



DISCOUNTS for SFBMA Members are available at the following places. Patronize these friendly establishments! And look for *Cognition* at these hot spots!

The following bike shops give 10% discount on parts to SFBMA members:

- Foxy Flyer Bike Shop, 3330 Steiner St., SF, 415-674-1910
- Big Swingin' Cycles, 1122 Taraval, SF, 415-661-2462 (also 10% discount on labor)
- Road Rage Bike Rental and Repair, 1063 Folsom, SF, 415-255-1351 (also 15% discount on labor)
- Freewheel Bike Shop, 1920 Hayes St., SF, 415-752-9195 and 980 Valencia, SF, 415-643-9213
- Pedal Revolution, 3075 21st St., 415-641-1264
- Cycle Sports, 3241 Grand, Oakland, 510-444-7900 (also 10% discount on labor)
- Missing Link, 1988 Shattuck, 510-843-7471, 1963 Shattuck, Berkeley 510-843-4763

Other Established friendly(s)

- Cassidy's Bar, 1145 Folsom, SF, 415-241-9990—\$2 beer specials M-F, 6-8 pm for working messengers 21 & over
- The Sports Basement, 1301 6th St., SF 415-437-1415

NEW SFBMA GOODIES IN!!!!
LONG SLEEVE AND SHORT SLEEVE T-SHIRTS AND HOODIES.... BLACK ON RED AND RED ON BLACK. Really hot looking.

COMMUNITY CALENDAR

MARCH

- THURS. 3/14** SFBMAGENERALMEETING NOMINATIONS OF CANDIDATES FOR THE APRILELECTIONS
- SAT. 3/23** AT LONG LAST!: ANOTHER SFBMAFILM FESTIVAL. WE'VE GOT NEW FILMS AND SOME OLD FAVORITES, PLUS A SPECIAL ROUND OF THE GOLD SPRINTSERIES. MARK YOUR CALENDAR, BECAUSE SEATS WILLGO FAST!
- SUN. 3/24** 11AM CESAR CHAVEZ DAYPARADE AND FESTIVAL. MEETATMAIN AND MARKET. MARCH W/ SOLIDARITY& FELLOW WORKING PEOPLE

APRIL

- THURS 4/11** ELECTION DAY: VOTE FOR SFBMA OFFICERS. BALLOTS AVAILABLE EITHER @ THE WALLOR @ THE GENERALMEETING. SFBMAGENERALMEETING 7PM 255 9TH ST. LAST CHANCE TO VOTE AND TALLY FROM DAY'S ELECTION. MEETYOUR NEW OFFICERS!
- THURS 4/11**

HEY! ADDYOUROWN EVENTS TO THE CALENDAR. SEND THEM TO THE EDITOR bernie@sfbma.org BY 20TH OF EVERY MONTH

March 2002								April 2002							
				1	2			1	2	3	4	5	6		
3	4	5	6	7	8	9		7	8	9	10	11	12	13	
10	11	12	13	14	15	16		14	15	16	17	18	19	20	
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24	25	26	27	28	29	30		28	29	30					



GIRLS LOVE PAVEMENT
 (OR HOW I STOPPED WORRYING AND LEARNED TO LOVE THE PAIN)

BY BRIDGET MAY

My first race ever was an alley cat. My boyfriend, Ginger was working at Pro-Mess and I'd hang out with him after work at the Tempest and drink a few beers. I found that waiting around for someone to finish some crazy race was kinda boring so I decided to try it myself at Timbuk2 one Fourth of July. Grey put it on and he had us riding from North Beach to Hunter's Point all night!

Alley cats are the perfect combination of brains and brawn (and beer). You've gotta be fast, but you must also have your wits about you very much like road racing where there are lots of times when the strongest rider isn't always the winner. It is the strongest team and the most experienced rider (And sometimes the luckiest), that takes the prize.

We went to the 1998 Cycle World Championships in DC and I was smitten. (Enough so that I got a job at Western when I got back) There was a short sprint competition that I made to the semi-finals and I was so excited! I never thought of myself as very fast before; I was nearly the slowest girl on the track team in high school and had been traumatized by competition ever since, but maybe I'd found my sport.

