Thank you both for breathing the bike passion into me, for it started with you two. Next is Cynthia McArthur who came to our class to talk about the amazing things she has done in her life as a woman for bikes and with bikes through mechanics and advocacy. Thank you Cynthia for continuing to battle the boys club in the bike community and being an inspiration to older women, as well as younger ones like me. The next shout out is to the hardworking crew of ladies that put on the bicycle film festival here in Mpls last summer, tirelessly flyering and still biking their hearts out. Carl and Shanai thank you. Seriously the only way to valet is to bike valet, that was super fun. Along with valeting bicycles for the first time came bicycle derby later that night which was also a first. After watching a bunch of dudes riding around in a derby-style circle trying to get the other one's off their bikes for 5 minutes I got bored and although very intimidated was the first lady to join in. Dodging bikes to run in the middle grab a bike and try to knock some men off their bikes while

not putting either foot on the ground was tough and my thanks goes to all the ladies who did this and stayed in way longer than I did. That was inspiration at its best and the closure to ending the bicycle film festival with ladies mixing it up in the derby combating the sexist shouts from drunk bikers in the crowds. Chicago's Sweethearts holds my next thank you and so much gratitude to Alexis and Rachel. These ladies are so rad, it blows my spokes. They are the die hard members of Chicago's girl bike gang the Sweethearts that custom build bikes, ranging from choppers to tall bikes, and create so much lady bicycle visibility and advocacy. It was by chance and their niceness that I and my roommates got to borrow four bikes of theirs and stay with them while in Chicago presenting a basic bike mechanics workshop under the Sassettes namesake. I almost wet myself at the site of a pink custom chopper and chose that as my steed for the weekend. Alexis and Rachel thank you for doing all you do as ladies and for ladies in the bike community, so inspiring and amazing! Babes in Bikeland here in Mpls thank you for organizing the ladies only ride, can't wait for the next one so thank you all in advance for hopefully organizing another one soon! My last thank you is to all the ladies who have just gotten mad bruises and cuts riding for the first time or for the four hundredth time or for fixing up your bike, or for building your own bike, or for surviving another day on the "car streets" of cities all because you love bikes, you ladies rock my world, thanks, Breeana

Another Smoothie Recipe or DRINK YOUR FRUITS AND VEG!

Winter or summer, you get dehydrated working out. In the winter time you have to be careful because you don't have sweat dripping off you in buckets to warn you to drink up. Here are some more smoothie ideas for you.

What you need:

Vanilla Soy milk (I like 'Silk') 1 cup
Orange Juice 1 cup

After that pretty much any orange or yellow food can go along for the ride in the blender:

Banana, carrots, mango, pineapple, papaya, peaches, nectarines, apples (cored), never tried pumpkin. or squash, but it might not be too bad...

The amount varies depending on how soft the your chosen ingredients are, I can get a banana, a peach, and a few chunks of pineapple or mango in one smoothie. Throw it all in and let it spin!

I find berries don't mix well with orange juice, but a berry smoothie with just the vanilla soy milk is also good.

The thing is most people don't get enough fruits and veggies in their diets. Throwing them in the blender and drinking them lets you get the same goodness from them, even if you don't like to sit and crunch carrot sticks.

Group spotlight: B C CLETES, Vancouver, B.C.

According to the "Clette-A-Festo" on their website the B C Clettes are a: "Biker Collective, Creating Love, Equality, and Toughness Through Engaging Spectacle!" Located on the west coast of Canada they engage in bike inspired street performance. They "won't be able to participate in your dance-dance-revolution unless there is bike parking, so get on it!"



They can be found a couple of places on the web:

<http://www.bcclettes.ca/index.html>

<http://www.myspace.com/bcclettes>

MINNEAPOLIS BIKE TOUR REPORT

By Fox

On September 16, 2007 Minneapolis Parks and Rec. closed several popular cycling parkways to motor vehicles for the morning and allowed the bikes to take the road choosing either a 15 or 41 mile course. I personally bike many of these paths day after day and the difference this day from what I usually ride with was palpable. This ride, which cost \$30, proceeds going to Mpls Parks Foundation, attracted over 4,500 cyclists, many of whom appeared to be the type of people who would not usually venture off the bike path around the lakes.

As we rode I got to thinking. How much safer bikes are with other bikes, rather than motor vehicles. I witnessed no close calls, lots of good natured faces, and lots of fun.

