

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

www.gearupmn.org

or send an email to

damesonframes@gmail.com

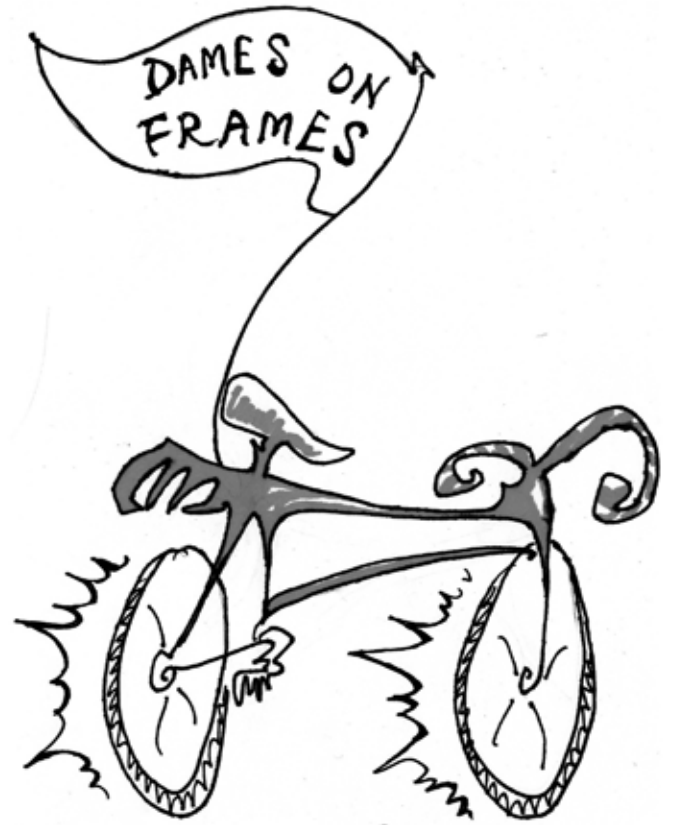
GearUP! cycling for equality.

DAMES ON FRAMES issue 2. Summer '07



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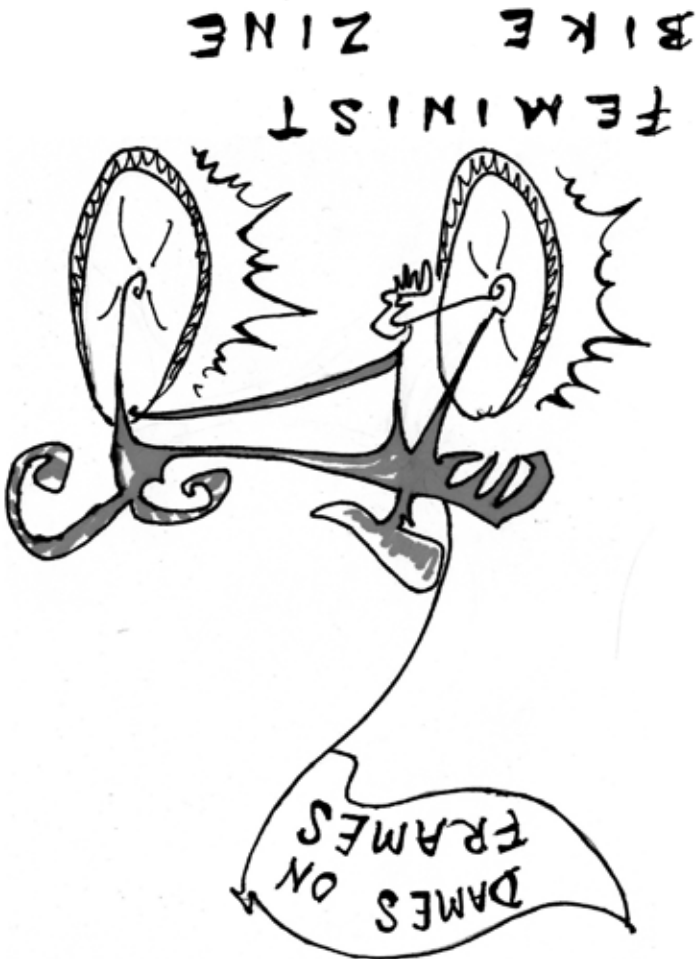


FEMINIST
BIKE ZINE

STEP 2- FOLD ALONG THIS LINE

HOW TO ASSEMBLE 2 ZINES:

STEP 1: CUT ALONG THIS LINE



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STEP 3: FOLD ALONG THIS LINE

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- 4** Letter to Dames.
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Thanks to everyone who contributed to this issue . . .

Lee Penn. Fox. Claire Stoscheck. Tamara Gonzalez. Ruthie Hansen (ed. of issue 1). Kari Olson. Carolina. Aleks Stecevic. Kathy Schubert. Emily Wergin (ed. of issue 2).

a big shout-out to GearUP! members and former Dames contributors whose work may not appear in this issue, but who have contributed in other ways!

Cali. Jason. Breanna. Laila. Christina. Lauren. Gina. Rose. Erika. Davin. Julie. Dobrila. Mira. . . . others who I'm sure I've missed!

AND special thanks to Cynthia McArthur for leading the excellent training session! (details on p. 5)

Misión de GearUP!

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



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OUR UNDERWEAR RIDE



06.04.07 7:30pm
ANNOUNCEMENTS AT A
GEARUP MEETING



8:45 WHEN WE ARRIVE
AT THE BRIDGE, NO ONE
ELSE IS IN THEIR UNDERWEAR



DAMES ON FRAMES issue 2. Summer '07

Dames on Frames? GearUP!? What is all this?

In the spring of this 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. Hold bi-weekly meetings. Table at events (like the Bike-in at the Bell). Work with other organizations who have a similar mission (Bici y Tamales, Women Bike On). Make GearUP! 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!

GearUP! meets every other Thursday at 7pm, alternating between St. Paul and Minneapolis locations. For more info, email or check our site (see back cover).

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... I got your newsletter at the Mpls. Mozaic kickoff celebration in downtown Minneapolis. After biking to the event with my two daughters (one in the bike seat and the other biking behind me on an Alley Cat), someone walked up to me and handed me the bike feminism zine.

First of all, thank you for publishing your zine and having the courage to stand up and say, "Biking is cool, and cool for women to do." I enjoyed Claire Stoscheck's article about the well-developed bike trails in Bogata. I feel like something of a pioneer, as I was a year-round biker for 14 years, between 1983-1997, while a U of M student and later toiling in the corporate world. When first starting to bike in the winter, there was usually only 3-4 bikes total on campus during the winter. It didn't take long to figure out the right apparel to wear to stay cozy warm during my 3.5-mile commute to the U, but all the motorists still looked at me like I was crazy. I biked each day to work during my first pregnancy, up until the day before the birth. (Letting your knees wing out to the sides allows you to still pedal with a big belly!) I used to joke that I was going to bike to the delivery room!