When I first joined the Cycle Courier racing team I was one of only two or three other women who raced sporadically (Lauren (from Pro) and Troy Watson (who is a bit of a success (cont'd on page 4)

PROMESS BARGAINING UPDATE: SQUEEZE!
 BY NATO GREEN

Once again, Professional Messenger makes Enron look like a respectable business. The workers at Professional Messenger have had about ten negotiating sessions since October and are finally getting onto an almost weekly schedule, and finally beginning to talk about our damn money. The company wants to cut pay and benefits and make it easier for them to discipline and terminate people. At every meeting, the managers and their lawyers remind us that it's unreasonable and insane for us to want better pay, benefits, and job security. Silly us.

The good news is that Kaiser driver Antonio Maciels received \$312 from a state labor commissioner for unpaid overtime from ProMess. ILWU Local 6 Business Agent Fred Pecker was at the hearing facing off with Dan Duschen and route supervisor Dave Singh. Apparently some of the route drivers have had their pay cut but are still doing the same amount of work.

The other good news is that some ProMess employees are about to receive another payout from the big wage and hour lawsuit filed back in April 1999. The workers entitled to money will get around \$500 each. Hopefully that'll ease the burn of being screwed every day. (cont'd on page 6)

NOTES FROM THE EDITOR

March is Women's History Month and in recognition of this *Cognition* is focusing this issue on the relationship between two of the earth's finest creations; women and the bicycle. We mean in no way to regulate such a great thing to one mere issue, but to highlight here and let it shine throughout further editions. So for all the moms, sisters, daughters, girlfriends and wives who have loved us greasy bike geaks and bandaged our wounds after the inevitable crashes, man or women, thanks and enjoy.

PRESIDENT'S REPORT
SPRING'S ASPRUNGIN'
 BY DAMON VOTOUR

Greetings once again, we're almost to spring climate, and we've had one of the mellowest winters in the last decade. On Feb 14 us and the sfbc and the bay guardian, good vibrations and the different spokes contingent all met to host the; love on wheels; valentines day party and dating game, there was drink specials, prizes from good vibes and live music!! The sfbma table sold a bunch of shirts to an amorous anomaly of milling denizens of the despised holiday, despite ourselves we all had fun, although none of us sfbma got dates, the event was a success.

The first ever graduating class of c.d.t (courier disaster technicians) finished courses and received diplomas at sffd hq at 19th +folsom. 16 of us walked away with life saving skills, first aid, and many other pertinent skills. many thanks to the sf fire department and serenity. May I add that these classes are free!!! and ongoing. when shit hits the fan we'll be there! Talk to serenity about upcoming classes and if your tired of reading of what's going on come to the next sfbma meeting on march 13th at 7pm and let your voice be heard. You can put in your constructive criticism or other input at that time, it should also be noted that (cont'd on page 2)

COGNITION is the newsletter of the San Francisco Bike Messenger Association, an organization dedicated to the improvement of work conditions for SF's Messenger industry.

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PRESIDENT'S REPORT CONT'D

at this next meeting is the nominations for the next officers of the sfbma, meaning president, executive director, secretary, and treasurer. Yes, rak, bernie, howard, and myself won't be around to run the day by day tasks which keeps it all going. if you feel that you can contribute at one of these roles please run at the election or nominate someone who you think has what it takes. I am going to run again, after a lot of thought and a couple of sleepless nights I came to the

ROAD RAGE MURDER, THE START OF CDT(COURIER DISASTER TECHNICIANS)... all these things happened due to a small core of dedicated people willing to put their neck on the line, and to dedicated sfbma members. at this juncture we are a bma in which other bmas model themselves after!! But don't pat yourself on the back yet because there's a lot of shit to do. on the labor front speedway and professional messenger are currently negotiating on new union contracts, and



Damon, Howie and Bernie @ meeting. Don't forget nominations at March meeting! Photo by Kyle

conclusion that I'm just crazy and masochistic enough to do it one more year, sadly at this point it seems no one wants to step up, however I think things will change. It is those who you least expect who stand up and get things done sometimes..... don't be alarmed but anybody who wants to perform these officers tasks should bear in mind that there are some responsibility's, that can be time consuming and creatively laborious, yet more than worth it when progress is made for our community, things don't happen overnight.