The biggest difference between cars and no cars being that it was downright fun to ride the parkway without some SUV trying to introduce itself to my colon or attempting to pass on a hill or corner (you know exactly who is going to get hit if there is an oncoming car and they swerve back into the right lane).

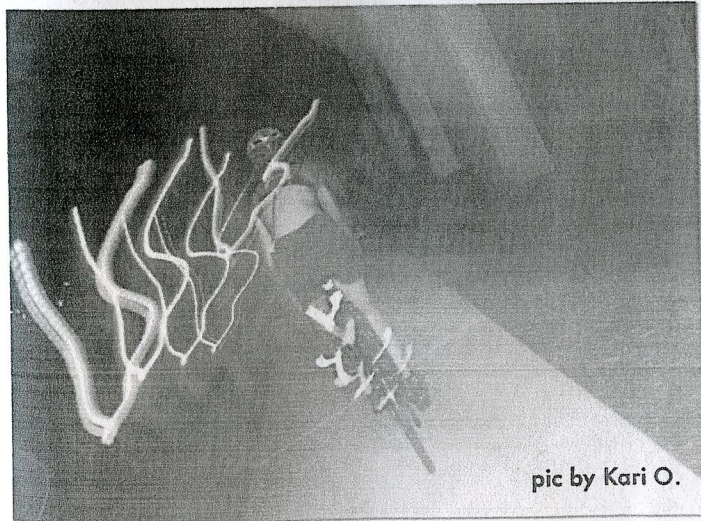
The only disheartening sight was revealed as I rolled up to the start. I glanced to my right I saw the huge field of vehicles parked waiting for their owners to come back from their foray off the 'safety' on the bike path glittering in the sun as a reminder that this is only temporary. The cars seemed to know that their dominance in their people's lives would return soon and they were content to wait. Out of the total number of people who participated in this am ride, I was forced to wonder how many actually rode their bikes there. I can only hope that these people take what they learned from riding this morning and drive back to wherever they came from with a new found sense that maybe those cars aren't as important as they once thought they were.

Here are some minneapolis bike links for your perusal:

http://www.minneapolisparcs.org/grandrounds/map_cl5.htm

<http://www.ci.minneapolis.mn.us/bicycles/bicycle-program.asp>

<http://www.ci.minneapolis.mn.us/bicycles/>



pic by Kari O.

GearUP! Mission Statement

GearUP! is an organization that works to make **bicycling accessible to all** by striving to understand and eliminate the inequalities in the Bicycling Community in the Twin Cities... and beyond. We seek to confront oppressions such as racism, sexism, classism, ageism, and homophobia in order to promote cycling as a healthy, fun, autonomous, environmentally superior mode of transportation.

Misión de GearUP!

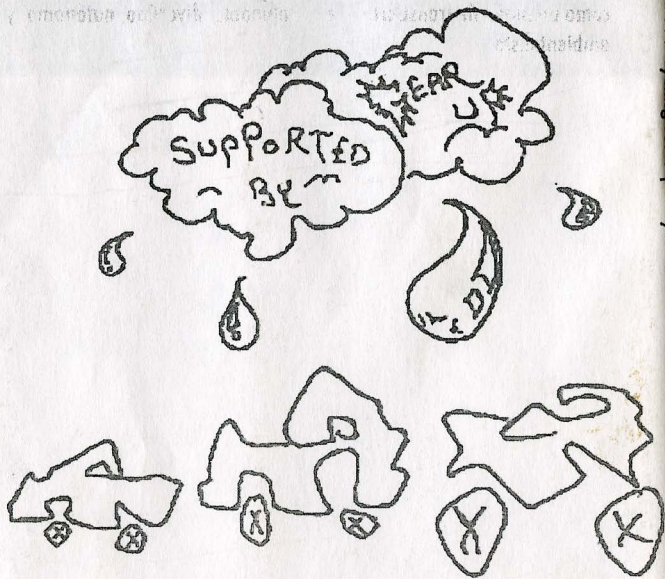
GearUP es una organización que trata de trabajar para hacer **ciclismo accesible a todas y todos** por esforzándose a entender y eliminar las desigualdades en la comunidad de ciclismo en las ciudades Gemelas y más allá. Buscamos a confrontar opresiones como racismo, sexismo, classismo, ageismo y homofobismo para que podamos promover ciclismo como un modo de transporte que es saludable, divertido, autónomo, y ambientalista.


want to learn more? come hang out with us? ride bikes? . . . visit our website

<http://damesonframes.livejournal.com/>

or send an email to

damesonframes@gmail.com



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