Now that I've owned and operated a home business for the past 10 years, my forays on the bike are usually limited to a 3/4 mile commute down the street each day to my daughter's day care.

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Thank you again for your courage, compassion and commitment to bikers around the world!

Janet Lenius

Lo que no somos:

1. Una agrupación formal con una directiva elegida democráticamente por todas
2. Representantes o voceras de cada una de nosotras o de algunas en particular
3. No cobramos dinero... por ahora, jajaja.
4. Super ciclistas con ultra experiencia en bicis, en mecánica y en proyectos ciclo urbanos... pero lo seremos
5. Un partido político, religioso o secta

Lo que SI somos:

1. Mujeres y un grupo de fans, que nos gusta andar en bici
2. Personas que queremos aprender, guiar, ser guiadas y acompañarnos en el mundo de las bicis.
3. Personas muy distintas, con ideales, experiencias y formas de pensar diferentes, pero que queremos que todas las chicas se suban a sus cletas.
4. Por último, mujeres, con nuestras sensibilidades y fortalezas... que seguimos luchando por lo que creemos bueno y sano.



1997 - 2007
CHICAGO CRITICAL MASS
10TH ANNIVERSARY RIDE
FRIDAY SEPTEMBER 28
5:30pm DALEY PLAZA

All your favorite Massholes will be pedaling out this September for the Chicago Critical Mass 10th Anniversary Ride.
With a big brass band and clowns coming along for the ride, you don't want to miss this one.
JOIN US FOR A CELEBRATION!

Stay tuned: chicagocriticalmass.org/ccmm



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¿Quienes somos?

Somos chicas y algunos chicos también, que tenemos como interés común andar por la vida en bici. Concretamente, MACLETA es una página web donde subimos información sobre mujer y bici. Toda información que alguien desee aportar y que pueda ayudar a que más mujeres pedaleen es bienvenida. Tenemos una lista de correos para comunicarnos e intercambiar pensamientos, ideas, proyectos, etc. Realizamos algunos paseos y participamos juntas sobre nuestras cletas en actividades ciclistas y ciudadanas

What is our mission?

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En cualquier generación
Mujer + bicicleta = Liberación



Tutorial on Bike Skills for All. by Lee Penn, aka biker_Lee

July 19, 2007: Approximately ten women assembled with Cynthia McArthur, who has spent years fixing bikes and teaching bike riding to kids and adults using an experiential approach. She currently volunteers with the Center for Victims of Torture (www.cvt.org), both fixing bikes and helping people use them.

Pre-Ride Discussion Topics

Types of "students" we each expected to teach.

Stories (e.g., Cynthia's experiences with bike camp through the Y).

THE GIFT OF FEAR (by Gavin De Becker) - a book highly recommended by Cynthia.

Engaging students through the experiential approach.

BIKE CLASS:

This is an approach for students who are returning to biking after a long time (e.g., the last time I rode a bike, I was eight years old!)... not how one should approach teaching an individual totally new to two-wheeled bicycling. Perhaps that will be in the next issue!

The first step is to assemble with your students and their bikes. Hopefully the bikes are in working condition! Introductions can include answers to questions like: What do you want to do with your bike? Why do you want to ride a bike? When was the last time you rode a bike?

Next, find an empty parking lot or similar space. Have / help everyone shift into their lowest (EASIEST) gear. Have people ride 50-100 feet without changing gears. Then, go back to the beginning and repeat in the highest (HARDEST) gear. Discuss how each trip felt different/similar. Was one much harder than the other?

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Next, go on a ride. Choose a loop that incorporates several different road types.

Using her experiential approach, Cynthia took us for a ride. We began at Wilder and Marshall in St. Paul. We rode approximately 2 miles. It took us a whole hour because we stopped frequently to discuss various aspects of the road / riding surface / things around us.

Here's an example leg: We rode about three blocks, slowing at stop signs with hand signals, going up onto a sidewalk, going back down into the street and then stopping for discussion. Cynthia asked us what we noticed along the route. Responses included: a running car with occupant parked to the right, overhanging bushes/flowers on the sidewalk portion of the ride, Cynthia's hand signals, pretty flowers, and more. The discussion became quite lively when discussing the choice between riding on the sidewalk and riding on the street.

Street versus Sidewalk

For the most part, bike riders should select the street over the sidewalk. However, there are times when the sidewalk is the safest option (very narrow and busy street, riding with a young child). When you choose to ride on the sidewalk, Cynthia urges the cyclist to behave as though a pedestrian. This means that if you cross a street, you should ride the pace of a walking pedestrian or dismount and walk your bike. Why? Because car drivers are expecting pedestrians to enter and exit the street at sidewalk corners - not fast moving bikes.

Activities:
MAKE safety kits as a class activity
DISCUSS problem solving (e.g., what do you do when...)
BIKE art to conclude the class

photo by Kari Olson

the report continues . . . check out Las Mancletas on the following page!



Cyclists on two wheels who love chains and grease. Come join us for more independent cycling! "Exercising our two-wheeled independence"

Cyclists. <http://groups.yahoo.com/group/Cyclists/> Cycling Sisters, Chicago, ILLINOIS, USA welcomes all levels of female cyclist, non-cyclist. We host free and low cost workshops by female mechanics and instructors, organize group rides, teach safety and commuting bike tips and bicycle advocacy. Of course gathering, chatting and socializing is a plus. We are Chicago Women

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A Report on Bike Equality/Access groups in the World

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HEALTHY, REFRESHING, SUPER YUMMY SMOOTHIES.

by Aleks Stancevic

I hate bananas. I really do. I can't get over it, they just taste terrible to me. So when I found this banana-free smoothie recipe, I fell in love. It's loaded with carbs and protein—nuts act as the thickener. If you happen to have nut allergies, you can replace the nuts with cooked (and cooled) quick oats and it's still super yummy.

What you need:

- Nuts, 1 cup
- Juice or water sweetened w/ maple syrup or honey, 1 cup
- Dates, 4
- Frozen fruit, 1 cup

In a blender, soak the nuts and pitted dates in the sweet water/juice for 10 minutes to soften. Add fruit and blend.