Let's take a look at the events of the last two years MESSENGER APPRECIATION DAY 10-9, SFBMA PICNIC, PRIDE PARADE RIDE, RUSSIAN RIVER RIDE, ALLEYCATS, ART SHOWS, FILM FESTS, BENEFITS FOR INJURED MESSNGERS AT ILWU HALL, SFBMA CAMPING TRIPS, NEGOTIATIONS WITH MUNI, TIGHTER BONDS WITH SFBC, PROTESTS AGAINST

1st legal is going back to federal court on march 6th to fight a long going union drive and a long list of unfair labor practices, on that day the judge will decide the fate of the sf office of the biggest legal support courier service in california, the judge said at the first trial that they didn't have a legit case and it would be in everyone's interest for 1st legal to start negotiations with our union reps at ILWU international longshore warehouse union local 6, needless to say there was some half assed attempt on the part of management to create dialogue, but was lackluster and insincere. This case is important because if we win were union employees, not ICs . fuck nica and the pus infested rodents they rode in on. oh yeah, remember glagopoloco an cmwc, and a keg of beer to whomever returns the bummy doll to team satan, oh and the canadians cheated!!! that was our gold.

DAMON#77 PREZ SFBMA

COGNITION

President: Damon Votour
Executive Director/Editor: Bernie Corace
Secretary: Howard Williams
Treasurer: M. "Rak" Affonso
Copy Editor: C. Nellie Nelson
Layout: Donny Don Don
Masthead Logo: Louie Seastres

ESTABLISHED 1990

The San Francisco Bike Messenger Association was first started as a humorous, yet-in-yer-face, answer to the AMCS; if the owners could have a club, so could we.

WHO WE ARE

We are you, if you are a current or former employee of the SF messenger industry. This includes walker, bicycle, moped, motorcycle, and driver messengers, as well as order-takers and dispatchers.

WHAT WE WANT

We want what is well overdue: appropriate compensation for our efforts. This includes a livable wage, health insurance, sick pay, vacation pay, pension plan, equipment compensation, etc. You know, normal workers' rights.

HOW WE WILL GET IT

We will get it by becoming one unified force, and standing up to the entire industry with our demands. In the past, we have proven that we can stick together to help each other out by holding countless benefits, hosting the best Cycle Messenger World Championships of all time, coming together to pay tribute to fallen comrades, holding toy drives for needy kids, the annual Russian River Ride and even things as simple as creating our own underground social scene each and every day of the week. Now that we have a working agreement with the most powerful union in the Bay Area, the International Longshore and Warehouse Union, we have the experienced backing to stand up in our industry and achieve our goals.

WHAT YOU CAN DO

Volunteer for the SFBMA. You can leave a recording that 415-626-1912. Dues are \$5 each month/or \$50 a year and may be paid to Damon, Rak, Howard and Bernie. Attend as many events as you can without becoming obnoxious as starlings.

(UNTITLED)

I HAVE HAD A THOUSAND DREAMS,
 WHERE A THOUSAND BLADES SLICED MY HIDE,
 WHILE YOU WERE JUST OUT OF REACH
 AND ALL THE DARKNESS SUCKS ME AWAY
 BEFORE I KNOW YOU'RE SAFE
 AND I'VE AWAKENED ON A THOUSAND MORNINGS
 WITH A THOUSAND QUESTIONS BUZZING
 LIKE WASPS IN MY SKULL
 I'VE RECEIVED A THOUSAND CORRUPT
 TRANSMISSIONS, IMPOLITE SIGNALS
 BEAMED INTO MY BRAIN LIKE ADS
 COULD YOU HOLD MY HAND JUST TO
 CONVINC ME I'M REALLY HERE?
 I HAVE STARED INTO A THOUSAND EYES
 WAITING FOR A THOUSAND LIES,
 NOT REALLY CARING OR LISTENING
 TO THE PRATTLE ---
 WALK AWAY WITH ME, BUT KNOW I
 ALREADY KNOW YOU'LL PROBABLY TURN BACK ^
 IT'S OK
 I HAVE SCREAMED 4 THOUSAND
 SILENT YELLS, STOPPED A THOUSAND PAINFUL WAILS,
 NEVER HAVE LET THEM KNOW THEY'VE ALREADY WON.
 NEVER KNEW I WAS BARELY KEEPIN,
 THE CORPSE UPRIGHT.

JOEL (HILLBILLY) BOSTIC 31, THE DIRTY-ONE



Chris and Maria Blissing

Photo by Kyle Shepard

What's Cookin' ?



Hey everybody, happy spring! You may or may not know that March is National Women's Month, so happy women's month too. I was asked to write about us female mes-

sengers for this issue of Cognition. I was excited to do this, but then I thought about it, and I realized how difficult this would be. I was thinking, I'm a girl, I'm a messenger, why is this so hard? There are far fewer women than men out there, I'm sure you'd all agree, but I can't say that being a girl makes my job any easier or harder.

