

PARTY IN THE WOODS

MAGAZINE

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EXCLUSIVE

TECH TIP WITH POULSEN

HOW-TO (HUCKING TO FLAT)

SINGLESPEED YOUR CARBON HARDTAIL

GRILLED OYSTER RECIPE

AVERAGE GUY REVIEWS THE PATROL ALLOY

US \$.01 | CANADA \$.02



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DRINKABILITY IS THROUGH THE ROOF



A COLLABORATION OF KULSHAN BREWING & TRANSITION BIKES.
AVAILABLE AT THE TRANSITION FACTORY STORE, KULSHAN BREWERY AND SELECT STORES IN WHATCOM COUNTY.

TECH TIP WITH JOSH

HANDLEBAR ROLL SETUP



The Hood Roll: Best for transporting your Little Caesar's zza and 2 liter of Cola back to your pad.




The Lap Roll: Bike to big for you? No problem, roll them bars back.



Proper: Best setup. This includes setup for shredding mountain bikes up and down hills. The best roll placement is when the upsweep of the bar is parallel, or very close to the angle of the fork.

HOW TO HUCK TO FLAT

WITH LARS N BARS



Every huck to flat is an opportunity to test you and your equipment's boundaries, or to fail miserably. It takes forethought and experience, so it's important to start small if you're not familiar to the HTF protocol.

I grew up riding bicycles in an era when a lot of thought went into the lips of jumps but not much attention was paid to landings. More often than not when you were hitting a jump there was very minimal landing ramp available to absorb the impact. And on a bmx bike built in the 1980's there wasn't much in the way of great equipment to rely on to take the hit. Bent forks, 1 piece cranks and handlebar slippage was standard operating procedure. So you learned fairly quickly how to use your body to absorb as much of the impact as possible to avoid catastrophic failure. An important note that back then hucking to flat wasn't at all notable, it was simply jumping.

You want to choose your jump wisely. Mostly so that there isn't much of an up-slope at or near where you might land. A great starter package for a good HTF is a downhill bike and a step up. The trajectory algorithm of a HTF on a step up reduces landing impact. You'll want to be sure to do some neck exercises and

stretching beforehand as well to prevent as much head slap as possible. Once you have mastered the step up HTF it is safe to move on to regular jumps. Long mellow landings are your friend here as well as you can practice while still taking advantage of the very end of the landing.

The next step is a full blown HTF. A secret here is speed. The faster you go, the more you offset a vertical landing path to splat. Speed is your friend but adding amplitude will earn the subtle tip of the helmet from the discerning observer.

TO RECAP:

- Start small.
- Choose the right bike.
- Work your way up.
- Strengthen the neck muscles, and limber up.
- Send it randy.

Happy hucking!

GO SINGLESPEED YOURSELF

TURN YOUR VANQUISH OR THROTTLE INTO A SINGLESPEED WEAPON

Single Speed USA (SSUSA) is a drinking event of epic proportions that also involves some mountain bike riding and racing, specifically mountain bikes with 1 gear. Historically the event travels around 'Merica every year, with participants "earning" the right to host in their home state by the means of some ridiculous challenge. 2017 the event made it to WASHINGTON on the back of our buddy and local legend Greg Heath who owns and operates Donkelope custom bikes. This year around 80 racers traveled near and far to Bellingham to test their abilities, equipment and livers on our beloved Chuckanut Mountains.



During the development of our new Vanquish and Throttle carbon hardtails, whether or not to make them SS compatible was a heated debate. We ultimately decided to keep the rear axle configuration as simple and stiff as possible opting for a 12mm Boost 148 Syntace axle and focus on gears. It wasn't until SSUSA came to town that Darrin and Lars starting messing around with "magic gearing" our carbon race rockets with just the right gear ratio to chain length allowing a thru axle SS setup. Our starting place was 32t-20t which worked perfectly for Lars with a standard chain, Darrin ended up racing with a 30t-20t having to use a half link chain. The end result was Lars being fitted into a custom denim SS USA champion vest. Darrin finished behind Lars taking 2nd place with the next contender over 12 minutes off the front.

LIFE SKILLS WITH CAM



GRILLED OYSTERS

To Cam Burnes (Transition Sales Professional), no biking event is complete without grilling oysters. Born and raised on the water, Cam's affinity for seafood is second to non. This simple grilled oyster recipe is pure gold and a sure fire way to impress your riding buddies.

1. Procure oysters (Pacific's are ideal in size small).
2. Make flavor spackle. Salted butter, fine chopped garlic (optional to add hot sauce to mixture)
3. Put oysters on grill and close lid and wait for shells to pop open.
4. With an oyster shucker remove top shell and cut around oyster meat so that it is not connected to the shell.
5. Dollop a small spoon full of the flavor spackle onto top of oysters meat and then close lid
6. Cook until butter has caramelized the oyster.
7. Allow to cool a few minutes

AVERAGE GUY REVIEW

LOCAL BELLINGHAMER BILL EVANS REVIEWS THE PATROL ALLOY.... KIND OF.