Some good combos:

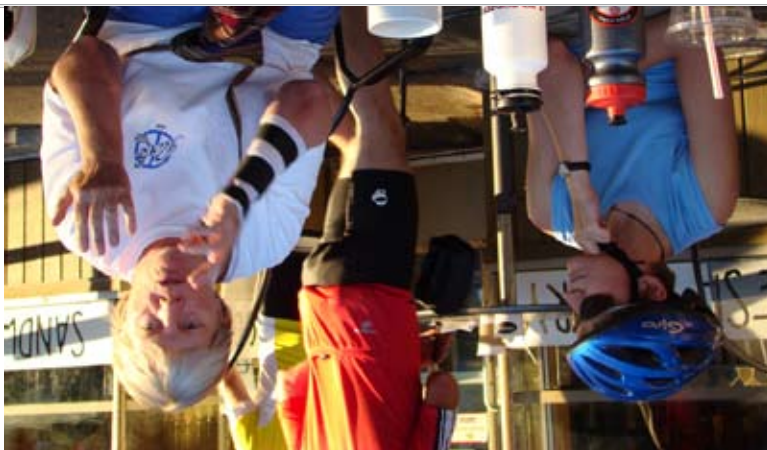
- Apples, walnuts and a dash of cinnamon
- Strawberries and macadamia nuts
- Raspberries and cashews
- Mango/Pineapple with cashews or macadamia nuts
- Peaches with pecans

This is soooo yummy! It's great for breakfast, a snack, or a quick energy source after a long bike-ride. If I buy fruit and it's yucky (mealy, overripe, bruised, etc.) I throw it in the freezer and save it for a smoothie.

Class Ride Overview: We rode a combination of sidewalk, neighborhood streets, busy streets, and off-road bike path. We road around 5-10 miles per hour except when going downhill. All 4 riding surfaces were quite instructive, and we observed and discussed 3-4 block portions at a time. At the last stop, Cynthia asked us to pick up something to carry back to the start. At the end, we discussed the experience, focusing on what worked particularly well and what each of us found most enlightening etc... Finally, Cynthia pulled out cardboard looms strung with green thread into which we each wove our found objects. It was a powerful end to a powerful class.

Take home messages:

- Above all else, share your joy of cycling with your students
- Put yourself onto their saddles (into their shoes)
- Meet them where they are
- LISTEN to your students (Cynthia is really good at this!)
- ASK your students for their observations and perceptions



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I-35 Fallen Silence. by Fox

August 2, 2007: The voice of the freeway has been silenced. Four hours after the collapse of I-35 into the Mississippi River, I am commuting to work on my bike and, like everyone else, trying to find an alternate route...even though I am rarely on that bridge crossing the river. Like so many other bikers, I am used to going under it.

Watching the news earlier, the aerial shots didn't reflect my reality of the bridge that crosses over my own freeway, the bike freeway that is West River Parkway. The change in perspective made it difficult at first to visualize its location. Looking at it from above, from a distant helicopter camera, makes it seem like it happened in some other city, to some other people. But it happened here, to us.

On my way home in the morning, 13 hours after the bridge fell to the earth and water, I take West River Parkway as far as I can...to the boardwalk, which has been barricaded, near the Stone Arch Bridge. A block up, the new, blue Guthrie stands with its unsupported lookout protruding toward the fallen bridge, like an architectural accusatory finger. As if to say, "If I can fly, why couldn't you?"

I go up and around the Guthrie to Gold Medal Park. It's a new park, reclaimed green space, the grass so thick and lush my shoe sinks in the turf past the sole. Centered in the park is a hill. The walkway to the top spirals around the rise. I ascend with the others, meeting the sad eyes of the people coming back down. Like pilgrims we are hushed, reverent, meditative. The bridge we took for granted yesterday, the noise of cars hissing and rumbling, the jackhammers, and some people...all gone. I step up with the rest to stand on the bench and shield my eyes from the rising sun. The trees and river bluff block the middle, but you can see both ends from this point, leaning at angles a bridge never should. Even though the concrete dust has settled, I feel the thickness of the silence settle over me.

what's up with the pReNC?

This labor day weekend (August 31-September 3rd 2007) will be the pReNC in the Twin Cities! The pReNC, which is being organized by the RNC Welcoming Committee, is a convergence to help prepare ourselves, and plenty of out-of-town folks, for the upcoming RNC. In addition to fun & games around town, the pReNC will include skillshares on things like street tactics and medic training, as well as a strategizing session for a broader anarchist front to the RNC. The RNC Welcoming Committee has been coordinating food and housing for the 100+ out of town folks expected to show up to the pReNC, as well as fixing up some bicycles. During the weeks leading up to the pReNC, the Welcoming Committee will be doing some pretty intense d.i.y. bicycle creation in hopes of hooking up guests with something that will make their transportation through the Twin Cities smoother.

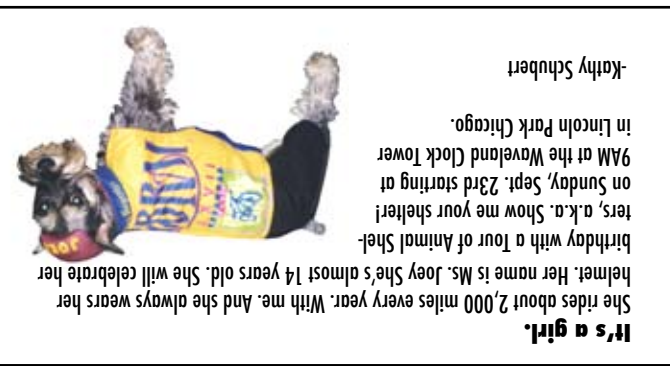
The Welcoming Committee is also looking forward to a bulkier August critical mass. All those interested in working on bikes or donating bicycle parts should definitely contact the RNC Welcoming Committee (rnc08@riseup.net, nornc.org). The Welcoming Committee will also be fixing up bikes leading up the RNC. They also hope to see you at the pReNC and want to help you make a really cool shield out of a traffic cone.

It's a girl.

She rides about 2,000 miles every year. With me. And she always wears her helmet. Her name is Ms. Joey She's almost 14 years old. She will celebrate her birthday with a Tour of Animal Shelters, a.k.a. Show me your shelter! on Sunday, Sept. 23rd starting at 9AM at the Waveland Clock Tower in Lincoln Park Chicago.



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August 2, 2007: The voice of the freeway has been silenced. Four hours after the collapse of I-35 into the Mississippi River, I am commuting to work on my bike and, like everyone else, trying to find an alternate route...even though I am rarely on that bridge crossing the river. Like so many other bikers, I am used to going under it.

Bell Tower Women's Road Race Report. by Lee Penn
THIRD out of 25 / Avg Speed: 21 MPH / Length: 2 laps at 22.5 miles each

It was a beautiful, although windy, day for a road race, and it was my first road race in 3 or 4 years. They combined the women's fields, so our total was over 20, although I'm not sure of the exact number.

The start was strange, as we rolled off with the masters 50+ men but were not allowed to actually race with them. They started with a nice modest pace, which probably did me a big favor cuz I was feeling feisty although not spectacular (probably around 85-90% that morning - woman stuff - I have a love hate relationship with my woman stuff!).