I talked to a lot of my girl friends in the community and they all agreed. Perhaps initially the girl/boy ratio is intimidating, it was for me anyhow, but it becomes apparent rather quickly that everyone is welcoming and supportive, the guys especially. So even though the messenger world is a boy's club, what it comes down to is we all work hard as hell and we all love to ride our bikes, regardless of our gender.

That said, I'd still like to share something food related for *Cognition's* "What's Cooking" column, so here's a recipe for amazing vegan peanut butter cups....

WHAT YOU SHOULD HAVE

- 1/2 C. margarine
- 3/4 C. peanut butter
- 3/4 C. graham cracker crumbs (finely chopped in the processor/blender)
- 1/4 C. dry sweetener
- 1 C. vegan chocolate chips
- 1/4 C. soy milk OR a few tablespoons of rice milk

WHAT YOU SHOULD DO:

Melt the margarine in a small saucepan, once melted, add the peanut butter, the graham crumbs and the sweetener and mix until it's all smooth.

Spoon evenly into muffin cups that are lined w/ papers.

Place the muffin pan in the fridge for about 30 minutes and clean the saucepan or watch a bad sitcom or whatever your pleasure.

In a small saucepan, melt the chocolate chips w/ the soy or rice milk and once melted, spoon over the somewhat cooled peanut butter concoction.

Put it all in the fridge for at least 6-8 hours, the longer the better, and enjoy!

TAKE THIS JOB AND LOVE IT!

BY BERNIE CORACE

Nominations of candidates for April's SFBMA elections are coming up, as usual at our March general meeting, and if you haven't heard yet, I will not be running again for Executive Director. It has been an honor and sometimes even a pleasure to serve the better part of two years as your E.D. While sometimes it has taken being a flatterer, other times a bitch, it has always been my aim to make sure that shit gets done. We have done a lot the last couple of years, from demonstrations to

fund-raisers, from film festivals to camping trips.

Now I'm glad to step aside and let someone else have a shot at the job. Luckily Damon will be running again as President. I think few people have as much love of our community as him. And trust me, with a job that doesn't pay a cent and with few perks it takes a true love of it all to motivate you to spend the energy. Regardless of who wins in April, I hope they can at least match Damon's energy.

Now that I'm not running again for re-election maybe I can get something off my chest. For as much as we have all done the last couple of years, the vast majority of the work has been

done by a tiny few. Unfortunately every time it's taken a group of hands to make something happen, it's the same faces that show up. And frankly, I know that many of them are tired, while others have already moved on. Simply put, hanging out at 1 Post or the Wall, or warming a bar stool at Cassidy's does nothing to build and sustain our organization.

Instead of needing a few people to do more, we need more people to do a little. And it starts with paying your dues. I'm glad to say now when someone pays their yearly dues in full (\$50) they will get a complimentary t-shirt; half year (\$25) comes with a patch. It takes money to allow any organization to function.

And after the money, it takes more people to be involved. The SFBMA has to be less of a clothing line and more a group of committed individuals involved in improving their community.

So I hope everyone gets more involved. I plan with the consent of our new officers to continue as editor of Cognition after April's elections. I look forward to working with the new Executive Director in getting him/her familiar with the job. We here in San Francisco have a great thing going, the envy of a lot of messengers throughout the world. So let's treasure it and make it better. That's it, that's all. Remember what I wrote about being a bitch?

AT LONG LAST, ANOTHER S.F.B.M.A. FILM FESTIVAL!

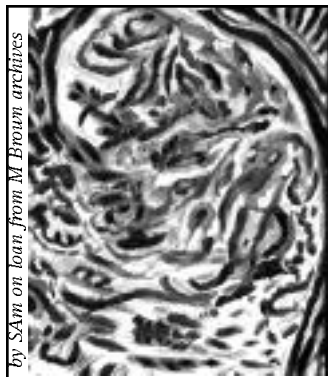
SATURDAY MARCH 23RD, 1:30PM
ATA 992 VALENCIA @ 21ST ST.

We've got some new films never shown by us before, including the Austrian film TEMPO, and a segment on the METROPOLOCO event from NYC.

Expect some surprises and old favorites as well. And if that's not enough two wheeled excitement for you, we will be holding a special GOLD SPRINT race with a high-tech virtual-traffic(tm) simulation. Watch your friends go head to head in a beer fueled frenzy or join in the mayhem.