Dear Alloy Patrol,

This might seem odd because we've been friends for over a year now. The time has gone so fast. It's been really fun but I can't go on like this. We have to talk because...I think I love you.



Before you roll away let me explain. I was fine with that other bike until we had a demo ride together. You opened my eyes wide and expanded my stoke. Maybe it's your big rear sag and all the traction it provides. Maybe it's your head angle and wheelbase that comfort me when the pucker factor goes to 10. Maybe it's your zest for when the going gets rough. You are the total package when it's time to get sweaty in the dirt. And you're as playful as a baby goat or silly kitten.



I know your cousins get more attention with their shiny carbon W.T.F. and people think their T.I.T.S. are fantastic, but this guy prefers metal. We have so much fun getting dirty together in the woods. You don't mind my slow motion but always urge me to go faster.

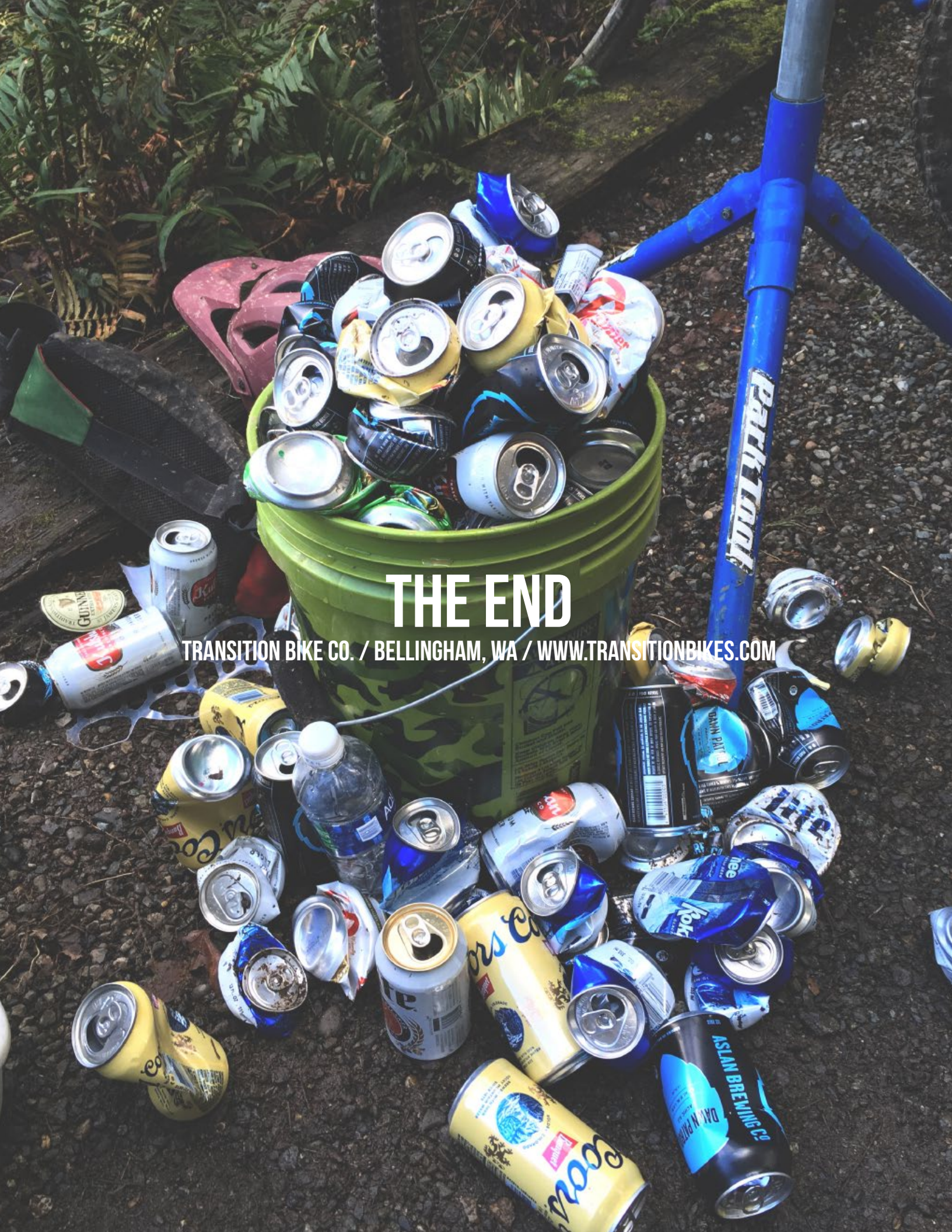
Alloy Patrol, I needed to tell you how you make me feel. I've heard some people think you're a little too heavy. Well, I'm fine with a bit of weight if it means having the pleasure of your cushion. And I'm even ok with your side thing with the Transition HQ mechanics. They might get their fingers in your oil, but I'm the one who gets to ride you.

I feel like this thing we have will last a long time. Even though you prefer it rough, you support me when I want to go with the flow. You're the kind of bike that can make getting lost in the woods feel like a day in the park. Let's keep riding together.

--Bill

FACE SHOT





THE END

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