Birchwood was a HUGE presence. They launched off a few small attacks at the beginning, which Sherry, Linda Sone, and I covered. Jeannette (b-wood) took a flier, and Sherry (Gopherwheelmen), Linda (Silver Cycling), and I (Gopherwheelmen) slowly reeled her back in. Then, Katy (b-wood) took a flier, and no one responded right away. Sherry attacked a short while after... caught on the climb. Then I took off right after the climb, but not too hard. I was caught. But then Camilla (b-wood) and I were on the front only to find, about two-three minutes later, that we had rolled off the front to gain a reasonable gap. We both looked at each other- quite surprised... and went. We worked really well together - especially going into the wind. Then, we got to the climb, and my "minus 10-15%" took over, and I got dropped on the climb. After I crested, I just went into time trial mode and focused on keeping my effort high. I checked behind me, thinking that the group would probably catch me, but the group never did. I finished about one minute behind Cam, and she finished about 1.5 minutes behind Katy. Overall, I gave 100% of what I had available that morning, and I had a great time. It was a super fun race for me, and it was especially fun to have no flats, no near crashes... and a good result! Hooray!

I step down, allowing someone else a turn.

On my bike I am much more open to sound than people in cars. As I curve back down the path and away from the top, I hear bits of conversation.

"If I hadn't gone back into my house for my sunglasses..."

"I just crossed that bridge minutes before..."

"I'm so glad I didn't go home on time..."

All followed by the unspoken...

"I would have been there, I would have fallen. I could be dead."

Fallen with the bridge.

This perception of the bridge, much like the aerial shots, is distant from my reality of this place, and makes it hard to locate their perspective.

If I had been there, I would not have fallen. I would have been on the bike path below...not fallen, but dropped upon. Would a person on the path have been able to get out from under it fast enough? Gliding down the hill maybe, but laboring up it? Would I have heard the crack and rumble from above as a warning and not just more construction noise? Would I have been looking at the tangle of green steel supports that we took for granted and seen them buckle toward me? Would my bike helmet have protected me from falling concrete and rebar?

Going back to work, 28 hours after the collapse, I cross the river on Plymouth. I look up at the moon as it hangs in the sky, next to the glow of the work lights downriver, making day from night as the recovery effort continues. The silence of the fallen is still conspicuous in my ears. The freeway has died and taken with it people we will hold in our hearts.

The fallen speak in silence tonight.

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A Transnational Bike tour... promoting bike feminism

by Claire Stoscheck

This winter I will be touring in South America... with the goals of learning from bike movements from various cities around the Andean region and help to collect stories/tactics/strategies and spread them in order to help explore and promote ways of increasing access to bikes and cycling for women and other groups of people who aren't usually encouraged to bike or do bike mechanics both in South America and in the USA and the rest of the Americas. Please see below for more information, and contact me with any ideas or comments. Check out the web-site (a work in process) at: <http://www.movementporuncambio.blogspot.com/>

El tour y El Objetivo: Vamos a pedalear en bici más que 4,000 millas (7,500+ km) desde Santiago, Chile hasta Quito, Ecuador (y más allá). Este tour sería educativo y vamos a ir a escuelas, ONGs y organizaciones comunitarios en la ruta para compartir ideas e historia sobre el cambio del clima y los movimientos que han formado para luchar contra las razones fundamentales, como la cultura de consumismo y colonialismo. También vamos a coleccionar historias para cruz-polinizar y difundir movimientos. Vamos a tener un foco en la bicicleta y las maneras en que podemos tener más gente pedaleando, especialmente mujeres y otra gente marginalizados, para aumentar la cualidad de la vida para todas y todos.

Quien somos: Somos dos jóvenes, un ecuatoriano y una estadounidense, que van a unir para hacer este tour transcultural. Los dos tenemos un interes muy fuerte en ambientalismo, justicia social y la bici. Hemos trabajados en nuestras ciudades respectivas (Quito y Minneapolis) para promover la bici como transporte y deporte y hemos decididos que necesitamos tomar un reto mas grande e impulsar en nuestros limites y traer nuestra passion mas adelante.



DAMES ON FRAMES issue 2. Summer '07

early enough that you can ride at a leisurely pace. (If you want your commute to double as work-out, consider leaving the intense ride for on the way home.) When weather permits, wear a sleeveless shirt so sweat can dry quickly. When long shirts are needed, make sure they're breathable. (I have one shirt that is super warm and thinner than a t-shirt, but because its made from a fancy teflon-coated material, it traps more sweat on a 20 minute ride than most shirts trap in an entire day!) When its super hot or super cold, lots of sweat is inevitable. Pack an extra shirt and change when you arrive at your destination. Avoid anti-perspirants; they may make you sweat less, but the aluminum they contain is toxic.

3. Anti-Sweat Approaches. Maybe your scent has been thrown off from being sick. Perhaps your monthly friend makes your aroma stronger than usual. Maybe, no matter what you do, your sweat is still offensive. When you can't find it in your heart to love your sweat, its time to get rid of it or cover it up!

- **Bathing.** I'm a little obsessive with cleanliness and personal hygiene and shower daily. However, I recently spent a week canoeing in the boundary waters. The cool weather, good food we were eating, tons of water we were drinking, and low-stress atmosphere made it an ideal situation for cultivating non-stinky sweat. My aroma was certainly earthy, but it wasn't until we spent an entire day paddling in rain gear and stressing about the rain, that we started to smell unpleasant. Moral of the story, if your following the first 2 strategies, you don't need to bathe as much.
- **Cover-ups.** Use these sparingly. You don't want to cause an aroma more offensive than you've got already by dousing yourself in a bad perfume! Personally, I just use one of those natural deodorant sticks. There are lots of other options out there (scented lotions, perfume, the crystal.) Experiment, but always check the ingredients and make sure your not putting something toxic on your body.

Your body odor is part of you . . . help nurture a smell you'll like!

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Learning to LOVE Your Sweat. by Emily Wergin

Does fear of arriving at work or school all sweaty make you hesitant to bike? Then consider changing your attitude toward this important bodily fluid!

Sweat is your friend. When biking home in 95 degree weather, you want to sweat! Sweat helps your body cool off. Here are some tactics to help you cultivate good quality (ie, not stinky) sweat while keeping the quantity down when its undesirable. (I'd hope to look up some scientific research to back up these personal observations but didn't get around to it . . . start paying attention to how your aroma shifts in different situations to smell what works best for you.)