Show up early if you want to race, as spots may be limited. Bring \$5 for admission, another \$5 if you want to race and a little more cash for the cheap beer we'll be serving. And don't forget your movie snacks. Interested in helping out; talk to Nice Tim.

Proceeds go to *your* SFBMA.



by SAM on loan from M Broam archives

Two bits of mythology

from America Meredith

Bitch is the Teutonic goddess of dogs—powerful and respected. When the Christians gained influence in Germany, they made "Bitch" into a derisive insult.

Iris is the female messenger of the gods in Greek mythology. Daughter of the titan Thaumias and the nymph Electra, Iris is the personified goddess of the rainbow. Iris is the daughter of Titan Thaumias and the nymph Electra. She is portrayed as a young woman with wings and her attributes are a herald's staff and a water pitcher.

PROMESS BARGAINING UPDATE: SQUEEZE

(cont'd from page 1)

The ILWU also filed three charges against ProMess at the National Labor Relations Board, and investigations have begun. Charge number one says the company has unilaterally reduced wages and miles for at least one route driver. The first contract included wages for route drivers which the company argued reflected the amount of time and mileage it takes to do each route. Legally, Pro shouldn't change those without negotiating, but it did. This route driver, Rajinder Singh, got mad and came to contract negotiations to show his support. Rajinder's supervisor rewarded him by going to his house to yell at him about it.

Charge number two says the company is discriminating against one of the route drivers by hassling him over things that others do with no repercussions. Numerous employees have had friends and family and pets in their own cars, but the company is only giving this one driver a bad time about it.

Charge number three is simply for bad faith bargaining. The company has made it clear that their proposals are not based on their real business needs, but only on their taking offense to what we want.

Meanwhile, we all got this memo from Jamie [the chief operating officer] in our paychecks recently. More about the union security clause. Let me just say that I almost vomited when I read it. English is a lovely language which has been soiled by every bit of crap the company has put out. "The company has stood by its employees and has told the union that it does not believe that ProMess should work under a union security clause."

Ask yourself: if the company is so busy standing by its employees, why doesn't it want to stand by us by offering better wages, benefits, safety, or job security? Why does it only communicate to the workers about the union security clause instead of everything that's being negotiated? No one in their right mind could believe that the agenda of the ILWU is to fire large numbers of workers that it spent a lot of energy trying to organize.

This is a fight we can win if we stick together. Stay tuned for ways you can help. If you don't work at ProMess, the best way to help is to organize your company. Sooner or later, the rates gotta go up. Call Nato at (415) 474-9306 to lend a hand.

Messenger Dictionary!

MESSSENGER \ˈmes-n-jer\ or COURIER \ˈkur-e-er\ no un. 1: One whose time and comfort can be assumed to be less important than of those that he/she serves. 2: One who bears a package or message or does an errand. In temperament and habit, a cabbie with Green credentials who specializes in packages rather than passengers. After prostitutes, the oldest professionals on the planet.

LOCK \ˈlɒk\ noun 1: A prophylactic to the redistribution of wealth. 2: A mechanism used to fasten one object (ie. a bicycle) to another object. Come in many varieties, some useless, others merely hopelessly pathetic, but the better models have been known to deter thieves who have particularly short attention spans. Often ineffectual due to simple usererror, particularly so when the device is fastened to something sturdy, like a street sign post, but the bicycle itself is left out of the loop. Cyclists should take care to fasten the frame rather than just the tire, lest they return to find an ungainly unicycle.

HANDLEBARS \ˈhan-dl-bar\ noun. 1: A bar used to steer a bicycle. Come in three varieties: straight, curly, and confused. Those who are new to the two-wheeled world tend to grip them very tightly; six months down the road, they may seldom deign to touch them at all. 2: A type of mustache worn by the snazziest of messengers.

Inspired by "The Pedaller's A-Z" on www.bikereader.com <<http://www.bikereader.com/>>, used with permission of *Bike Reader's* Scott Munn. Thanks, Scott!

Presenting Dr. Crank, the Advice Messenger!

Q: Dr. Crank, I've noticed that many messengers do not wear helmets, should I wear one?

A: Listen dumbass, if you like solid food and regular bowel movements, wear your helmet. Even the most experienced cyclists can crash and it can happen easily with something as simple as hitting a small rock in the road the wrong way. Pro racers crash all the time.