1. **Quality Control.** Think of your sweat as a barometer for your general health. No matter what you do, you are going to sweat; you might as well make that sweat the best sweat it can be! If your stress-level is low and you're eating well, your sweat will smell better. There's nothing stinkier than the sweat produced by sitting around all day consuming processed junk. Try the following:

Fun Experiment! Try eating food with lots of Indian spices (especially tumeric, cumin, and coriander) for several days in a row. Smell the curry in your sweat! You may or may not find this desirable, but its a great way to demonstrate the close link between what you consume and the aroma you produce.

- drink plenty of water
- increase your consumption of fresh produce
- decrease your consumption of coffee, alcohol, tobacco, sugar, and processed, additive-laden foods
- exercise regularly (commuting by bike is so much less stressful than driving! and it will help your body produce balanced endorphin-rich sweat not the super-smelly stress-filled stuff.)

2. **Quantity Control.** Even if your sweat smells fine, we usually want to minimize the wet stuff when riding to school, work or social functions. Leave



The Tour and the Mission: On this trans-national bike tour, we will travel more than 4,000 miles (7,500+ km) from Santiago, Chile to Quito, Ecuador (and beyond). This tour is not just a personal challenge for us, but will also be educational and open to many more people. We will stop at schools, NGOs and environmentally focused community organizations along the way to exchange ideas and stories about climate change and the movements that have formed to address its root causes, such as consumer culture and colonialism. We will also collect stories and disperse them to help the cross-fertilization of various movements. We will have a focus on the bicycle as a cheap, accessible, autonomous and environmentally-friendly form of transportation and sport. We will be exploring the ways in which we can get more people riding—especially women and other people who aren't encouraged to ride and have less access to bikes—in order to increase the quality of life for all.

Who we are: We are two young people, an Ecuadorian and a U.S.A.er, who are going to come together to do this trans-cultural tour. We both have a strong interest in environmentalism, social justice and the bicycle. We have worked in our respective cities (Quito, Ecuador and Minneapolis, USA) to promote the bicycle as a means of transportation and as a sport and we have decided that we need to take a greater challenge and push our limits to bring our passion to another level by bike touring and sharing it with many other people.

Are you interested?

If you are interested in supporting this project, joining it, or can donate resources to help make it happen, please contact us at:

¿Tiene interés?

Si usted esta interesado en apoyar este proyecto o puede hacer un donativo, por favor contactanos a:

costoscheck@gmail.com(Claire) or/o redlinecristianbike@hotmail.com (Cristhian)

Supporters of this tour: **Rising Tide North America** (North America) / **GearUP!** Cycling for Equality (Twin Cities, MN, USA) / **Sibley Bike Depot** (St. Paul, MN, USA) / **Madelitas** (Santiago, Chile) / **Cydesis** (Chicago, USA) / **Cidopolis** (Quito, Ecuador) / **Jack Pine Community Center** (Mpls, USA)

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Does fear of arriving at work or school all sweaty make you hesitant to bike? Then consider changing your attitude toward this important bodily fluid!

Commuter Tips. by Lee Penn

So, why bike? There are so many reasons - good reasons! With increasing pressures to reduce carbon dioxide emissions, biking represents a realistic and efficient alternative to car-based transportation. With increasing demands on our time, biking represents an excellent way to accomplish two important activities at once: exercise and transportation. With the large expense of owning and operating a car, biking represents an economic choice for transportation.

Interested? Intrigued? Here's my recipe for successful bike commuting - a compilation of advice from me and several people who regular bicycle-commuters.

- 1) Above all else - start small and build up. Try just one or two bike-trips per week to start.
- 2) Talk to other commuters! We know the good, the bad, and the ugly of bike commuting.
- 3) Get a bike that fits you and suits the kind of riding you want to do.
- 4) Figure out how your bike works. If you've a friend who rides a lot, ask her to show you some things. Or take a class!
- 5) If you can, have a tire pump and a seat pack with the basic tools required to repair a flat - spare tube and/or patch kit and tire irons.

This fall, "Women Bike On" is running an 8-week program to teach women who have never biked before. With two interns on staff (one who will be Spanish speaking and the other fluent in Somali, Oromo, or Amharic), this program is mainly geared towards immigrants. Each student will receive a donated bike, lock and helmet. **Women: Do you know how to fix bikes?** GearUP! is helping to fix-up donated bikes. We'll be hosting a few repair sessions later in August. Contact us to help! www.gearupmn.org/ damesonframes@gmail.com



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4. RELEASING GRIPS.

- a) Pressure points. If someone manages to have a grip on you, two moves I LOVE are to stick your finger as hard as you can either in their windpipe along the collarbone, or in the junction of the ear and throat. Try those on anyone, and they jump away in pain.
- b) Breakaway. Look for the point at which their grip is the weakest. If someone were to grab your wrist, it's the point where their forefinger and thumb meet. If they have your waist, it's the tip of their hand and their body. Push into that point. Sometimes it helps to stun a different area, like slap the face or stomp their foot, before jerking into that point.
- c) Shift center of gravity. Now, if you are pinned on the ground (sorry, it's an unpleasant thought, but worth learning!), use your hips to throw them off by lifting one side quickly. Try to punch down weight supports, like elbows, so you gain control of their body. When you feel you've shifted their weight, throw them off by using your hands or feet or whatever you need to strike some vital points.

I hope that helps some of you feel safer. If anyone really is out on their own a lot, I'd suggest taking a self-defense course. If you want more, martial arts are really cool and help you with a lot of things, like controlling your breathing, improving your focus and discipline, and understanding the mechanics of the body. I train at the World Martial Arts Center in Minneapolis, and they teach you how to improve endurance, how to fall, how to hit and how to have lots of energy!!!

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So, why bike? There are so many reasons - good reasons! With increasing pressures to reduce carbon dioxide emissions, biking represents a realistic and efficient alternative to car-based transportation. With increasing demands on our time, biking represents an excellent way to accomplish two important activities at once: exercise and transportation. With the large expense of owning and operating a car, biking represents an economic choice for transportation.

Interested? Intrigued? Here's my recipe for successful bike commuting - a compilation of advice from me and several people who regular bicycle-commuters.

- 1) Above all else - start small and build up. Try just one or two bike-trips per week to start.
- 2) Talk to other commuters! We know the good, the bad, and the ugly of bike commuting.
- 3) Get a bike that fits you and suits the kind of riding you want to do.
- 4) Figure out how your bike works. If you've a friend who rides a lot, ask her to show you some things. Or take a class!
- 5) If you can, have a tire pump and a seat pack with the basic tools required to repair a flat - spare tube and/or patch kit and tire irons.