These represent some of the most skilled cyclists in the world and if they can crash and get injured so can you. Now, I know it may look cool not to wear a helmet and it seems to signify that you have such confidence in your own cycling abilities that you do not think that it's possible for you to crash, but trust me you can and get seriously injured in the process. So play it safe wear your helmet. Now get hot, rookie!

Q: Dr. Crank, with the recent bad weather, what should I wear in the rain?

A: Listen dumbass, leave your favorite hoody sweatshirt and the \$15 rain suit you got at the hardware store at home and spend the money on some cycling specific rain gear.

When the temperature drops you will want as little of your body exposed to the moisture as possible.

I recommend water resistant socks and gloves and a wool cap for your head. And even though they may look odd, cycling booties that cover your shoes do wonder for keeping your feet dry and warm.

I personally use BURLEY rain gear. It's breathable and comes with zippered arm pit vents to keep you cool; works wonders. Now get hot, rookie!

Have a question for Dr. Crank, our all-knowing advice messenger? Send it along to *Cognition*.

POP QUIZ!! ANSWERS FROM ISSUE #27

POP QUIZ!!#1: THIS MESSENGER MAY LOOK ROUGH 'N TOUGH, BUT CAN YOU GUESS WHAT INSTRUMENT HE PLAYS?
ANSWER: THE CELLO!

POP QUIZ!! #2!
HOW MANY YEARS HAS HOWARD BEEN A MESSENGER?
ANSWER: 20 YEARS!

! NEW POP QUIZ!!

MARCH '02 POP QUIZ!!#1
WHAT IS LIL' CHRIS' HOME-TOWN?
ANSWER: IN THE NEXT COGNITION



MARCH '02 POP QUIZ!!#2
WHAT BREAKFAST ITEM IS TATOED ON MEGAN'S LEFT ARM?
ANSWER: IN THE NEXT COGNITION



GIRLS LOVE PAVEMENT (OR HOW I STOPPED WORRYING AND LEARNED TO LOVE THE PAIN)
 BY BRIDGET MAY *cont'd from page 1*

story*). I never spoke to them except at races and mostly trained with the men. I'd go on group rides with Ginger and his team-mates and being a novice, struggled to hang on as they attacked up hills and sprinted for signs out in Marin. It was never an easy ride even when it was for them. Just going out with them on Saturday morning was as stressful as a real race. Would I make it home alive?

At my actual races I would often be the only woman from my team in my field and it was very intimidating when all the other girls seemed to know each other and what they were doing. I spent so much energy being nervous before the race I hardly had anything left at the start (I left it all in the porta-potty). It was tough. I really wanted to be out there but I needed more support.

I was always looking for more women to join the Cycle Couriers, and I got a few to come to a race or two. Trina Blanchette and Erika

the end of my second season I was in the 50th percentile! I was moving up!

My third season changed significantly. I did more races and I started commuting to a job that was about an hour from home giving me the easy miles I needed.

With the additional miles in my legs I began to feel comfortable with the racing scene and was able to relax enough to understand what was going on during a race and do something about it. Either chasing down an attack or initiating one I was slowly learning that some hard suffering at the

Ladies at the start

right moments can pay off if applied strategically. At the Wente Vineyards Critierium during the sprint finish I jumped on another rider's wheel who had started sprinting early and she towed me to the line where I beat her by a half a wheel! I was beside myself! I felt like I had come so far and had accomplished something I'd thought I couldn't do. I won a t-shirt and a bottle of wine. Ahhh, sweet victory.

Like many sports road racing is still dominated by men. In any given race there are usually only 1 or 2 fields for women (often lumping beginners and pros together in the same race) while there may be as many as 7 fields for men. It makes it more of a challenge for women to get started, knowing they won't get much support or recognition and that they may be one of a very few women out there. It's a vicious cycle!

This is changing, however. Women's field sizes have doubled this year and the Cycle Courier team now boasts a whopping 14 chicks!



photo by Brigid May



Racers and their beautiful shadows photo by Bridget May

Schoenhoff joined up. Trina is a really strong rider but ended up doing that insane Race Across America (!) and then had no time for other racing. Erika is still with us.

Though my fields were small when I first started racing, maybe eight or nine women at most, I was nearly always last. I remember waiting eagerly for the results sheet to be taped up to the truck window and giddily finding I had beaten more than one or two others in my race. By



We are expecting a great season. Already we've had a win at Cantua Road Race and 2nd place at Snelling RR. Look out! Check out "http://www.ncnca.org" www.ncnca.org to see the season's race schedule.