This fall, "Women Bike On" is running an 8-week program to teach women who have never biked before. With two interns on staff (one who will be Spanish speaking and the other fluent in Somali, Oromo, or Amharic), this program is mainly geared towards immigrants. Each student will receive a donated bike, lock and helmet. **Women: Do you know how to fix bikes?** GearUP! is helping to fix-up donated bikes. We'll be hosting a few repair sessions later in August. Contact us to help! www.gearupmn.org/ damesonframes@gmail.com

DAMES ON FRAMES issue 2. Summer '07

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TOUGH CHICK. by Aleks Stancevic

Sometimes we bike when the streets are empty, sometimes at night we can't see what's in the shadows, sometimes we get a creepy feeling when someone's behind us. I lived in NYC for 4 years, and upon returning to Minnesota started training in taekwondo. Having a strategy for dealing with uncomfortable situations is important. Here are a couple moves you can use if you ever need to.

1. **SCREAMING.** Scaring people away from you is the first level of prevention. One time in NY, I thought someone was following me. I crossed streets but he crossed with me. At a lit intersection, (with people, thankfully) I yelled, "GET THE HELL AWAY FROM ME!!!" at the top of my lungs. People turned to look and he scattered. Be the crazy person. It's better than being the person who didn't act on her gut.

2. **WEAPONS.** I love weapons, they are such a creative way to increase your power. Before you set out in the dark, think of all the things you can use as a weapon and make sure their handy. An LED light could be blinding, a strong U-lock is like a sledgehammer...keys, straps, whatever you got. Weapons can inflict maximum amount of pain and help you get away fast.

3. **TARGET STRIKING AREAS.** Before you hit, take aim! Try to get a vital point: Eyes, groin, windpipe/throat, collarbone, temple, knees, etc. As a woman, I think it's best to aim for the throat for a couple reasons. It's more unexpected, they're more likely to protect their face or stomach. Also, if you do punch a jaw, it'll hurt your hand. You need a lot more power to cause pain in the solar plexus than in a sensitive area like the eyes, throat, or groin. Anyway, if they block, try to hit a different area that's open. I spar in class (which is a lot of fun BTW) and I learned to do at least two strikes. One high quickly followed by one low, or vice versa, because when your opponent blocks they leave another target open.

- 6) Assume drivers CANNOT see you. Anything you can do to make yourself more visible while riding your bike (e.g., lights at night) is a really good thing.
- 7) SAFETY: NEVER ride on the sidewalk - well... almost never. It's actually far more dangerous (in terms of the statistics of bike-car accidents) than riding in traffic. But, sometimes, it is smart to take the sidewalk for a short bit along a busy road. SIGNAL your turns. RIDE predictably (no swerving). WATCH for car doors. U-LOCKS and cables can be used in self-defense in the extremely rare event that someone attempts to mess with you.
- 8) Leave early enough so that you don't feel rushed and can enjoy your ride. Also, this prevents one from becoming too sweaty on the way to work / school / etc.... If you do get sweaty, change into clean, dry clothes upon arrival.
- 9) STUFF: backpacks can be ok for carrying stuff, but I hate 'em and they aren't so good for your back! Consider panniers (bags that mount onto a bike rack) and bike baskets for much more comfortable options!
- 10) RIDE!!!

06.07 GearUP! table @ the Bike-in at the Bell. photo by Ruthie Hansen



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Pedaleando por la vida... by Tamara González

A los cuatro años tuve mi primera bici... recuerdo que era una Oxford verde, con un canastito adelante y las típicas rueditas a lo Freddy Turbina (ídolo, maestro, Gurú, Sensei). En esa chancha aprendí a andar. Años más tarde, tuve una de esas antiguas, altas con las ruedas chicas (aro 16, si la memoria no me falla), amarilla y de marca desconocida, lejos una de las cletas más cómodas que haya montado.

Pero llegó la decisiva navidad del '96. Mi regalo estaba escondido en la casa de mi abuelo. Grande fue mi sorpresa, cuando mi papá retiró la sábana y relució una brillante Bianchi Génesis Plateada, cambios Shimano, 21 velocidades, aro 26 y toda la parafernalia de las Mountain Bike que salieron en esa época.

Con ella me tiré por calles en pendiente, a toda velocidad y en sentido contrario. Incluso una vez casi me atropellan de frente y en otra ocasión se me cortaron los frenos (tenía 11 años). Qué puedo decir, siempre me han gustado las emociones fuertes...

Diariamente, desde sexto básico, me llevó al colegio los años que no usé jumper. Es más, solía hacerme la loca cuando me jodían los inspectores por ir todos los días con buzo, sin importar el clima. Por lo tanto, mi chancha querida ha soportado las inclemencias de la lluvia, el viento, los bocinazos y las autoridades escolares. Juntas hemos recorrido barrios, plazas, pueblos perdidos en el mapa, carreteras rurales y visitado amigos.

Sin embargo, cuando llegué a Santiago, el temor a la delincuencia y al poco respeto que tienen los automovilistas por los cicleros me obligó a cambiar mi forma de desplazarme por la ciudad. Tuve que dejar mi chancha en la casa, para que no me la robaran, no me quedó otra que andar en "Dosh" y aprender a viajar en micro, porque el metro igual es a prueba de tontos.

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photo by Ruthie Hansen

Algo frívolo puede ser bicicleta y alta costura, según entrevista dada por Giorgio Armani, tras la exhibición de la película "Más allá de las nubes", 1995, dirigida por Michelangelo Antonioni y Wim Wenders. "Una escena: una mujer en bicicleta pedalea, casi flota, entre la niebla y las columnas de los soportables vacíos de Ferrara. Está de espaldas, sola, avanza despacio y decidida, un poco distante e inalcanzable, como un sueño lejano. Es una imagen pura, directa, sencilla." Es una escena Armani. La mujer es Inés Sastre y el fotograma es de Crónica de un amor que nunca existió, una de las historias de la película, vestida, como tantas otras, por el mago de la moda italiana.

Vivamos magia, libertad, belleza, independencia, sensualidad de la bicicleta...

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Vivamos magia, libertad, belleza, independencia, sensualidad de la bicicleta... todo femenino.

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Somos buenas inversionistas en tiempo, salud y belleza. Empecemos a buscar un medio de transporte práctico en que pueda desplazarme de un lado a otro, en distancias inferiores a 10 kilómetros, sin tanto esfuerzo; que auxilie a mejorar mi autoestima, sociabilidad, equilibrio mental; el tiempo que normalmente destino introduciéndome como sardina en el Metro o la micro, continuaría con el encierro de otro tanto en un gimnasio o conversando con un psicólogo; si utilizo la bicicleta, es dos en uno: transporte y ejercicio (o psicólogo), el tiempo correctamente ahorrado lo compartiré con mi hija u otras entreteniciones. Buscar un medio de transporte sostenible y consistente en mi ciudad, como andar en bicicleta, frente al desproporcionado papel que está adquiriendo el vehículo particular, causando grandes costos ambientales, económicos, sociales y culturales. Hay temas que pueden cambiar si en algo colaboramos. La contaminación de Santiago, hoy extendiéndose a otras ciudades; el nivel de sedentarismo en la población, mejorar la calidad de vida, tratando descongestionar y descontaminar las calles, mejorar utilización de los espacios urbanos, lograr humanizar las calles. Todos causan dolores de cabeza a distintas autoridades, aquí traemos la aspirina, también término femenino, la bicicleta.

Si mis primeros años en la capital fueron un infierno, en parte fue porque me sentía frustrada de no poder utilizar un medio de transporte que siempre me resultó natural. Además, es el único deporte que no me resulta una TORTURA. Pero ahora nos estamos reconciliando. Les guste o no a mis viejos/automovilistas/viejas chismosas en general/gente que me mira feo en la calle cuando voy en bicicleta; no pienso dejar que esta ciudad de mierda me convierta en un ser inerte como el resto, sin derecho a tomar mis propias opciones.

¡Estoy harta de la lata de sardinas en el metro!, ¡Estoy harta del autobús!, ¡Me tiene podrida que el terminal Lo Ovalle no tenga ningún recorrido alimentador que pase por la casa de mi abuela!, ¡Estoy hasta la coronilla de desperdiciar media hora en un paradero para irme de pie por más de una hora!, ¡Defesto distribuir mi día en horario punta y horario valle !, ¡Me tiene hasta AQUÍ no poder mirar la ciudad desde la perspectiva que a mí me gusta!

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This piece, by a bike activist in Santiago, Chile, describes the author's personal journey and love affair with her bicycle. She speaks of tearing up the streets with her bike since the 6th grade. When she moved to the city, her first couple of years were a hell for her because the dangerous streets and disrespectful drivers kept her from biking. But then she changed her mind, decided she wouldn't let shitty drivers stop her from doing what she loves most—to bike! She proclaims how sick of the crowded bus she is and how she refuses to use modes of transportation that take away her freedom and autonomy. She finishes her piece by saying "My bicycle is much more than a mode of transportation ... it's a companion of the journey."

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St. Paul Critical Mass. by Lee Penn

Friday, July 6, 2007: It was a beautiful night for a critical mass ride, and there were about 35 riders (including my son and a few of our friends!). We set off, heading east on Summit. We were in a great mood, and my son was very happy to be there! Almost immediately, however, aggressive drivers were yelling at us to get off the &*()&*#S road. One guy said he would call 911 because - oh my gosh - there were a bunch of bikers on the road. I was quite surprised by the aggressive nature of the yelling. Usually, there are some drivers who get upset, but for the most part, people handle things reasonably.

Now, it is true that there are aspect of critical mass that are, well, controversial. We don't ride as the law states we should (no more than two abreast, no impeding reasonable progression of traffic - please define REASONABLE!). Some riders are very aggressive, and this is behavior that I'm just not cool with. Some riders cross the yellow line and aggressively ride into oncoming traffic - I'm also not cool with that!

But, the overall concept of taking ownership, if you will, of the road for just two hours out of each month - of feeling completely safe on our bicycles - well, this is a concept that I believe in!

We turned south off of Summit at some point, but I don't remember which road that was. Then, we traveled east on Grand Ave until Dale. At Dale, we turned north, and all hell broke lose. The bottom line? My son and I were victims of unreasonable force on the part of a St. Paul police officer.

(Lee's official complaint begins on the opposite page.)

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We turned south off of Summit at some point, but I don't remember which road that was. Then, we traveled east on Grand Ave until Dale. At Dale, we turned north, and all hell broke lose. The bottom line? My son and I were victims of unreasonable force on the part of a St. Paul police officer.

(Lee's official complaint begins on the opposite page.)

"Women and the Bicycle"

This piece was written by a women cyclist from Santiago, Chile for a publication on International Women's Day. She speaks to the history of women and bicycles, and how things have changed since the 1800's. She talks about why women like to ride bikes, and the relationship between the feminine and the bicycle. She ends her piece by saying "We live magic, liberty, beauty, independence, and sensuality with the bicycle—all feminine."

bienestar habían impulsado a las ciclistas al abandono del traje usual de largas faldas y corset, bastante incómodo y peligroso para montar en bicicleta, para adoptar un atuendo más racional que dejaría al descubierto sus tobillos y piernas, provocando el consiguiente escándalo de moralistas. La mofa, el menosprecio y la crítica malediciente de los reaccionarios, tiznaron de atezados matices el telón de fondo de su incorporación velocipédica, no en vano lo que se disputa es un episodio más de la lucha de la mujer por su emancipación.

Veamos lo que escribió un escandalizado columnista del periódico "Munchner Zeitung" en 1890:

"Las numerosas personas que transitaban a lo largo de la Maximilianstrasse (nombre de la calle) tuvieron que soportar un espectáculo a la vez desconsolador y enervante. Esto pasó el domingo a medio día. Una pareja se abría camino rápidamente en una bicicleta tandem (bici para dos personas, ambos pedalean). La señora vestía una falda floreada de seda, mostrando escandalosamente sus pantorrillas a todas las miradas, debidas al esfuerzo de pedalear. Esta fiera amazona, desprovista de todo pudor continuó su ruta sin la menor perturbación. Es esta una nueva disciplina deportiva del ciclismo? Es que está permitido escupir de esta forma sobre la moral pública? Hemos asistido a una acción publicitaria a favor de ciertas representantes de la "feminidad"? Qué hace la Policía?"

Hoy, en una sociedad influenciada por la dictadura de la belleza, con espacios publicitarios sobrevalorando la extrema delgadez, brotan cifras del 80% de las mujeres occidentales se sienten insatisfechas con su cuerpo, según un informe de la Unión Europea. Si bien, en Chile no existen estadísticas claras, expertos en

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Mujer y Bicicleta. por Carolina

Día Internacional de la Mujer... 8 de Marzo. Día de Mujeres en Bicicleta... claro todos los primeros martes de cada mes, este Martes 7 de Marzo, por su cercanía a la celebración mundial, asistiremos como siempre bien acicaladas y con faldas arriba de la cleta !!!

Cuando me solicitaron comentar sobre estos dos términos del mismo género, por ser la bicicleta mi fiel medio de transporte, pensé que sería fácil, y al andar fue un vuelo de ideas, mezcla de historia, emancipación de la mujer, dictadura de la belleza, libertad, magia, tiempo, lograr dedicar algo de él con nuestros seres queridos. Bueno, soy mujer, y en un momento pienso en varias cosas... en que hay que dar almuerzo a mi hija y a su mascota, hablar de laboro con mi socia, buscar los interminables útiles escolares, ir al supermercado, etcétera.