Cycle Couriers:	
Liz Canning	Bridget May
Rook Campbell	Bethanie Murguia
Kim Cox	Sarah Newman
Jennifer Holcomb	Jana Roberts
Brooke Kuhn	Erika Schoenhoff
Sarah Lightfoot	Jane Wallace
Carrie Lo	Amy Willis

* Troy started racing for the Cycle Couriers in 1997 as a CAT 4 and proceeded to do every race possible. Without a car she would bum rides or take BART or the train down to races and camp out if she had to (sometimes in the rain). Once Troy took Amtrak to Fresno arriving at 9pm and proceeded to ride 40 miles (quite possibly while being chased by a mountain lion) to the only sheltered area she could find and slept under a tree. In the morning she hitched a ride to the racecourse. That's motivation! (or maybe crazy). She moved up quickly and was a CAT 2 by the middle of her second season. She now races for Alto Velo. Go Troy!!

DON'T LOOK NOW, THERE'S A CHICK ON A BMX
 BY SERENITY ENRIQUEZ

It's almost 4:20pm, and as I race back downtown from my delivery on Bayshore, I pass the men standing on the sidewalks of Army. They jeer and hoot at me as I pass by, sweaty and out of breath. I pedal faster so as to get past their laughter a little quicker. My strong legs relax a little as I hit Folsom Street straight across the Mission and SOMA. I make it to the Wall just a moment before 4:20, and give a glance over everyone there.

There are my friends who I can just chill with as I cool off from my latest gravy ride. Then there are the other bikers and peds who either stare openly at my female body or give sly little glances. No bother, I just shrug them off and continue my route after a little refreshment.

Being a bicycle messenger is an intense form of employment. You are on your bike 10-12 hours a day, rain or shine. I have come to know the City of San Francisco so well that I can navigate through rush hour traffic, fog, rain and hail without hesitation. Being a courier has brought my reaction time down to a split second. I see opportunities and I seize them as soon as the time is right. When I first started riding, there were few other female couriers, and very few rode BMX. I was given a lot of shit, but I continued being female (how could I help it) and riding BMX. Nowadays, there a lot more chicks on the road, as well as BMXing messengers. I am always proud of women who survive their rookie stage and continue riding the roadways cluttered with those two-ton steel death machines.

To be a courier to begin with, one must sharpen their senses. Be acutely aware of the actions of everyone around them. To survive, one must be respectful of the flow of traffic: trying not to interfere with peds, cars, and other cyclists. Our goal is to stay alive so as to go to bed that night. Most of us make it, some of us don't, sadly. Always assume that the motorist that you are sharing the road with DOES NOT see you. Don't get into a spot where you cannot back out of, although sometimes options are slim.

Some of the highpoints of being a courier include being paid to ride your bike (how cool is that?), meeting and hanging out with a large circle of friends whenever you aren't riding, discovering some awesome aspects of the City, and getting to know the City very well. Some of the lows include being soggy after a day of riding in the rain, being on your period while working, being harassed by men, and shitty security guards. But while this job is intense, it is a very satisfying job. So to all BMXers, chick messengers, and male messengers: pedal hard and ride safe!

Women who ride, watch them glide... and if you're lucky, maybe they're on their way to you! Here are some of those among us and some who have passed our way!



Therese visiting SF from Philly photo by SAMmy graphics



Valarie from Switzerland @ CMWC Philly photo by Kyle Shepard



Sarah @ CMWC Philly photo by Kyle Shepard



Mountain Lioness photo by SAMmy graphics



Lena Seagrave at glut alleycat photo by SAMmy



Victoria photo by her Mom



Christine & Stephan Kizziah photo by SAMmy graphics



Kyle's Mom riding in N. Dakota! photo by Kyle Shepard



Stuart Coulthard @ 10-9 Day photo by SAMmy graphics



America photo by Stephanie



Zett and her Daddy at the Satan Alley Cat photo by Kyle Shepard



Becky A hut swap photo by SAMmy graphics

Bones & Angie @ Horsesho Pits photo by Kyle Shepard

SUGGEST NEW RACK SITES!

Lock where you want to. Rack locations need to have a sidewalk at least ten feet wide in front of a public building or business. Please call SFBC at 415-431-2453 ext. 8 to leave a voice mail with the exact address of your suggestion. -John Seagrave