Según distintos periódicos franceses relatan de mujeres pioneras que montaron en bicicleta desoyendo necias precauciones, fueron causa de que miraran con inconcebible prevención el uso de la bicicleta. Ser ciclista no fue nada fácil, ser mujer y ciclista debió resultar más engorroso todavía en una sociedad al cerrarse el siglo antepasado. Sobre la figura de la mujer, significativamente considerada como "sexo débil", trenzaban toda una amalgama de consideraciones médicas y morales, sibilinamente imbricadas en la mentalidad de la época, que daban sustento a los distintos papeles que estaban llamados a desempeñar varones y mujeres, ambos separados por una barrera "natural" erigida sobre la diferenciación sexual. Consideraciones además valederas del orden jerárquico patriarcal donde la mujer se mantuviera en su estado "natural" de sometimiento al marido. En este estado su "carrera" más importante no será otra que el matrimonio y la meta los hijos. Observaciones de tipo moral y estéticas también recaerán sobre el traje ciclista que, lejos de pasar por un asunto baladí, resultó ser uno de los inconvenientes en el acceso de la mujer a la bicicleta. Razones higiénicas y de

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DAMES ON FRAMES issue 2. Summer '07

Lee's Official Complaint

I'm very sad to report that I'll not be taking my son on critical mass again. I now consider it too dangerous an activity for a child. This makes me very sad and him very mad. Overall, this isn't a happy story, but it is an important one.

Regarding the use of unreasonable force used against me and my five-year-old son on the evening of July 6, 2007 by Officer S. Duff (#154):

On Friday evening (July 6, 2007), I was riding with approximately 30 cyclists - headed EAST on Grand Avenue. I was riding my bike with a pull-along attachment, on which my five-year-old son was riding. We turned North onto Dale Avenue, and a police car pulled into the group of cyclists, got out of his car, and demanded IDs.

(continued on the following page)

YOUR RIGHTS AS A CYCLIST

Your Rights

- Bicycles are vehicles, and have the same rights as cars.
- Bicycles and cars must follow the same traffic rules.
- When passing, cars must give bikes at least 3 feet of clearance.

Your Responsibilities

- Ride as far right as *practicable*, except when turning left, passing, or if it's unsafe.
- Ride no more than 2 abreast, and no blocking traffic (but remember, bikes *are* traffic, so group riding is OK).
- Signal your turns when able, and use lights and reflectors at night.

Questions? Call Joe Vacek, cyclist/attorney anytime at 612.205.0244

Provided by Joe Vacek, PLLC. www.simplelaw.org

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This was Officer S. Duff (badge #154). I was trying to get to the side of the mass, and the officer pushed my bike from my left side, causing us to crash down onto our right sides. As a result, I had several bruises on the right side of my back; my right shoulder, elbow, and ankle, and road rash and bruising on my right knee. The officer said nothing prior to this action. After we crashed, the officer immediately put his hands on my child, and I jumped up and said "please don't touch my child." My child was crying and screaming, as could be reasonably expected. I picked up my child and went to the bench just outside of La Cucaracha restaurant. After approximately two-three minutes, Officer Duff came over to our bench, and my child's response was immediate - he started screaming, crying more loudly, and grabbing onto me more tightly. I do not know what the officer was saying to me, but his body language appeared intimidating and threatening to me. I said, "please back off; you are freaking out my child." Officer Duff did back off, for which I was relieved.

End analysis: Overall, there was one trip for which the bike was the clear winner (Trip 2). This ride was moderately paced and included a nice stretch along the midtown greenway. Otherwise, the car versus bike experiment shows that, TIME-WISE, the trips took approximately the same amount of time. None of the destinations had complicated parking issues.

Notes:

- 1) Timer was stopped for time spent belting child into child safety seat (he rode in the honda).
- 2) Biker followed "right-of-way rules," which means stopping at red stoplights and going through only when clear, and yielding right-of-way to other vehicles.
- 3) Both biker and driver carried items related to the errand running (e.g., library books and banking paperwork).

Stay tuned for . . .

Bike versus Car Take II: Kids Go Along for the Ride!

YOUR RIGHTS WHEN DEALING WITH POLICE

Generally

- You don't have to talk to a police officer, ever. Don't answer any questions. Ask, "Am I being detained?" If not, walk away.
- You are not required to show an ID unless you are being arrested.

If you are stopped

- You don't need a driver's license to operate a bicycle.
- There is no law requiring registration of your bicycle.
- Ask why you were stopped, and if you are free to leave.
- Police can't search you or your possessions unless you are under arrest. Never consent to a search.
- If you are arrested, USE YOUR RIGHT TO REMAIN SILENT. All squad cars have microphones. Don't talk to anyone in jail, either.



photo by Kari Olson

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Car versus Bike: Running Errands by Lee Penn

Saturday, July 14, 2007; 1:30p to about 3:00p

participants: Kari, Cheryl, Treqwan, and Lee

It was a lovely day for a bike ride, although it was pretty windy (out of the north). Traffic was reasonably light throughout the course of the experiment.

Equipment: Bianchi cross bike with knobby tires and Honda Civic Hatchback Home = 1/2 block from the Riverview Movie Theatre

Trip 1: HOME to E. Lake library 1.8 miles

Car: 8:11 This includes a trip around the block to find parking at the library.

Bike: 8:30 This includes one ridiculous stop at a stop sign at which a police car had the right of way but took an exceedingly long time to clear the intersection, a strong head wind, and missing every traffic light.

Trip 2: from E. Lake library to Twin Cities Federal Credit Union (approximately at University Ave and Malcolm) 3.1 miles

Bikes: 13:49 (2 riders) - delightful ride, partly on the midtown greenway.

Car: 15:46 - Trip was slowed by construction on Lake St.

Trip 3: Credit union to Seward Coop 2.0 miles

Bike: 8:30 - again, a delightful ride.

Car: 9:05

Trip 4: Seward Coop. to HOME 2.9 miles

Bike: 11:07 I got feisty and chased a car that cut me off. The driver of the car apologized very sweetly when I caught up to him. Basically, I was riding pretty fast for approximately 30% of this trip. TAIL WIND!

Car: 11:10



After several moments, a female officer, Officer Brodt (#502) came and started asking me questions in a very respectful and professional manner. She collected my name and address, which I provided verbally. Several minutes after that, I requested permission to leave the scene so that I could take my very distraught child home. Officer Brodt checked with the head officer (I do not know which officer this was) and then granted permission.

I believe Officer Duff's actions were unreasonable because 1) he encountered no resistance from any individual in the group, 2) none of us were armed or threatening him, and 3) my child five-year-old child was knocked down as a direct consequence of his action.

In closing, I am outraged that my five-year old son's first experience with law enforcement was violent.

"WE ARE ALSO TRAFFIC!"



bike graffiti in Quito, Ecuador
photo by Claire Stoscheck



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photo by Ruthie Hansen



CENTERFOLD!



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